



**CITY OF REDMOND**  
Community Development Department

411 SW 9<sup>th</sup> Street  
Redmond, OR 97756  
541-923-7724

[www.redmondoregon.gov](http://www.redmondoregon.gov)

**REDMOND URBAN AREA PLANNING COMMISSION**

411 SW 9<sup>th</sup> Street-COUNCIL CHAMBERS Redmond, OR 97756

**Wednesday, May 21, 2025 5:30 pm**

Oral comments can be provided in-person or virtually. For those who plan to provide oral comments virtually during the meeting, pre-register at [planredmond@redmondoregon.gov](mailto:planredmond@redmondoregon.gov) (must pre-register before 3:00 p.m. on May 21, 2025)

Stream the meeting live at: [www.redmondoregon.gov/PlanningCommissionLive](http://www.redmondoregon.gov/PlanningCommissionLive)

**Agenda**

<p><b>RUAPC Members</b></p> <p>Tobias Colvin, Chair</p> <p>Norman Schultz, Vice-Chair</p> <p>Heather DeWolf</p> <p>Mercedes Cook-Bostick</p> <p>Michael Rogers</p> <p>Tom Kuhn</p> <p>Ben Schimmoller</p> <p>Ex-Officio Vacant</p>	<p><b>I. CALL TO ORDER / INTRODUCTIONS</b></p> <p><b>II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA</b></p> <p><b>III. APPROVAL OF MINUTES</b> a. April 16, 2025</p> <p><b>IV. PUBLIC HEARINGS</b> a. Redmond Comprehensive Plan Amendment (File No. 711-25-000092-TA) b. Cinderview West: Annexation, Master Development Plan, Tentative Subdivision (File Nos.: 711-24-000263-ANN, 711-24-000241-MD, 711-24-000242-SUB)</p> <p><b>V. NEXT MEETING – TBD</b></p> <p><b>VI. COMMISSIONER COMMENTS</b></p> <p><b>VII. ADJOURN</b></p> <p>Please note that these documents are also available on the City's website <a href="http://www.redmondoregon.gov">www.redmondoregon.gov</a>; 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 541-923-7751 or email <a href="mailto:Kelly.morse@redmondoregon.gov">Kelly.morse@redmondoregon.gov</a></p> <p>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 <a href="mailto:access@redmondoregon.gov">access@redmondoregon.gov</a>. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting. The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities.</p>
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**Regular Meeting Minutes**

Council Chambers & Remote Video Conferencing

<https://www.redmondoregon.gov/RUAPC>

**CALL TO ORDER / INTRODUCTIONS**

**Chair Colvin** called the meeting to order at 5:30 pm.

Present: Chair Tobias Colvin, Vice Chair Norman Schultz, Mercedes Cook-Bostick, Tom Kuhn, Michael Rogers Heather DeWolf (arrived via Zoom at approx. 5:42 pm)

Excused: Ben Schimmoller

Staff Present: Linda Cline, Housing Program Analyst; Kyle Roberts, Planning Director; Jamie Buddenbohn, Planning Permit Coordinator

Others Present: Ed Hughes, Debra Hughes, Leslie Scheppegrell, John Scheppegrell, Mark Bonar, Janet Smith, Jackson Zevenbergen, Dick Craig, Kathy Craig, Jim Isaacson, Ruby Isaacson

**CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA**

There were none.

**APPROVAL OF MINUTES**

- a. February 19, 2025
- b. March 19, 2025

**Commissioner Rogers moved to approve the February 19, 2025, and March 19, 2025, minutes as presented. Commissioner Cook-Bostick seconded the motion, which passed 5 to 0.**

**PUBLIC HEARINGS**

- a. Redmond Development Code Amendment (File No. 711-25-000057-TA)

**Chair Colvin** opened the public hearing at 5:33 pm.

**Housing Program Analyst Cline** presented the Staff report via PowerPoint, describing the proposed amendments to the Supportive Shelter standards to provide a consistent definition of "microshelter" that includes safety requirements and to allow for cooking and heating. Additionally, Exhibit A, Section 4-C was updated to state, "Free-standing heaters may only be used in ~~structures~~ **shelter units**..."

Questions from the Commission were addressed about the use of extension cords with heaters, fire prevention, site density, plans for more development of the 45-acre lot, and management of the shelter.

**Chair Colvin** called for public testimony. Hearing none, he closed the public hearing at 5:42 pm. **Vice Chair Schultz** moved to recommend the City Council approve the proposed amendments to the Supportive Shelter provisions of the Redmond Development Code as presented in the Staff report. Commissioner Kuhn seconded the motion.

**Ayes:** Chair Tobias Colvin, Vice Chair Norman Schultz, Mercedes Cook-Bostick, Tom Kuhn, Michael Rogers, Heather DeWolf

**Nays:** None

**Motion Carried:** 6 to 0

**Vice Chair Schultz** amended his motion to stated that he moved to recommend the City Council approve the proposed amendments to the Supportive Shelter provisions of the Redmond Development Code as presented in the Staff report with the modification to replace "structures" with "shelter units" in Subsection 4-C of Exhibit A. Commissioner Kuhn seconded the motion.

**Ayes:** Chair Tobias Colvin, Vice Chair Norman Schultz, Mercedes Cook-Bostick, Tom Kuhn, Michael Rogers, Heather DeWolf

**Nays:** None

**Motion Carried:** 6 to 0

b. Antelope Flats: Annexation, Master Development Plan, Tentative Subdivision (File Nos.: 711-25-000003-ANN, 711-25-000004-MD, 711-25-000005-SUB)

**Chair Colvin** opened the public hearing at 5:49 pm.

**Planning Director Roberts** noted Commissioner DeWolf recused herself and had signed off remote video conferencing. He then presented the Staff report via PowerPoint, describing the Applicant's proposal and requested applications, and noting the annexation application would be reviewed by City Council. No written public comments had been received. The Commission was asked to make a formal recommendation to Council to approve the master development plan and tentative subdivision applications.

Questions from the Commission were addressed about SW Antelope Avenue not connecting to Helmholtz Way, development and annexation of property south of Antelope Flats, the functional emergency access condition of approval, bollards used for the emergency access point, and the designated open space tract east of the property.

**Chair Colvin** called for the Applicant's presentation.

**Hayes McCoy, H.A. McCoy Engineering**, stated the conditions are acceptable to the Applicant, noting Lots 2 and 4 had already been reconfigured as Staff discussed earlier. The Applicant had discussed additional right-of-way to the south but chose not to pursue obtaining the right-of-way at this time. Instead, the street would stop short, and a 20-ft emergency access with removable bollards would be provided.

**Chair Colvin** called for public testimony.

- **Leslie Scheppegrell, resident**, requested protection of solar access and dust control during construction. She also raised fire safety concerns over limited access via 49th Street, noting the Antelope Avenue fire exit gate would be locked.

**Planning Director Roberts** confirmed Code Enforcement is the contact if the dust is not watered down.

**Chair Colvin** noted he would discuss her concerns with the Fire Chief and make sure first responders unlock the gate immediately in the event of an emergency.

- **Ed Hughes, resident**, opposed the proposed project as designed, citing inadequate emergency evacuation routes, potential impacts on fire insurance, and speeding concerns in Redtail Ridge. He urged the City to extend Antelope Avenue or advance Yew and/or Badger Avenue connections to Helmholtz. He also requested expanding the notification radius to one mile and advocated for a public park in the area, as no parks are nearby and the open spaces would not be used for anything.

Questions from the Commission were addressed about the timeline of the application for the proposed development to the north, options to expedite road construction, and emergency access to Helmholtz during Antelope Flats construction.

**Planning Director Roberts** confirmed buffered bike lanes would be installed on 43<sup>rd</sup> Street, which may help reduce speeding.

- **Mark Bonar, resident**, expressed concerns about fire ingress and egress and noted the open spaces border a 55-mile-per-hour highway, suggesting the speed limit be reduced. He noted his fire insurance had been canceled twice in four years due to the area's wildfire risk, which additional housing could compound.
- **Janet Smith, resident**, expressed concerns about fire evacuation due to having only one or two exits from Zenith Avenue.

**Chair Colvin** closed the public hearing at 6:41 pm.

Commissioner comments recognized the importance of exit points during fires, noted a higher fire risk on adjacent County land not subject to wildfire tree codes, and suggested a

compromise of installing an alleyway for emergency access. Temporary speed bumps during construction were also suggested.

**Chair Colvin** noted the public testimony would be forwarded to City Council and while fire safety is a concern, nothing precludes the development from proceeding. He encouraged members of the public to share their concerns at a Council meeting.

**Planning Director Roberts** confirmed notice would be sent at least 20 days before the Council meeting addressing the development, which is scheduled for May 13<sup>th</sup>.

**Commissioner Rogers moved to recommend the City Council approve the proposed Antelope Flats Master Development Plan and Tentative Subdivision subject to the 12 conditions of approval presented in the Staff report with the allowance for the alleyway instead of a gravel road with bollards. Commissioner Cook-Bostick seconded the motion.**

**Ayes:** Tom Kuhn, Mercedes Cook-Bostick, Michael Rogers

**Nays:** Vice Chair Norman Schultz, Chair Tobias Colvin

**Motion Carried:** 3 to 2

**NEXT MEETING – May 21, 2025**

**COMMISSIONER COMMENTS**

Commissioners thanked Staff and all who attended the meeting.

**ADJOURNMENT**

The meeting adjourned at 6:47 pm.

Prepared by ABC Transcription Services  
Reviewed by Kyle Roberts, Planning Director

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by the Chair this 21st day of May 2025.

\_\_\_\_\_  
/s/ Tobias Colvin  
Tobias Colvin  
Chair

ATTEST:

\_\_\_\_\_  
/s/ Kyle Roberts  
Kyle Roberts, staff  
Planning Director

**FINDINGS FOR AN AMENDMENT TO THE REDMOND COMPREHENSIVE PLAN TO ADOPT THE  
2025 CENTRAL OREGON REGIONAL ECONOMIC OPPORTUNITIES ANALYSIS AS A  
SUPPORTING PLAN TO THE COMPREHENSIVE PLAN**

**HEARING DATE:** May 21, 2025, 5:30 PM, Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

**HEARINGS BODY:** Redmond Urban Area Planning Commission

**FILE NUMBER:** 711-25-000092-TA

**FILE NAME:** Redmond Comprehensive Plan Amendment

**REQUEST:** A legislative amendment to adopt the 2025 Central Oregon Regional Economic Opportunities Analysis (for the Large Lot Industrial program) as a supporting plan to the Redmond Comprehensive Plan

**APPLICANT:** City of Redmond

**REVIEWING STAFF:** Kyle Roberts, AICP, Planning Director  
Steve Curley, Director of Redmond Economic Development Inc.

**I. BACKGROUND**

**Summary:**

Redmond’s Comprehensive Plan 2040 is the blueprint for the City’s future development over the next 20 years. The Comprehensive Plan serves as the primary land use planning document, establishing a series of goals and policies that guide future growth and development. City leaders use the Comprehensive Plan to manage expected population and employment growth, coordinate public investments and make decisions about new and existing businesses, housing and neighborhoods, transportation, parks and trails, infrastructure, and more.

The series of goals and policies contained in the Comprehensive Plan are informed by a number of adopted supporting plans or reference documents. This Comprehensive Plan amendment involves adopting the 2025 Regional Economic Opportunities Analysis (REOA), which is an update to the Central Oregon Large Lot Industrial Land Need Analysis – a supporting plan to Goal 9 of the Comprehensive Plan.

**Proposal:**

The Central Oregon Large Lot Industrial program was established under Oregon Administrative Rule (OAR) 660-024-0045 and was supported by a regional analysis completed in 2011. The program essentially identified the need for large lot industrial sites within Crook, Deschutes, and Jefferson counties, specifically within La Pine, Prineville, and Redmond. Each site is at least 50 acres in size and is intended for traded sector uses.<sup>1</sup>

As required by OAR 660-024-0045(13), local governments participating in the Central Oregon Large Lot Industrial program must update the regional analysis that demonstrates the need for large lot industrial sites after ten years if the regional supply of sites has not already been replenished. This Comprehensive Plan amendment involves adopting the updated regional analysis that includes updated information on employment patterns and trends in the region, industrial land absorption and utilization patterns, and shifting industry patterns and site requirements. The updated REOA is intended

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<sup>1</sup> Oregon Revised Statute (ORS) 285B.280 defines “traded sector” as meaning industries in which member firms sell their goods or services into markets for which national or international competition exists.

to ensure that the regional industrial land inventory is adequate to support the specific needs of large lot industrial users, and that the region has a competitive inventory of large lot industrial sites.

**Exhibits:**

The following exhibits make up the record in this matter:

Exhibit A – Central Oregon Intergovernmental Council (COIC) Updated 2025 Regional Economic Opportunities Analysis Large Lot Industrial Sites, March 2025

Exhibit B – COIC Council Board Resolution #368

**Noticing:**

Noticing for the first evidentiary hearing scheduled for May 21, 2025, was noticed as follows:

- Per ORS 197.610, a notice of proposed change to an implementing regulation and zoning map amendment was submitted to the Department of Land Conservation and Development (DLCD) on April 16, 2025.
- Per Section 8.1110 of the Redmond Development Code, a public hearing notice for the May 21<sup>st</sup> Planning Commission hearing was published in the *Redmond Spokesman* on May 8, 2025.

**Applicable Criteria:**

The following are the applicable sections from the Oregon Revised Statutes, Oregon Administrative Rules, and the Redmond Development Code:

- Oregon Revised Statutes (ORS) – Chapter 197
- Oregon Administrative Rules (OAR), Chapter 660:
  - Division 15, Statewide Planning Goals and Guidelines
  - Division 18, Post-Acknowledgement Amendments
  - Division 24, Urban Growth Boundaries
- City of Redmond Development Code:
  - Article I – Zoning Standards
    - Section 8.760: Criteria for Amendments

**II. FINDINGS & CONCLUSIONS**

**Findings:**

Redmond Development Code, Article I – Zoning Standards: Amendments: Sections 8.750 through 8.770 set forth the procedure and standards for an amendment to the Redmond Comprehensive Plan. Specifically, Section 8.760 sets forth the four review criteria that must be met when evaluating amendment requests. Findings for each criterion are presented below.

**8.760 Criteria for Amendments.** The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

**FINDING:** The following State statutes apply directly to this application:

ORS 197.610, *Submission of proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development*

ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development (DLCD). Notice of the proposed amendment to the Redmond Comprehensive Plan has been provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendments.

ORS 197.797, *Local quasi-judicial land use hearings; notice requirements; hearing procedures*

ORS 197.797 sets forth noticing requirements. The applicable RDC standards that address amendment and legislative procedures and noticing requirements (i.e., Sections 8.750-8.770 and 8.1100-8.1125) were developed in compliance with the applicable State statute regarding noticing and public hearings. The relevant findings, incorporated by reference herein, show compliance with the aforementioned statutes.

Notice of the proposed Comprehensive Plan amendment has been advertised in the local newspaper (public notice) as required by the RDC and State statute. Regarding statutory public hearing requirements, this proposal is legislative and not quasi-judicial. Sections 8.1100 through 8.1125 of the RDC implement the quasi-judicial statutory requirements in similar fashion and have been met. The Redmond Urban Area Planning Commission and City Council's public hearing and review processes meet the statutory requirements for the purpose of the review.

Based on the above discussion and finding, staff concludes that the proposed amendment complies with criterion #1.

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

**FINDING:** The following State-wide planning goals have been determined to apply directly to this application:

Goal 1 – Citizen Involvement - calls for the opportunity for citizens to be involved in all phases of the planning process. The Redmond Urban Area Planning Commission serves as the City's formal citizen advisory commission to fulfill Goal 1 and is made up of Redmond area residents.

The agenda for the Planning Commission public hearing, where and when the proposed amendments are discussed, were provided in accordance with law. All documents were available for public review. Public notice advertising the May 21<sup>st</sup> public hearing was published in the *Redmond Spokesman*.

Goal 2 – Land Use Planning – requires establishing a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

As mentioned earlier, adopting the updated REOA essentially authorizes the continuation of the Central Oregon Large Lot Industrial program. Because the program involves participation of multiple jurisdictions, the Central Oregon Intergovernmental Council (COIC) is identified as the regional administrator of the program and is the first to adopt the updated REOA. Each participating jurisdiction must adopt the updated REOA thereafter. Input on the updated REOA will be received from the Planning Commission, City Council, and residents of the community through the public hearing process.

Goal 3 – Agricultural Lands – is not applicable because there are no agricultural lands in the city limits.

Goal 4 – Forest Lands – is not applicable because there are no forest lands in the city limits.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces – is not applicable because the proposed amendment will not affect any regulation that implements Goal 5 and the City’s acknowledged regulations implementing Goal 5 remain in effect with no change in applicability.

Goal 6 – Air, Water, and Land Resources Quality – is not applicable because the City’s acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

Goal 7 – Areas Subject to Natural Hazards – is not applicable because the City’s acknowledged regulations implementing Goal 7 remain in effect with no change in applicability.

Goal 8 – Recreational Needs – requires the City to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts. This goal is not applicable as the amendment will have no effect on the availability of or access to recreational opportunities.

Goal 9 – Economic Development – requires the City to plan and zone enough land to meet the community’s projected commercial and industrial needs. The City adopted an Economic Opportunities Analysis (EOA) in 2020. This document serves as the City’s compliance document under Goal 9, OAR 660-009-0015, and ORS 197.712. Strategies identified in the EOA, which include participation in the Large Lot Industrial program, carried over as economic development goals and policies outlined in Chapter 9 of the City’s Comprehensive Plan.

Furthermore, Goal 9 is applicable because in coordination with its regional partners, the City participated in the preparation of the original analysis of the economic opportunities and constraints associated with users of large industrial parcels in the Central Oregon region. The original and updated REOA conclude that Central Oregon currently serves as an integrated economic unit.

Goal 10 – Housing – provides for the housing needs of citizens of the state. The City adopted a Housing Needs Analysis (HNA) in 2019. This document serves as the City’s compliance document under Goal 10, OAR Chapter 660, Division 008, and ORS 197.296(3). This report concludes that Redmond should plan to accommodate development of 6,963 new dwelling units over the next 20 years in order to house the projected population growth. The proposed amendment will have no impact on lands needed for housing. The large lot industrial program is only concerned with industrial lands.

Goal 11 – Public Facilities and Services – requires the City to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The proposed amendment will have no impact on the City’s ability to plan and develop public facilities and services. However, it should be noted that while the updated REOA does not add land into Redmond’s existing large lot industrial inventory, the City, along with stakeholders, is currently developing an infrastructure master plan for the large lot industrial lands. This plan will identify the major infrastructure needs required to activate these sites. Adoption of the plan is tentatively scheduled for late 2025.

Goal 12 – Transportation – requires the City to provide and encourage a safe and convenient and economic transportation system. Per OAR 660-012-0060, the proposed amendment will have no impact on an existing or planned transportation facility.

Goal 13 – Energy Conservation – is not applicable because the City’s acknowledged regulations implementing Goal 13 remain in effect with no change in applicability.

Goal 14 – Urbanization – requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth

boundaries, to ensure efficient use of land, and to provide for livable communities. The proposed amendments do not encourage uncoordinated development, sprawl, or lower targeted densities. The management of the City's land use inventories is unaffected by this amendment.

Goal 15 – Willamette River Greenway – is not applicable to the city of Redmond.

Goal 16 – Estuarine Resources – is not applicable to the city of Redmond.

Goal 17 – Coastal Shorelands – is not applicable to the city of Redmond.

Goal 18 – Beaches and Dunes – is not applicable to the city of Redmond.

Goal 19 – Ocean Resources – is not applicable to the city of Redmond.

Based on the above discussion and finding, the proposed amendment is consistent with the statewide planning goals and therefore complies with criterion #2.

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

**FINDING:** The following Comprehensive Plan chapter and policies have been determined to apply directly to this amendment:

Chapter 9 of the Comprehensive Plan identifies goals and policies that pertain to economic development. Goal 2 of the chapter pertains to large lot industrial land supply. The goal states *"Continue to coordinate with the Central Oregon Intergovernmental Council (COIC) on the large lot industrial site program. The City supports a multi-jurisdictional cooperative effort to pursue a regional approach to establish a short-term supply of sites particularly designed to address out-of-region industries that may locate in Central Oregon. The City recognizes the importance of maintaining a large-lot industrial land supply that is readily developable in Central Oregon."* The goal is further elaborated through strategies as outlined in Policies 9-2-1 through 9-2-5. Additionally, Goal 4, Policy 9-4-1 directs the City to continue planning for the development of the Large Lot Industrial lands within Redmond. As mentioned earlier, this amendment to the Comprehensive Plan involves adopting the updated REOA, which will essentially authorize the continuation of the Central Oregon Large Lot Industrial program.

Staff concludes that the proposed amendment is consistent with the applicable Redmond Comprehensive Plan goals and policies.

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

**FINDING:** As previously mentioned, the Regional Large Lot Industrial Program was established by OAR 660-024-0045. As required by OAR 660-024-0045(13), the participating local governments shall review the regional economic opportunities analysis after the regional supply of six sites either has been replenished by three additional sites or after ten years, whichever comes first.

Because the ten-year mark has come first, this amendment (i.e., the 2025 REOA) is an update to the 2012 REOA, which includes updated information on employment patterns and trends in the region, industrial land absorption and utilization patterns, and shifting industry patterns and site requirements. Ultimately, the new REOA is intended to ensure that the regional industrial land inventory is adequate to support the specific needs of large lot industrial users, and that the region has a competitive inventory of large lot industrial sites.



# COIC

**CENTRAL OREGON INTERGOVERNMENTAL COUNCIL  
UPDATED 2025 REGIONAL ECONOMIC OPPORTUNITIES ANALYSIS  
LARGE LOT INDUSTRIAL SITES**

March 2025

# ACKNOWLEDGEMENTS

## STEERING COMMITTEE

### Steering Committee Members:

Angie Brewer, Department of Land Conservation and Development (DLCD)  
William Groves, Deschutes County  
Capi Lewis, Business Oregon  
Kelsey Lucas, Economic Development for Central Oregon (EDCO)  
Leigh McIlvaine, Department of Land Conservation and Development (DLCD)  
Allison Platt, City of Bend  
Josh Smith, City of Prineville  
Nick Snead, City of Madras  
Jon Stark, Economic Development for Central Oregon (EDCO)  
Phil Stenbeck, Jefferson County  
Sam Thomas, Business Oregon

### Staff:

Scott Aycok, Central Oregon Intergovernmental Council (COIC)  
Nick Tierney, Central Oregon Intergovernmental Council (COIC)

### Consultant:

Jerry Johnson, Johnson Economics  
Ariel Hardiyanto, Johnson Economics  
Henry Ortiz Johnson, Johnson Economics

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## I. PROJECT INTRODUCTION

The Central Oregon region (comprised of Jefferson, Crook, and Deschutes counties) is well suited to a regional approach to economic development. While geographically separate, the jurisdictions in the region function in a manner similar to other metropolitan areas, which often share boundaries. The shared economic function within Central Oregon is relevant to the attraction and retention of larger firms, which the large lot industrial program is designed to support.

Developing and maintaining a regional supply of large readily available industrial sites will allow Central Oregon communities to compete for a broad range of economic development opportunities. Recruitment logs indicate that there are a substantial number of large firms regularly seeking sites within the region, and a shortage of appropriate sites precludes economic development organizations such as Business Oregon and EDCO from marketing the area to these prospects. Providing an ability to appeal to this segment is seen as additive to existing economic development efforts. In other words, the region's jurisdictions have developed Goal 9 compliance based on projected growth reflective of traditional patterns, and the attraction of a large industrial user would be considered an exogenous impact to these projections. The purpose of providing sites through this program is to supply land for traded sector industries.<sup>1</sup>

The program was established under OAR 660-024-0045 and was supported by a regional analysis completed in May of 2011. The Project Advisory Committee at that time developed a community vision, which summarized the region's economic development goals related to large lot industrial demand at that time. The following is the stated vision:

**To build a strong and thriving regional economy by establishing and actively maintaining a competitive portfolio of large lot employment sites and coordinating public investments, policies, and regulations to support regional and state economic development objectives**

The regional large lot industrial program has been in place for over a decade now, and the region remains concerned with maintaining a competitive portfolio of large lot industrial sites. This includes the maintenance of a short-term competitive supply of large lot industrial sites that are "development ready," which are available to allow the region to compete for major industrial employers cross shopping the region against other prospective locations.

This report is an update to the 2012 Regional Economic Opportunity Analysis (REOA). It includes updated information on employment patterns and trends in the region, industrial land absorption and utilization patterns, and shifting industry patterns and site requirements. The primary objective of this analysis is to ensure that the regional industrial land inventory is adequate to support the specific needs of large lot industrial users, and that the region has a competitive inventory of large lot industrial sites. A development-ready site, or a "shovel-ready" site, is defined as a property in which site improvement can begin within 180 days of purchase and development application. Such sites are either served or readily served by requisite infrastructure and utilities, environmental and other constraints are known and documented, and permitting can be fast-tracked for rapid facility operations.

The geographic region evaluated in the analysis is the Central Oregon Counties of Deschutes, Jefferson, and Crook. More specifically, the primary urban areas within this broad geographic region include the Cities of Bend, Redmond, Prineville, Madras, and La Pine. Consistent with Statewide Planning Goal 9, this process will outline anticipated site needs and characteristics associated with potential targeted industries in the region.

**While not all jurisdictions are likely to need and/or desire the large lot industrial sites necessary to accommodate these users, the regional availability of these sites is considered desirable for all jurisdictions.** The need for large lot

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<sup>1</sup> Traded sector industries are industries that sell their goods and services to customers outside of the region where they are located. Businesses in these industries bring new money into the local economy. Regional examples include tourism-related sectors, manufacturers, information (data centers), and natural resources.

industrial sites is a regional need, with the economic development benefits widely distributed regardless of the specific firm location.

The goal of this regional effort IS not to generate an acreage calculation of needed vacant industrial land supply but rather is to identify the variety and size range of vacant industrial sites needed to make the region attractive to site selectors and competitive in the global marketplace - a qualitative as well as quantitative outcome.

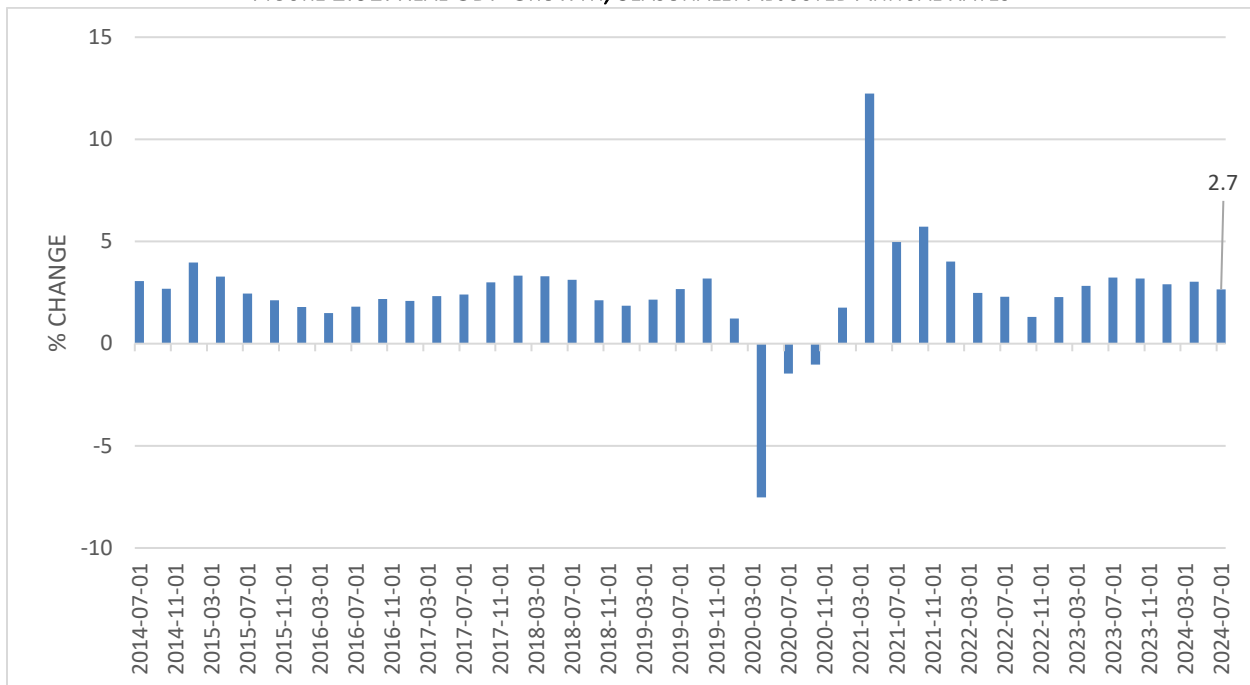
## II. TREND ANALYSIS

### A. NATIONAL ECONOMIC TRENDS

The trend analysis section provides the foundation of economic information that will shape realizable economic opportunities potential for the region, providing support to potential job growth scenarios, and ultimately employment land need over the planning horizon.

The national economy has largely recovered from the pandemic-related distortions in 2020, and economic expansion has returned to rates typical of those reported in the last decade. Inflation adjusted GDP was estimated at 2.7% during the third quarter of 2024. The current consensus among forecasters anticipates real GDP growth to average 2.7% in 2024, reflecting a modest decrease from the 2.9% rate in 2023.

FIGURE 2.01: REAL GDP GROWTH, SEASONALLY ADJUSTED ANNUAL RATES



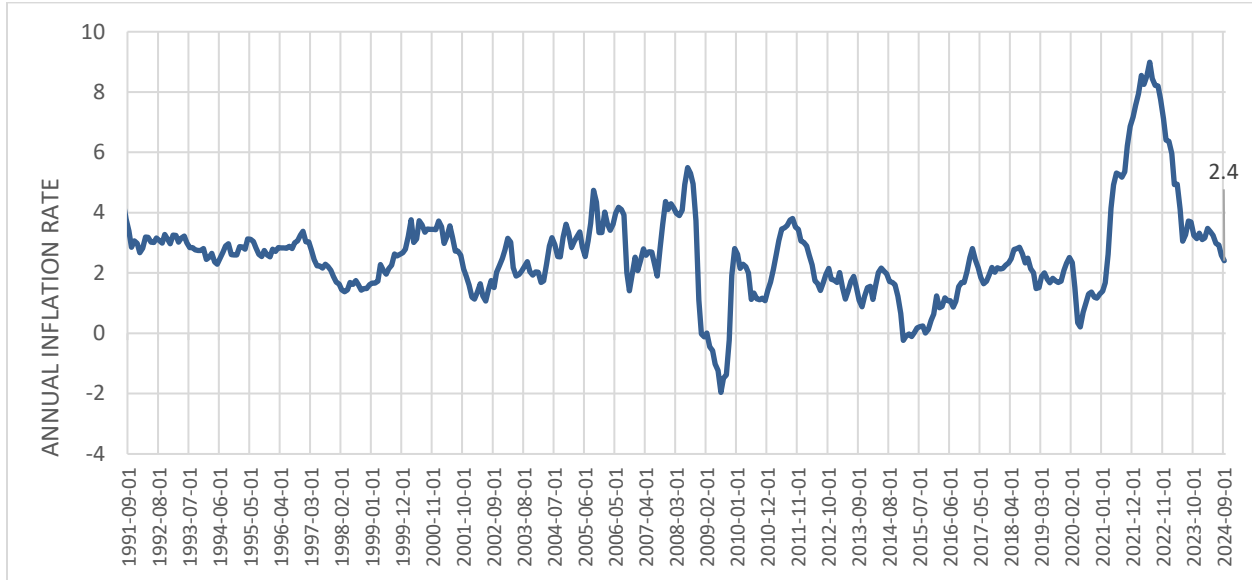
SOURCE: US Bureau of Economic Analysis

The national economy appears on course for a “soft landing,” in which more normal growth patterns emerge while avoiding a recession. While this is the current consensus among professional forecasters, there remains a risk that overtightening financial conditions could lead to a recession.

Inflation became a significant issue nationally in 2022. The rate peaked at 9%, a level that had not been seen since the early 1980s. To combat inflation the Federal Reserve has tightened significantly to slow growth and decrease inflationary pressure. While the rate has declined significantly, it remains higher than the 2.0% rate targeted by the

Fed. The current rate of growth as reflected in the GDP appears to still be placing inflationary pricing in the market, and while expectations are that rates will decline in the near term the picture is not clear regarding short-term Fed actions.

**FIGURE 2.02: CONSUMER PRICE INDEX-URBAN, 12-MONTH PERCENT CHANGE**

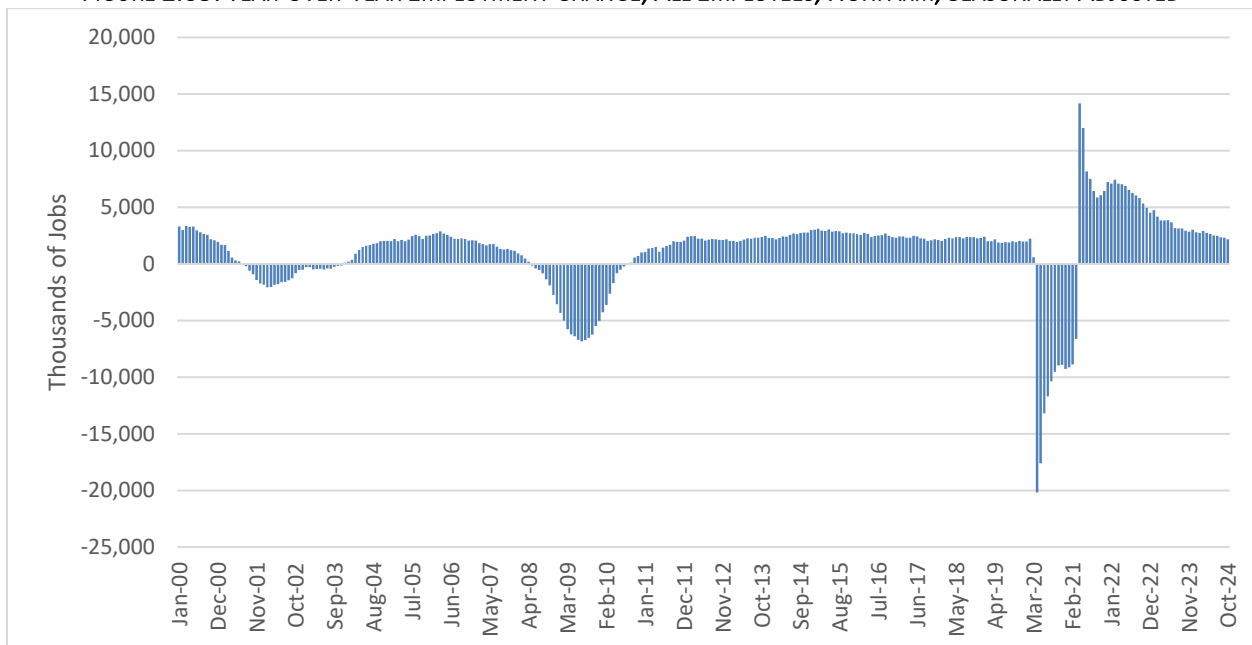


SOURCE: Federal Reserve Bank of St. Louis

## **EMPLOYMENT**

The employment base declined precipitously in 2020, as impacts of the pandemic and associated restrictions led to unprecedented employment declines. Much of the loss was quickly recovered when the economy opened up in 2021, but the recovery was less robust in many industries. Current employment levels are estimated at over 159.0 million nationally, 8.1 million above the pre-pandemic high.

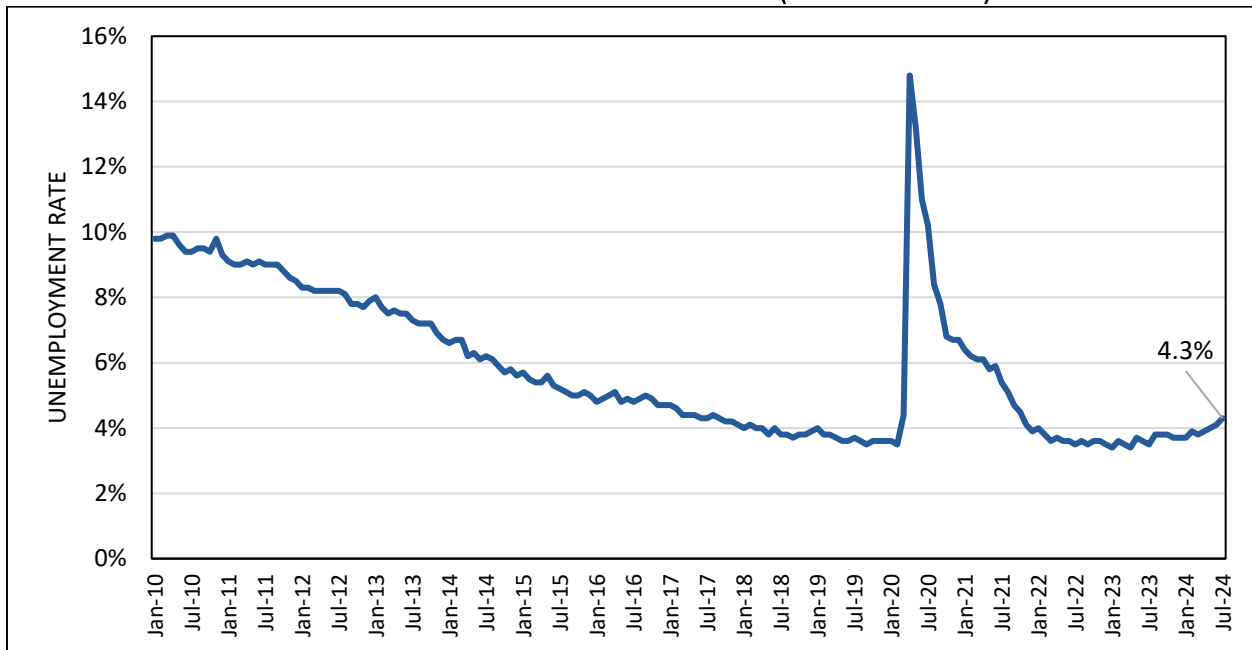
**FIGURE 2.03: YEAR-OVER-YEAR EMPLOYMENT CHANGE, ALL EMPLOYEES, NONFARM, SEASONALLY ADJUSTED**



SOURCE: Federal Reserve Bank of St. Louis

Since 2010, the unemployment rate had been consistently dropping until the pandemic 2020, seeing a decrease of roughly 10% to under 4% during that period. During the pandemic, the national unemployment rate jumped up to around 15%, before dropping down to around 7%. From 2022 to present, the rate has consistently hovered around 4%. Different regions had differing levels of employment resilience during the pandemic, as seen in the length of time before unemployment returned to normal levels.

**FIGURE 2.04: NATIONAL UNEMPLOYMENT TREND (2010 – JULY 2024)**



SOURCE: Federal Reserve Bank of St. Louis

### LONG-TERM OUTLOOK

During the first half of the next growth cycle, GDP growth is forecasted to decrease to an annualized rate of below 2.0%. This is more consistent with the rate of growth that economists and policymakers believe can be sustained without triggering inflation over the Fed’s 2.0% target. While forecasts anticipate more stability going forward, there are a number of factors that are expected to influence future growth patterns. The following are a few that are expected to influence long-term economic growth at the national level.

- The demographic profile nationally is projected to age significantly, with birthrates declining. Demographic factors are expected to create a reduction in the potential labor force and potential hours worked, which account for three-fourths of the economy. This will drive a need for additional immigration to meet labor force needs, as well as boosting demand for health care.
- Federal Debt will increasingly displace business investment. This could place pressure on interest rates as well as reducing the availability of capital and debt to the market.
- The forecasted change in CPI remains above the Fed target rate of 2.0%, and the forecasts assume that this will not result in further tightening over the next several years.
- The recent federal election has included discussion of expanded tariffs, more restrictive immigration policies, tax cuts, and deregulation. While great uncertainty remains regarding the likelihood and/or form of any future policy shifts, all of these could substantively impact the national economy.

**FIGURE 2.05: SUMMARY OF WALL STREET JOURNAL ECONOMIC SURVEY**

	6/30 2024	12/30 2024	6/30 2025	12/30 2025	6/30 2026	12/30 2026
Closing Yield, 10-Year Treasury notes	4.23	3.97	3.82	3.78	3.77	3.78
Midpoint of the range for the Federal Funds Rate	5.23	4.67	4.02	3.53	3.28	3.23
Real GDP (Quarterly, Annualized Growth Rate)	2.18	1.60	1.35	1.47	1.77	1.72
CPI (Year-over-Year Percent Change)	3.11	2.73	2.32	2.29	2.32	2.30
Unemployment Rate	3.89	4.11	4.17	4.17	4.08	4.03

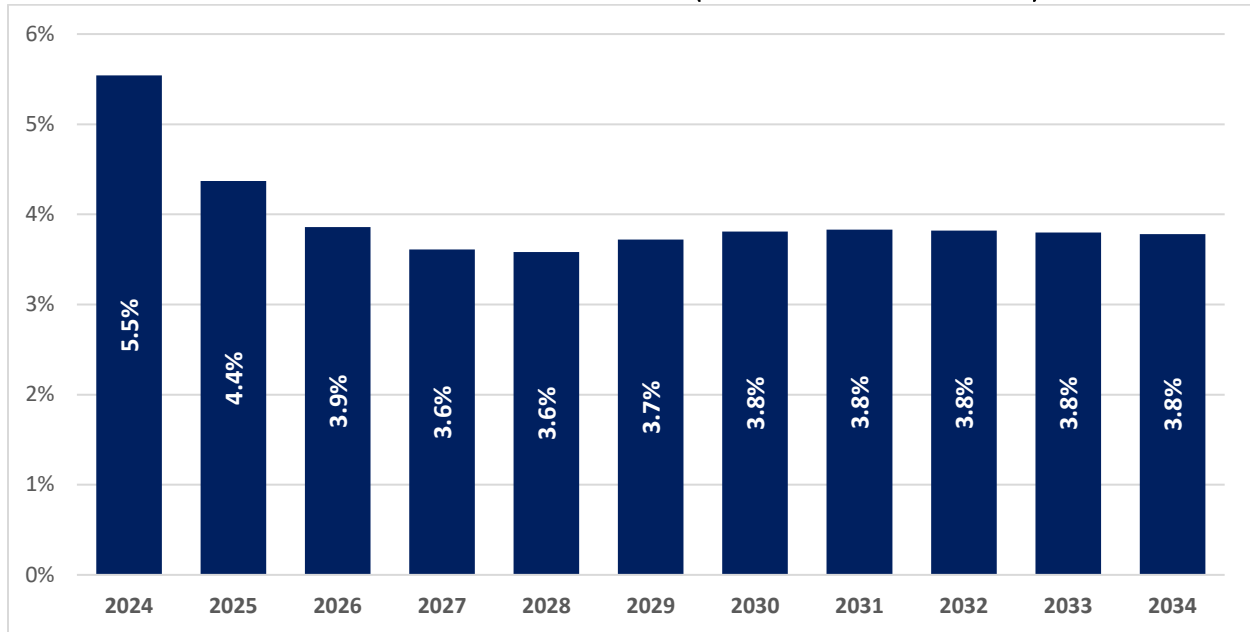
SOURCE: Wall Street Journal Economic Survey

**FIGURE 2.06: SUMMARY OF PROJECTED KEY VARIABLES**

	2023	2024	2025	2026	2027	2028
Real GDP	2.5%	2.6%	1.7%	1.7%	1.8%	1.8%
Nonfarm Employment	2.3%	1.7%	0.7%	0.2%	0.3%	0.4%
Personal Income	5.1%	4.6%	5.1%	5.3%	4.9%	4.7%

SOURCE: State of Oregon Office of Economic Analysis

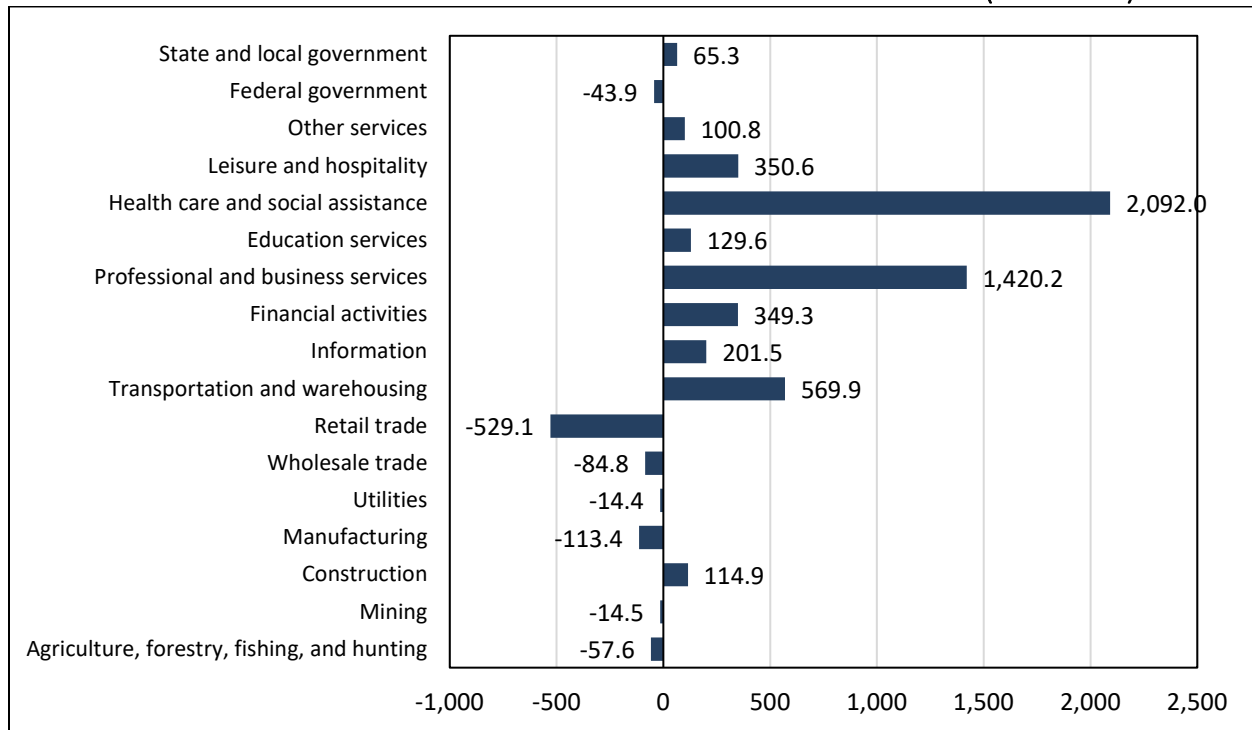
**FIGURE 2.07: LONG-TERM GDP FORECAST (NOT ADJUSTED FOR INFLATION)**



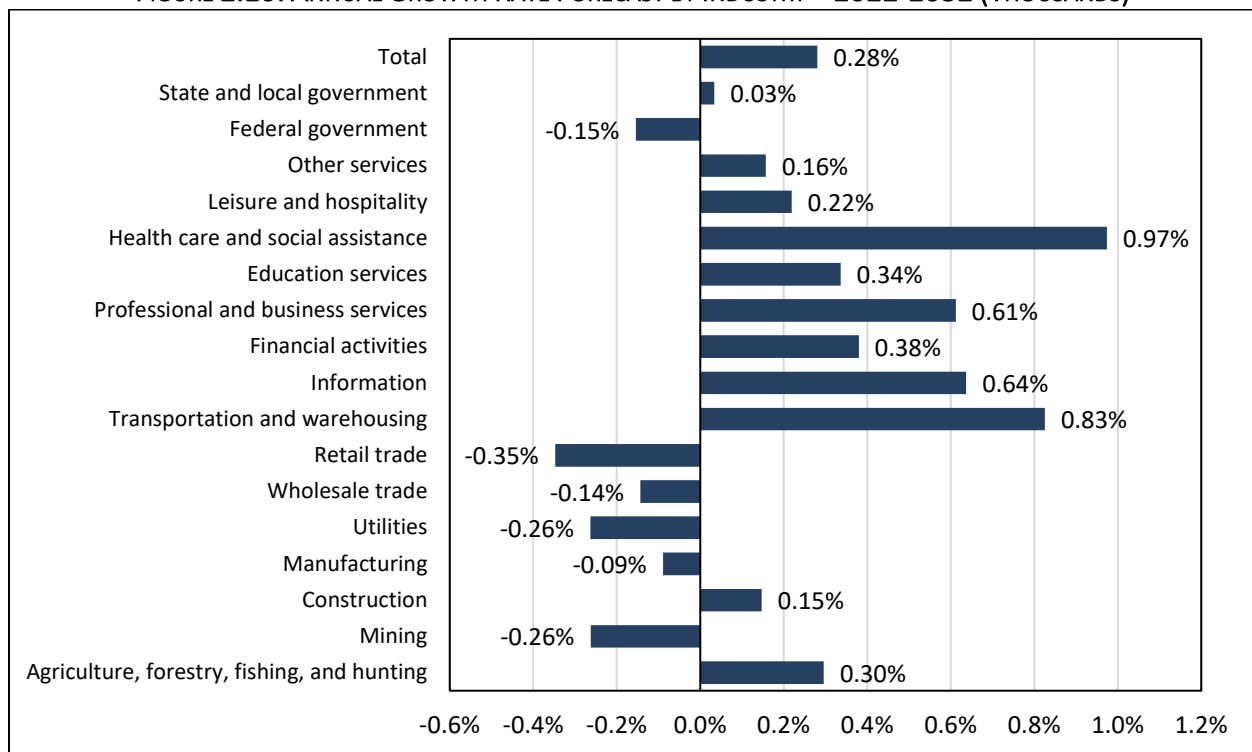
SOURCE: Bureau of Economic Analysis

The industry expected to see the most growth through 2032 in health care and social assistance, followed by “transportation & warehousing,” information, and “professional & business services.” The industries that are projected to see the least growth are retail trade, utilities, and mining. Total employment is expected to increase by around 0.3% annually, reflecting roughly 4.7 million new jobs. The national economy is forecasted to continue its long-term trend toward more service-oriented industries. A staggering 75% of new employment is expected to be concentrated in only two industries, health care and social assistance, and professional & business services.

**FIGURE 2.09: PROJECTED EMPLOYMENT GROWTH BY INDUSTRY – 2022-2032 (THOUSANDS)**



**FIGURE 2.10: ANNUAL GROWTH RATE FORECAST BY INDUSTRY – 2022-2032 (THOUSANDS)**



SOURCE: Bureau of Labor Statistics

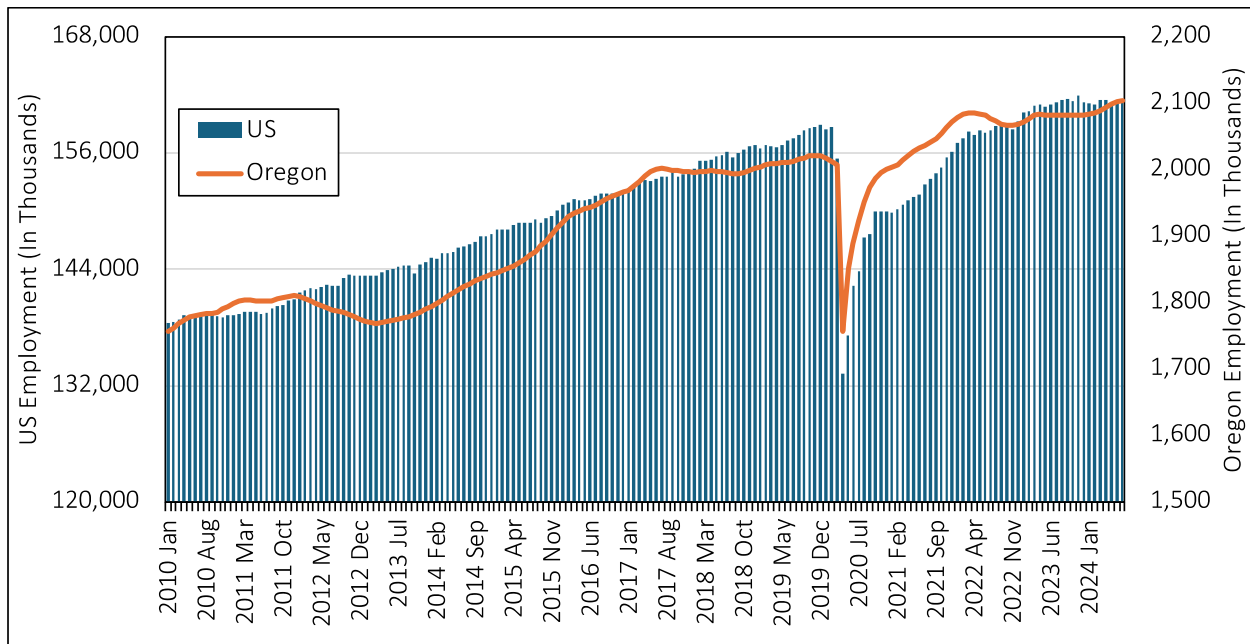
## B. STATE ECONOMIC TRENDS

Oregon’s economic activity is linked to the national patterns and trends. It has been resilient in the post-pandemic era, with high labor utilization and labor force utilization. Future growth in the state will depend on immigration, domestic or international, considering the tight labor market.

### GENERAL INDUSTRY TRENDS

The State of Oregon saw a decrease in employment growth from 2011 to 2013, followed by slow growth from 2013 to 2015. Oregon entered the recessionary period relative late. The employment growth picked up, and surpassed the rate of the nation, seeing a particularly large bump in 2017. Growth slowed again until the pandemic, where the state and nation experienced an immediate and substantial decrease in employment. Oregon bounced back better than the nation did, getting back to pre-pandemic levels by early 2021. From 2022 until now, Oregon employment has stayed between 2,070,000 and 2,100,000.

FIGURE 2.11: U.S. AND OREGON HISTORICAL EMPLOYMENT TREND: 2010-2024

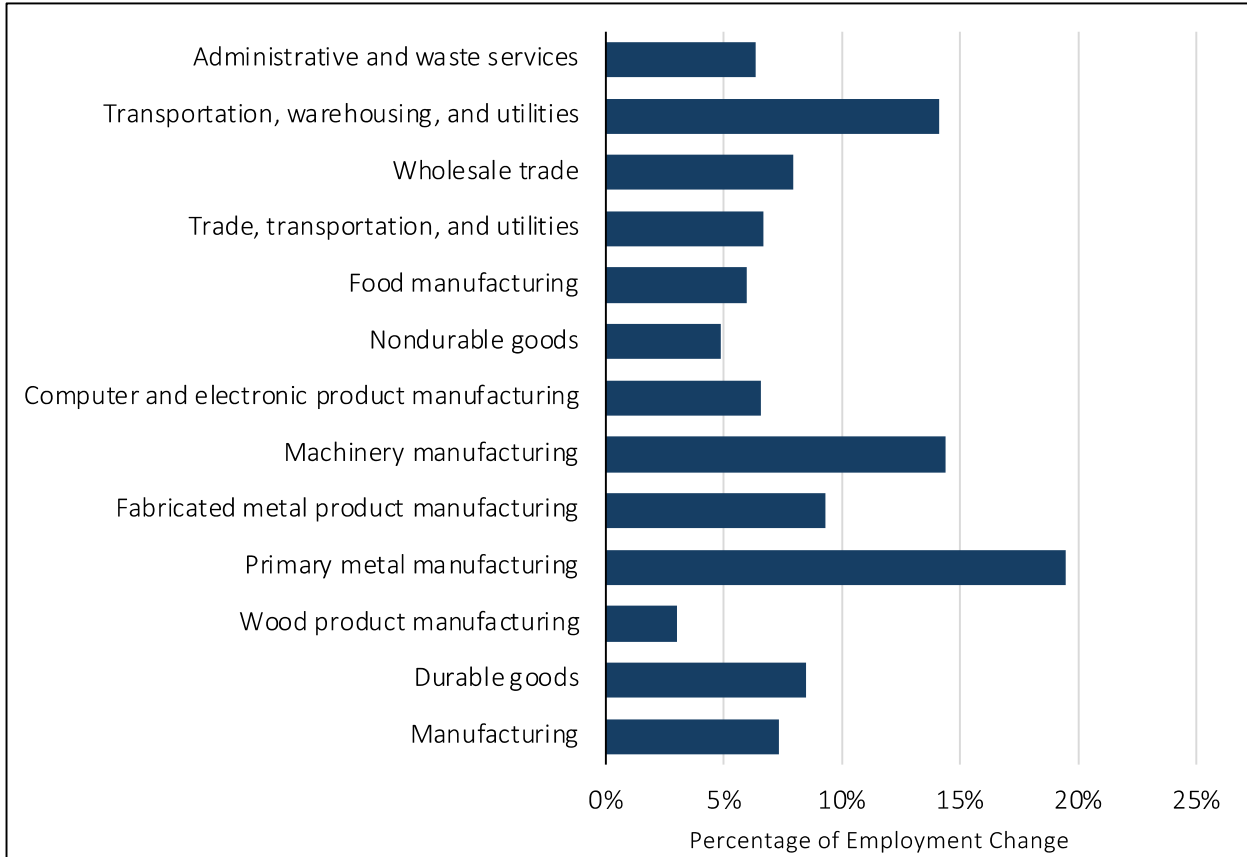


SOURCE: Oregon Employment Department

### Employment Factors

The state’s Office of Economic Analysis (OEA) forecasts 221,000 new jobs in the Oregon economy through 2032. The largest share of these projected jobs is in the private education and health services industry at 22.3%. The state is expected to add over 14,100 new manufacturing jobs, roughly 3,000 of which are expected to be high wage semiconductor and electric component manufacturing jobs.

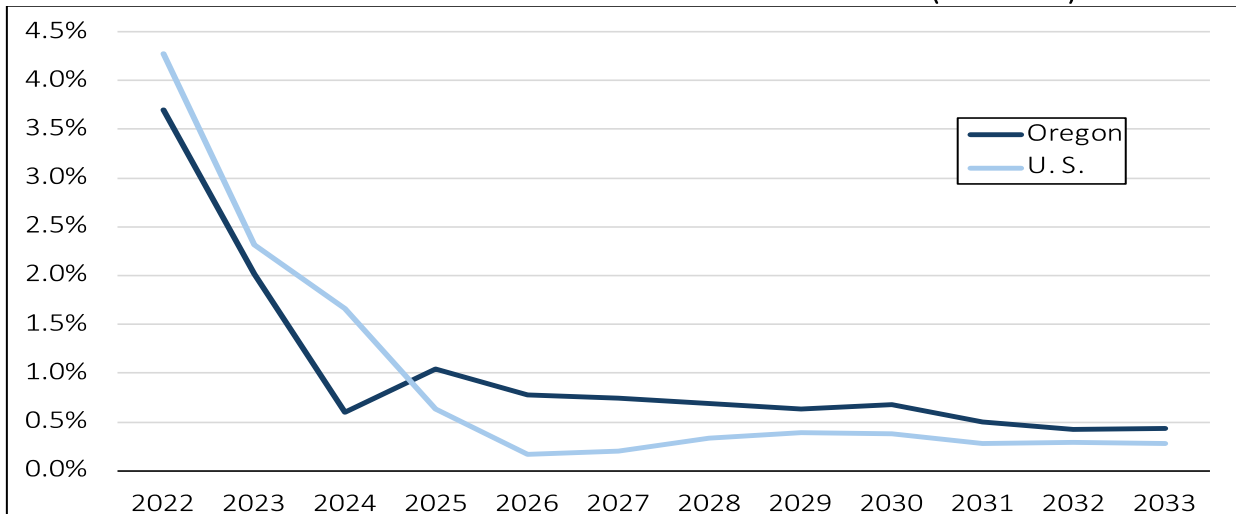
**FIGURE 2.12: FORECASTED EMPLOYMENT GROWTH BY INDUSTRY, STATE OF OREGON 2022-2032**



SOURCE: Oregon Employment Department

The State of Oregon has experienced a lower rate of non-farm employment growth than the nation from 2022 through 2024. However, from 2025 through 2033 the state is expected to surpass and continue to expand at a faster rate than the nation. The employment growth numbers in 2022 and 2023 are significantly higher than usual, reflecting the recovery of the economy from the pandemic job losses.

**FIGURE 2.13: FORECASTED ANNUAL CHANGE IN NON-FARM EMPLOYMENT (2022-2033)**



SOURCE: Oregon Employment Department

## C. LOCAL TRENDS & CONDITIONS

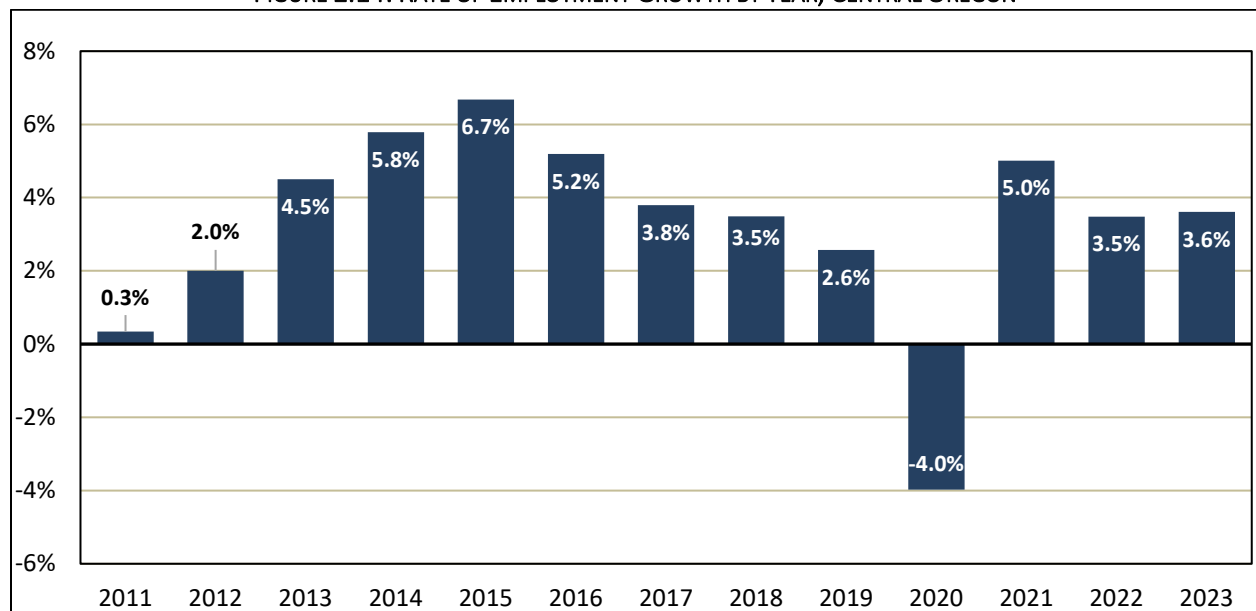
### ECONOMIC FACTORS

The Central Oregon economy was historically dominated by wood products manufacturing and natural resources. In recent decades, this changed substantially as robust population growth and tourism activity spurred growth in service-oriented industries, manufacturing, and white-collar industries. Central Oregon became among the fastest growing regions in the West. Affluent new residents attracted to the region's quality of life brought wealth from outside the region, fueling demand for services and housing with a significant infusion of disposable income.

The regional economy has seen a significant expansion of existing and new industries, including bio-science, data centers, and higher education. This has yielded a more diverse regional employment base over the last decade. Employment growth has been consumed to accommodate this growth, and establishing and maintaining an inventory of larger sites for industrial users is an ongoing challenge for local jurisdictions.

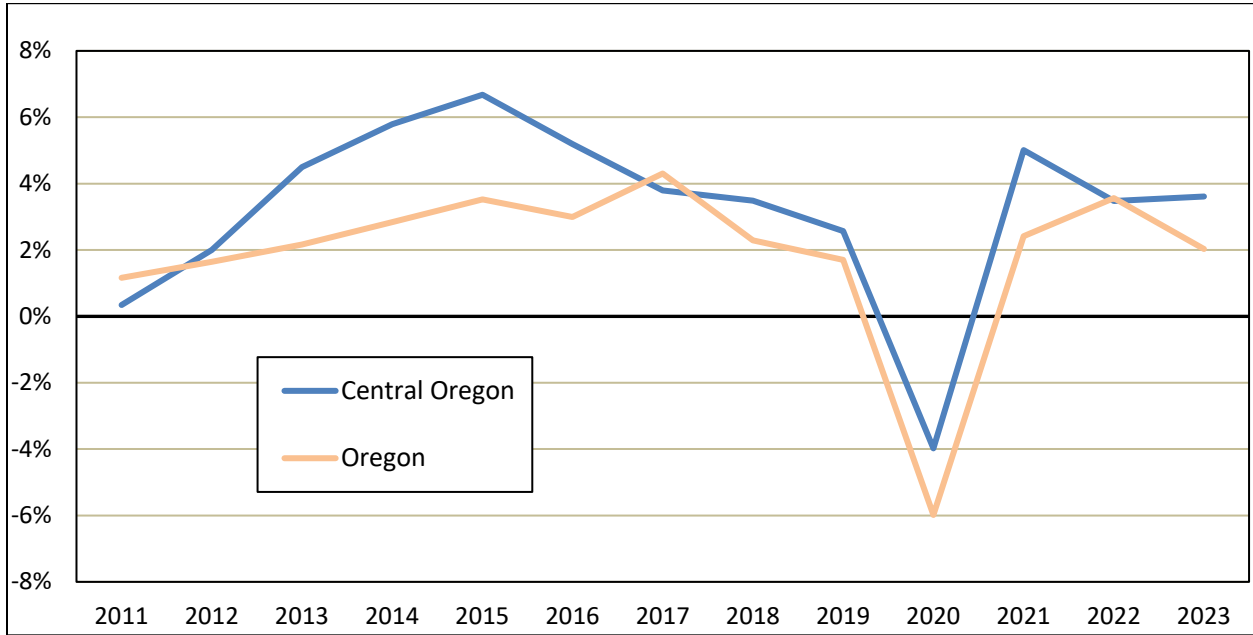
The rate of employment growth in Central Oregon peaked at 6.7% in 2015 during the last expansion cycle. The area lost 4.0% of its employment base in 2020 but recovered quickly after the post-pandemic. The rate of employment growth in Central Oregon significantly exceeded the statewide average through the last expansion cycle, a pattern that has continued through 2023.

**FIGURE 2.14: RATE OF EMPLOYMENT GROWTH BY YEAR, CENTRAL OREGON**



SOURCE: Oregon Employment Department

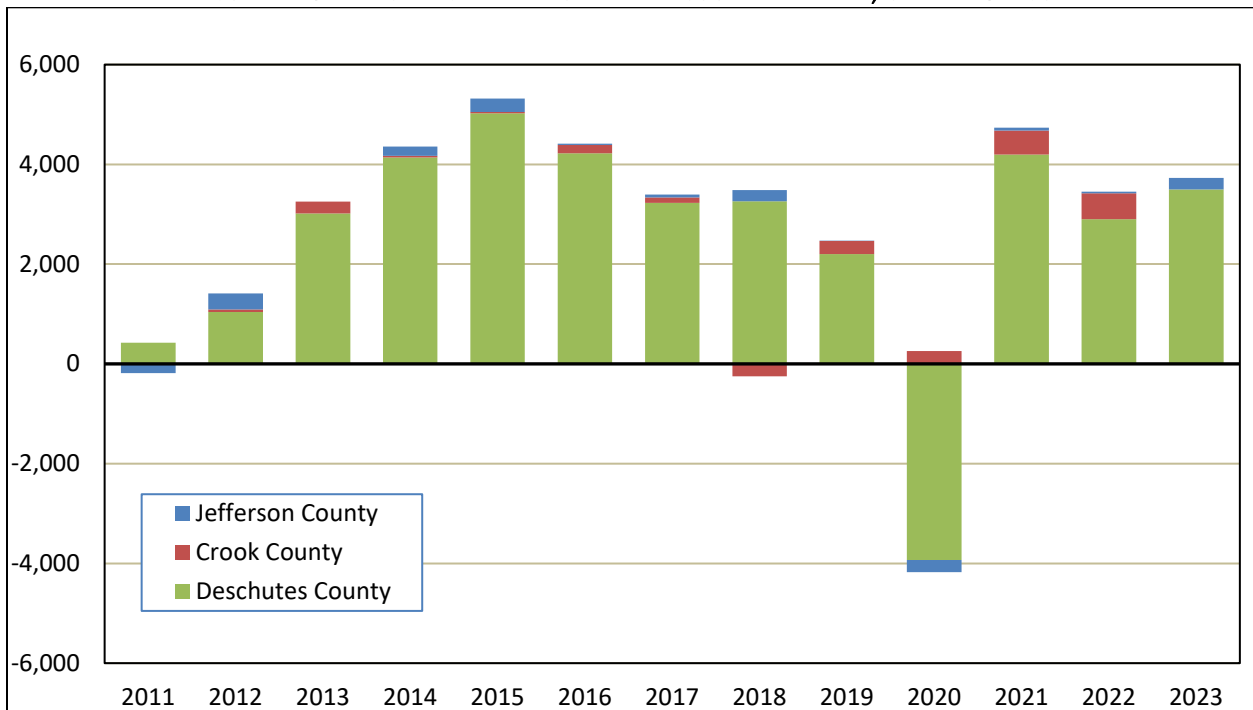
FIGURE 2.15: COMPARATIVE EMPLOYMENT GROWTH RATE, CENTRAL OREGON AND STATE OF OREGON



SOURCE: Oregon Employment Department, QCEW Data

Deschutes County accounted for the greatest share of growth during the 2012 through 2019 expansion but also reported the most significant losses during the pandemic. While recording positive employment growth from 2021 through 2023, Deschutes County has not yet offset its 2020 losses. In the current cycle Crook County has seen the most net growth in the region.

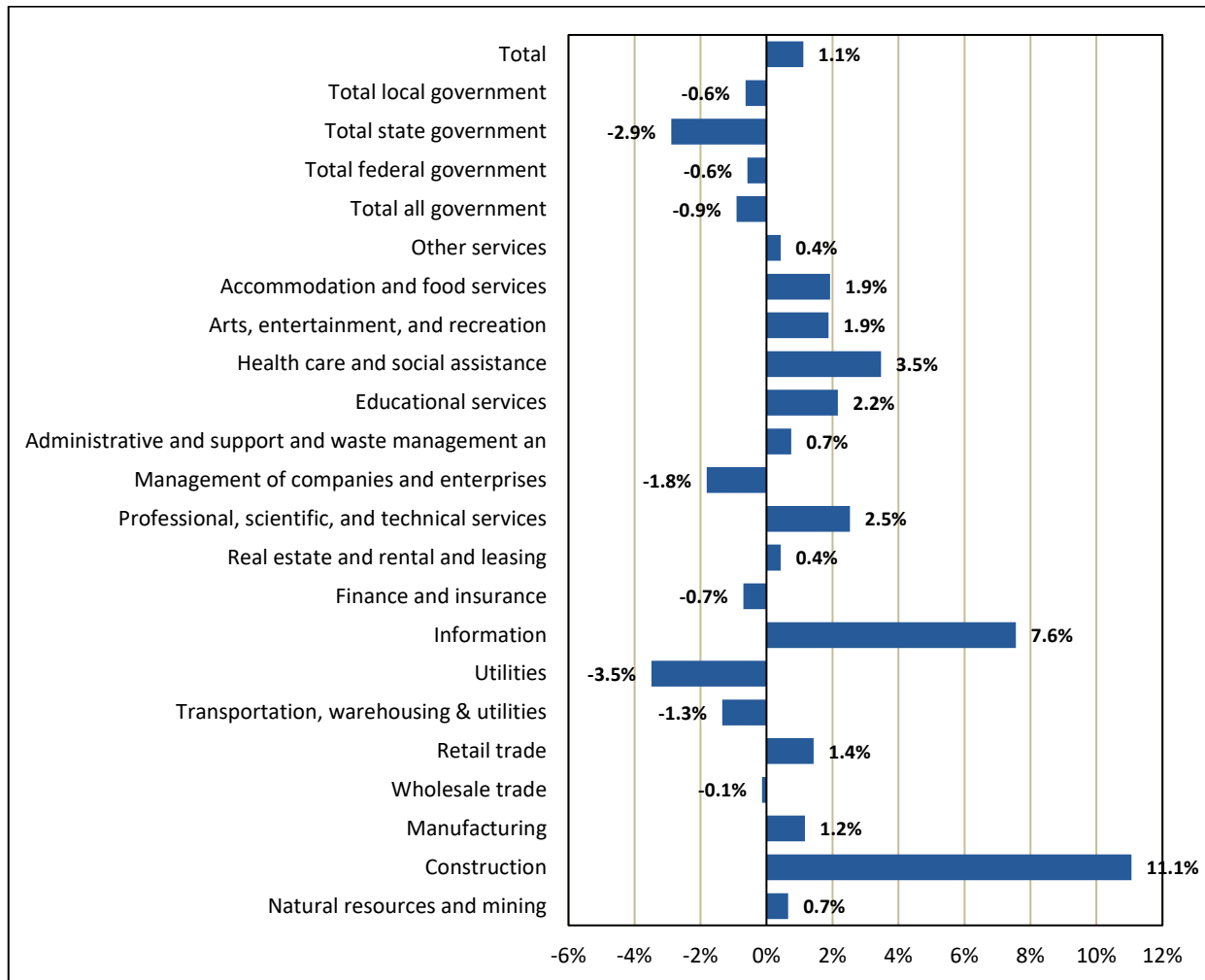
FIGURE 2.16: NET CHANGE IN EMPLOYMENT BY COUNTY AND YEAR, CENTRAL OREGON



SOURCE: Oregon Employment Department, QCEW Data

Central Oregon employment base recorded an average annual growth rate (AAGR) of 1.1% from 2010 to 2023. The highest growth rate for any industry was construction by a large margin at 11.1%. Information has also experienced an AAGR of 7.6%. The region reported net employment losses in utilities, government, transportation, warehousing & utilities, and management. Many of the expanding sectors are associated with the area's strong household growth and expanding tourism/recreation sector. Expanding sectors with significant industrial needs have been dominated by information, construction, and manufacturing sectors.

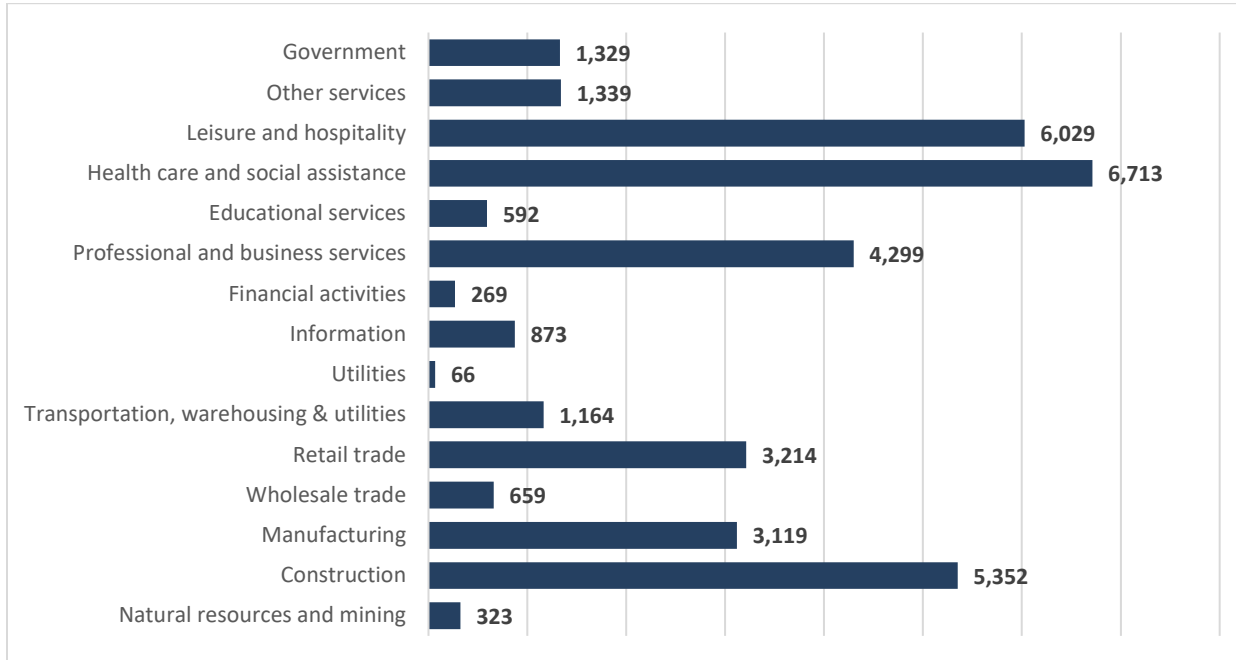
**FIGURE 2.17: CENTRAL OREGON AVERAGE ANNUAL GROWTH RATE BY INDUSTRY 2010-2023**



SOURCE: Oregon Employment Department, QCEW Data

Overall employment gains in Central Oregon during this period were dominated by the health care, leisure and hospitality, and professional services sectors. These sectors are largely driven by expansion in the local population base and tourism sector, which also drives retail trade. The manufacturing and information sectors also reported significant growth since 2010.

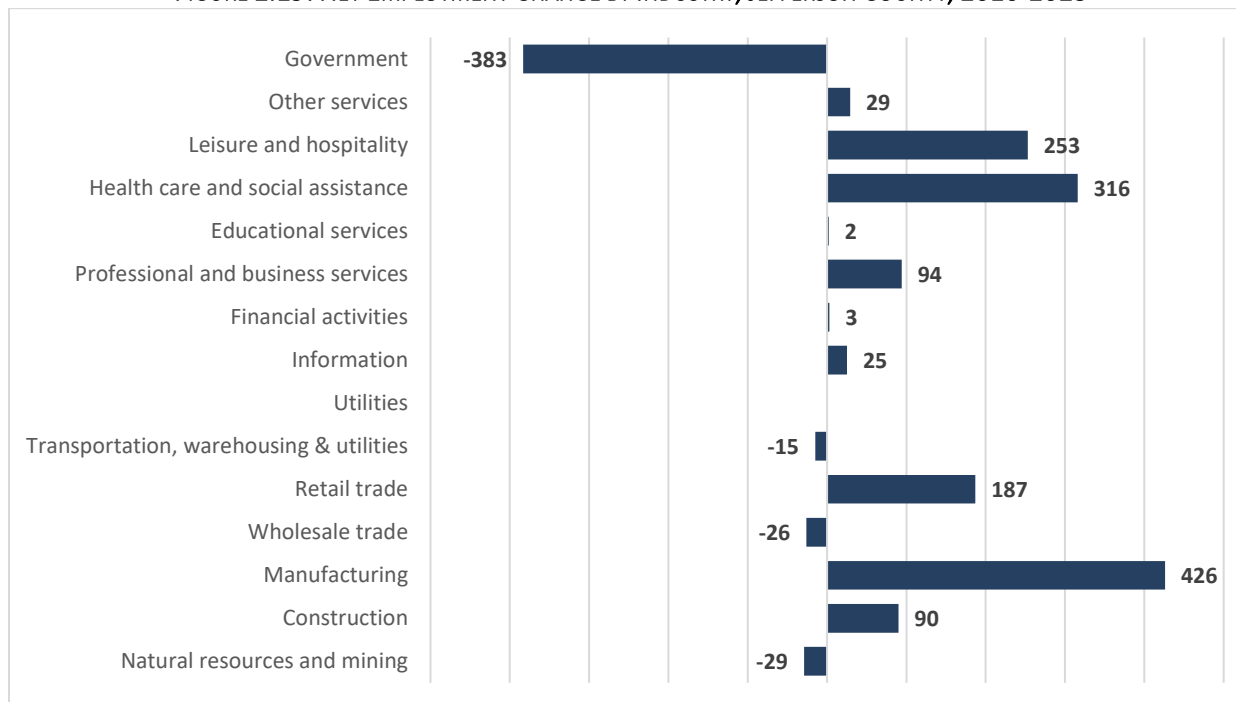
**FIGURE 2.18: NET EMPLOYMENT CHANGE BY INDUSTRY, 2010-2023**



SOURCE: Oregon Employment Department

Jefferson County experienced an average annual growth rate of just under 1.2% from 2010 to 2023, but private sector employment increased at an average rate of 2.6%. The manufacturing sector added 426 jobs during the period, while health care and social assistance added 316. The county's government employment level decreased by 383 jobs during the period.

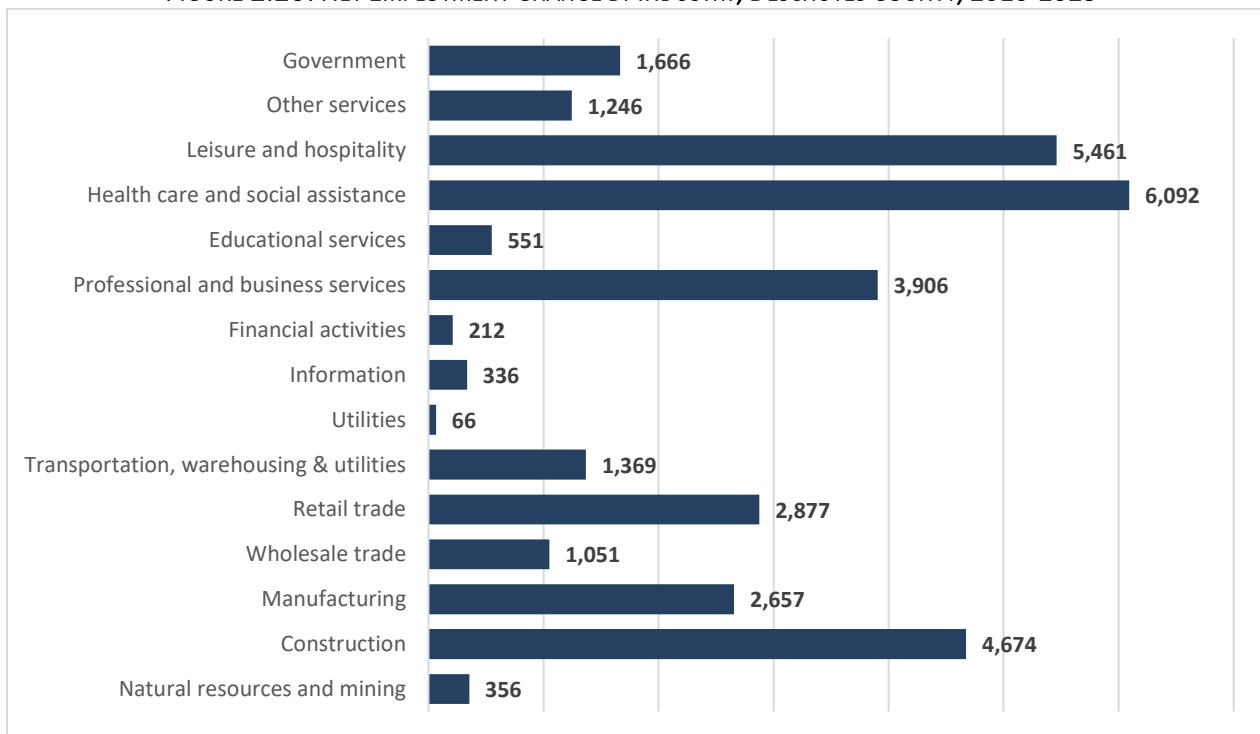
**FIGURE 2.19: NET EMPLOYMENT CHANGE BY INDUSTRY, JEFFERSON COUNTY, 2010-2023**



SOURCE: Oregon Employment Department

Employment growth in Deschutes County has been broadly distributed, with robust growth in the health care, leisure and hospitality, construction, and business services sectors. Additional growth has been recorded in the retail trade and manufacturing sectors. Much of this growth can be attributed to the rapidly expanding local household base, which drives the demand for construction and services. Sectors recording growth during the period that have significant industrial needs are construction, manufacturing, and wholesale trade.

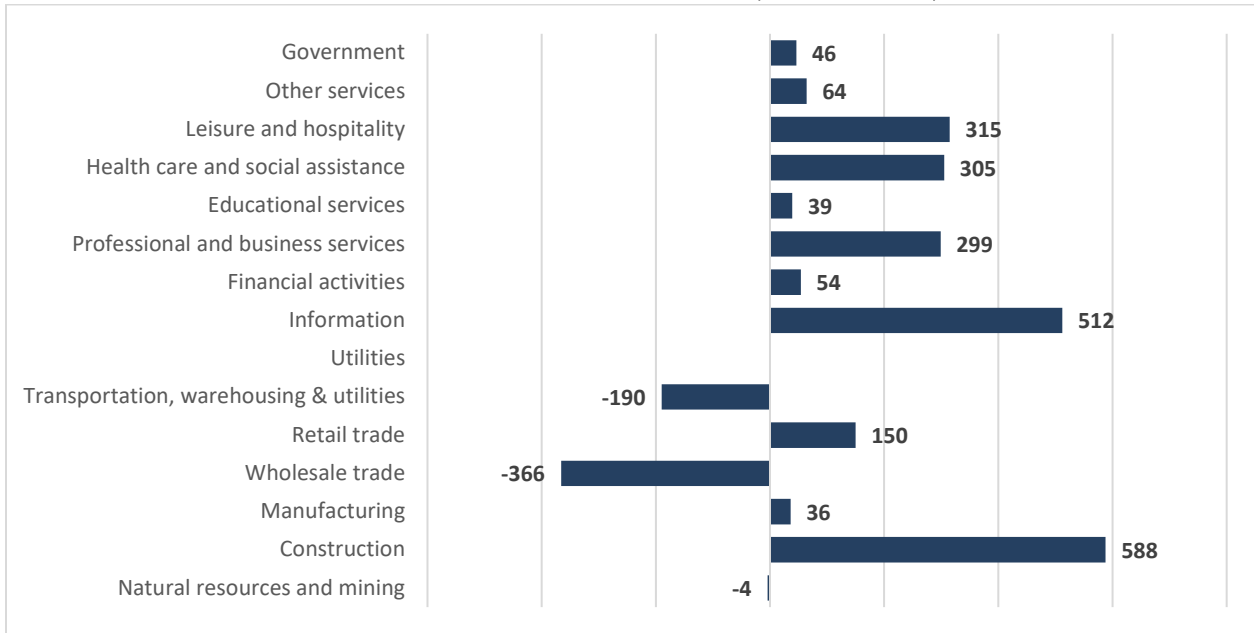
**FIGURE 2.20: NET EMPLOYMENT CHANGE BY INDUSTRY, DESCHUTES COUNTY, 2010-2023**



SOURCE: Oregon Employment Department

Crook County experienced a total average annual employment growth of 2.2% from 2010 to 2023, with the private sector expanding at a rate of 2.7%. The utilities industry saw massive growth, averaging a 24.6% growth rate. This is in large part due to the development of a large Meta data center in Prineville. Overall employment growth was led by construction (588 jobs) and Information (512 jobs). Significant growth was also reported in the leisure and hospitality, health care, and professional and business services sectors. While the county has seen modest growth in manufacturing, information and construction have been the primary drivers of industrial employment since 2010.

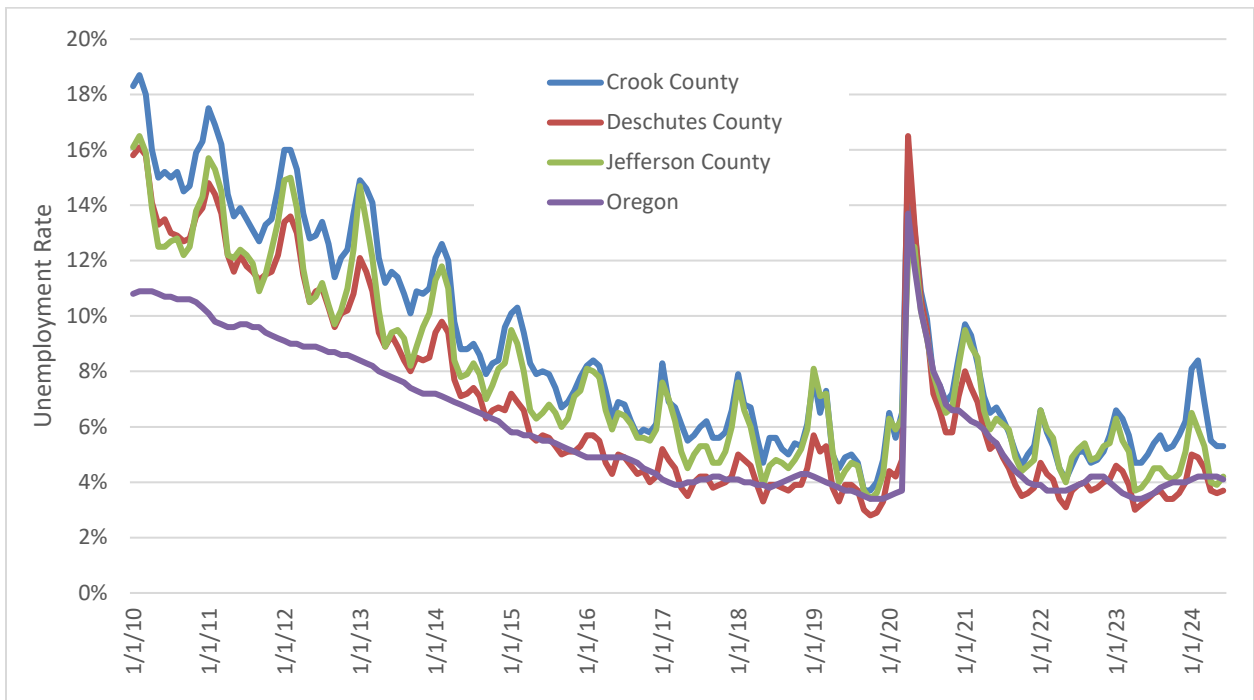
**FIGURE 2.21: NET EMPLOYMENT CHANGE BY INDUSTRY, CROOK COUNTY, 2010-2023**



SOURCE: Oregon Employment Department

Central Oregon was among the hardest hit regions in the state during the pandemic, with unemployment rates surpassing or nearing 16% for Deschutes County and Crook County in April 2020, compared with 13.7% for the state. However, Jefferson County stayed at around 12%. From 2010 to 2016, the unemployment rate in Central Oregon had consistently decreased to an average of over 1% every year. The presence of the agriculture industry in Central Oregon causes the unemployment rate to seasonally fluctuate much more than the state.

**FIGURE 2.22: COMPARATIVE UNEMPLOYMENT ANALYSIS 2010-CURRENT**



SOURCE: FRED Economic Data

Unemployment rates in Crook, Deschutes, and Jefferson Counties decreased steadily from 2010 through 2019. After a sharp pandemic-related uptick in 2020, rates have stabilized close to their pre-pandemic levels. During the pandemic, all three counties jumped to an unemployment rate of over 12%, with Deschutes County getting hit the hardest at 16.5% in April 2020.

The following table outlines estimated growth in employment projected by the Oregon Employment Department (OED) for the Central Oregon region. The OED's most recent projection estimates employment growth by industry over a 10-year horizon beginning in 2022.

**FIGURE 2.23: BASELINE LONG RANGE EMPLOYMENT FORECAST, CENTRAL OREGON**

Industry	Year		Net	AAGR
	2022	2032	Change	
Total employment	112,000	124,210	12,210	1.0%
Total payroll employment	105,110	116,610	11,500	1.0%
Total private	92,200	103,000	10,800	1.1%
Natural resources and mining	1,410	1,470	60	0.4%
Mining and logging	290	290	0	0.0%
Construction	8,840	10,240	1,400	1.5%
Manufacturing	8,160	8,830	670	0.8%
Durable goods	5,510	5,950	440	0.8%
Wood product manufacturing	2,030	2,130	100	0.5%
Nondurable goods	2,660	2,880	220	0.8%
Trade, transportation, and utilities	18,550	19,470	920	0.5%
Wholesale trade	2,830	3,060	230	0.8%
Retail trade	13,040	13,430	390	0.3%
Transportation, warehousing, and utilities	2,680	2,970	290	1.0%
Information	2,340	2,730	390	1.6%
Financial activities	5,900	6,090	190	0.3%
Professional and business services	11,550	13,130	1,580	1.3%
Private educational and health services	16,760	19,360	2,600	1.5%
Health care and social assistance	15,430	17,830	2,400	1.5%
Health care	12,730	14,660	1,930	1.4%
Leisure and hospitality	14,640	17,250	2,610	1.7%
Accommodation and food services	12,450	14,520	2,070	1.5%
Other services	4,050	4,430	380	0.9%
Government	12,910	13,610	700	0.5%
Federal government	1,240	1,220	-20	-0.2%
State government	1,340	1,390	50	0.4%
Local government	10,330	11,000	670	0.6%
Local government education	4,770	4,840	70	0.1%
Self-employment	6,890	7,600	710	1.0%

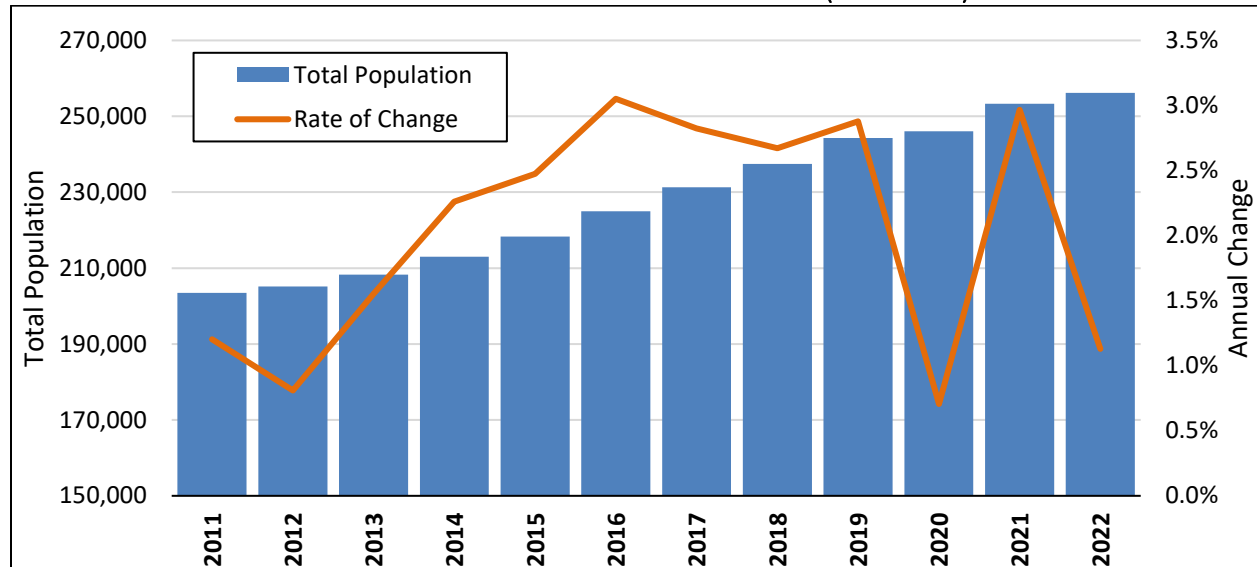
SOURCE: Oregon Employment Department

Over the next 10 years, the Central Oregon region is expected to add roughly 12,210 new jobs, reflecting an average annual rate of growth of 1.0%. The industries projected to realize the most growth are health care, accommodation and food services, and construction. Primarily industrial sectors with robust growth prospects include construction, manufacturing, information, and transportation/warehousing.

## POPULATION

Central Oregon's saw strong and consistent population growth driven by significant migration into the region. During the 2011 to 2022 period, Central Oregon averaged annual population growth of over 2.0%, adding more than 55,500 new residents during that timeframe. Despite an influx of retirement age residents, 52.1% of residents are working age between the age of 25 and 64.

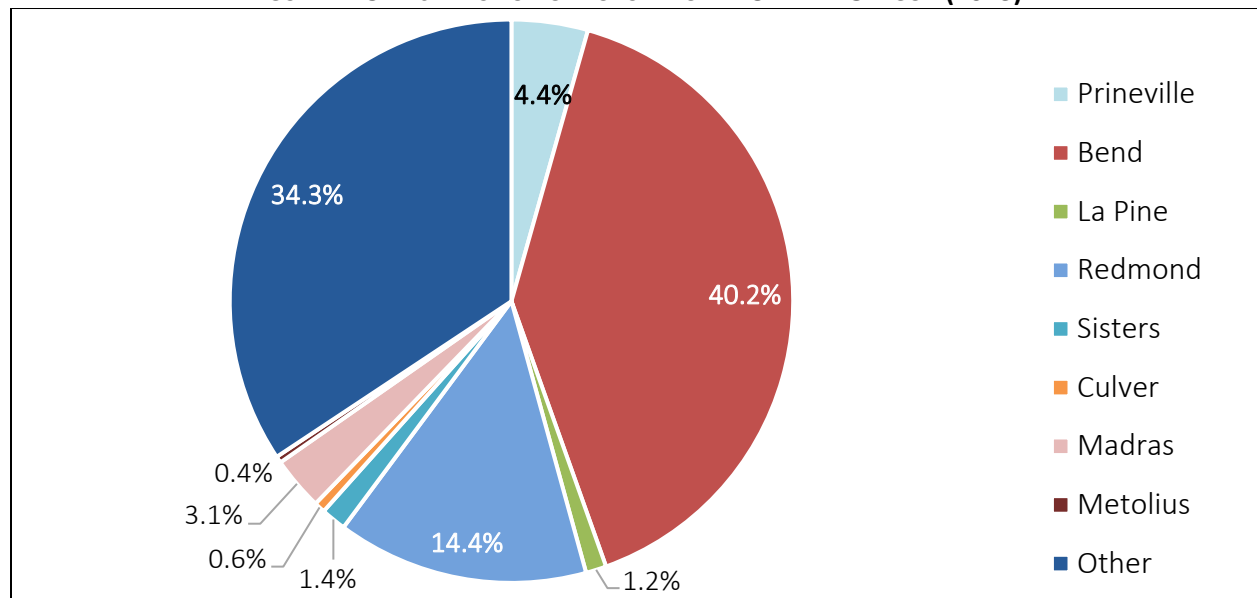
**FIGURE 2.24: LOCAL POPULATION GROWTH TREND (2011-2022)**



SOURCE: Portland State Population Research Center

Bend has the largest share of population in Central Oregon, at 40.2%. The cities with the next largest share of population are Redmond, Prineville, and Madras. The unincorporated group, which encompasses the residents not living in any city, comprises 34.3% of the population in Central Oregon.

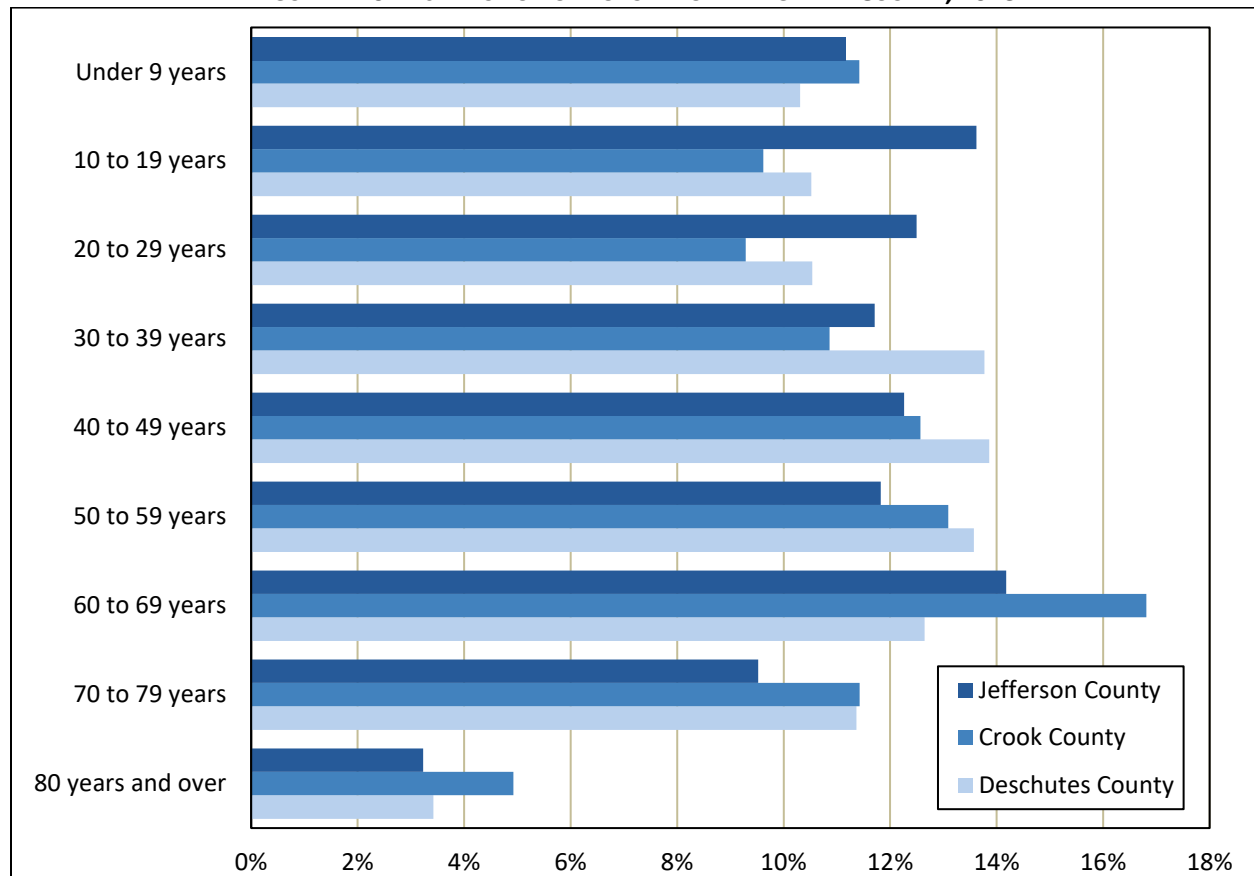
**FIGURE 2.25: DISTRIBUTION OF POPULATION IN CENTRAL OREGON (2023)**



SOURCE: Population Research Center, Portland State University

Jefferson County has a much younger demographic, with a relatively high percentage of the population under 29 years of age. Deschutes County has a higher proportion of population aged 30 to 59, indicating a higher percentage of work force population. Crook County has a population that is significantly older than the rest of Central Oregon. Because of this, the need for healthcare in Crook County can be expected to increase over the next decade.

**FIGURE 2.26: DISTRIBUTION OF POPULATION BY AGE AND COUNTY, 2023**



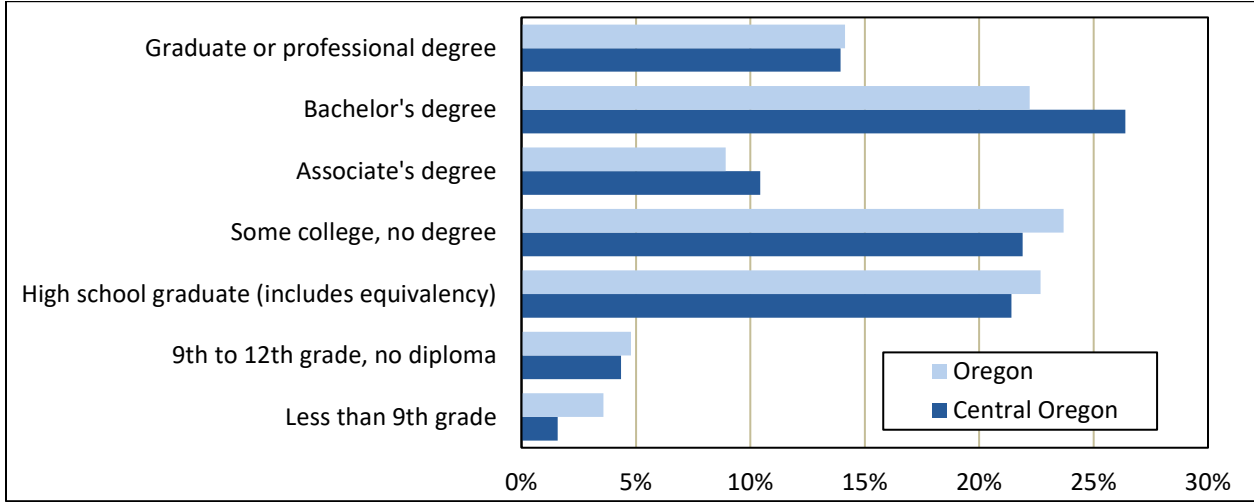
SOURCE: Population Research Center, Portland State University

## EDUCATION

An area’s level of educational attainment is often used as a proxy for the skill level of the population base. From an economic development perspective, Central Oregon has a larger proportion of people with higher education when compared to the state. Over 40% of the population of Central Oregon over 25 years old have a bachelor’s degree or higher, compared to over 36% for Oregon.

Deschutes County has a significantly higher percentage of higher education than Crook County, Jefferson County, or the state. Almost 45% of the Deschutes County population has a bachelor’s or graduate degree, compared to almost 21% for Crook County, over 21% for Jefferson County, and 36.3% for Oregon. Crook County and Jefferson County have a lower proportion of higher education compared to the state, which is in line with the high concentration of blue-collar labor.

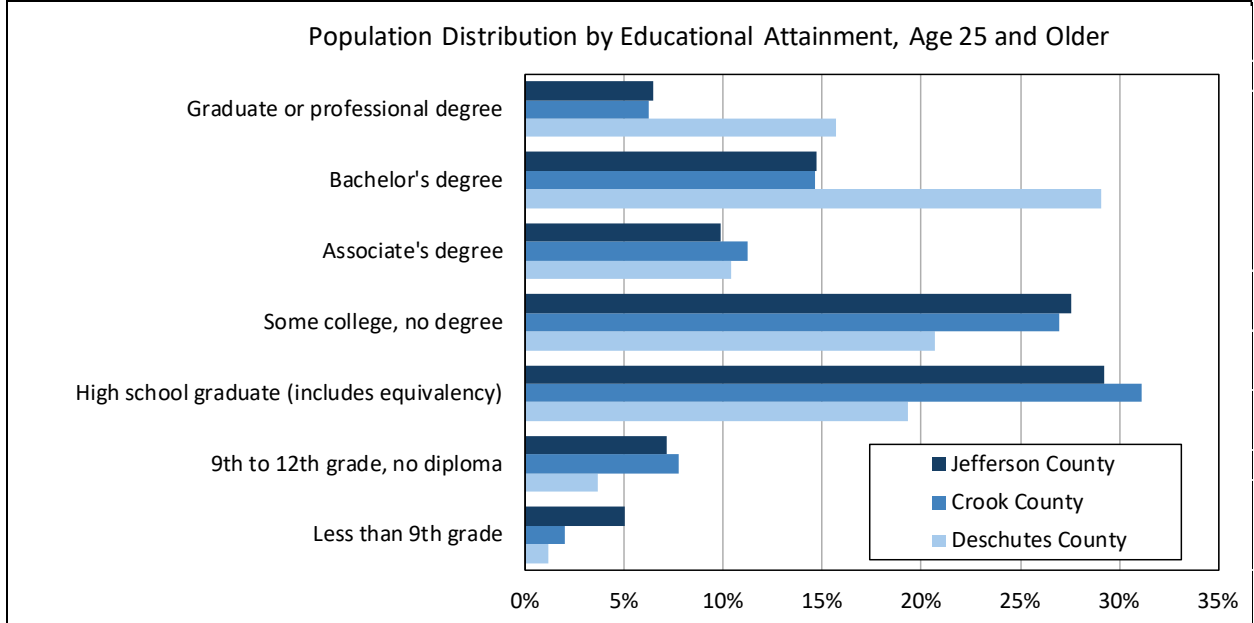
FIGURE 2.27: COMPARISON OF EDUCATIONAL ATTAINMENT, 25 YEARS +, 2022



SOURCE: US Census Bureau

FIGURE 2.28: EDUCATIONAL ATTAINMENT BY COUNTY

Population 25 years and over	Deschutes County		Crook County		Jefferson County		Oregon	
	Count	%	Count	%	Count	%	Count	%
Less than 9th grade	1,759	1.1%	373	2.0%	854	5.0%	109,141	3.6%
9th to 12th grade, no diploma	5,563	3.6%	1,443	7.7%	1,215	7.1%	145,455	4.8%
High school graduate	29,674	19.4%	5,804	31.2%	4,989	29.2%	690,248	22.7%
Some college, no degree	31,655	20.7%	5,020	27.0%	4,703	27.6%	721,161	23.7%
Associate's degree	15,939	10.4%	2,096	11.3%	1,680	9.8%	271,686	8.9%
Bachelor's degree	44,622	29.1%	2,726	14.6%	2,512	14.7%	675,825	22.2%
Graduate or professional degree	24,080	15.7%	1,164	6.2%	1,107	6.5%	430,414	14.1%
<b>Total</b>	<b>153,292</b>	<b>100%</b>	<b>18,626</b>	<b>100%</b>	<b>17,060</b>	<b>100%</b>	<b>3,043,930</b>	<b>100%</b>



SOURCE: US Census Bureau

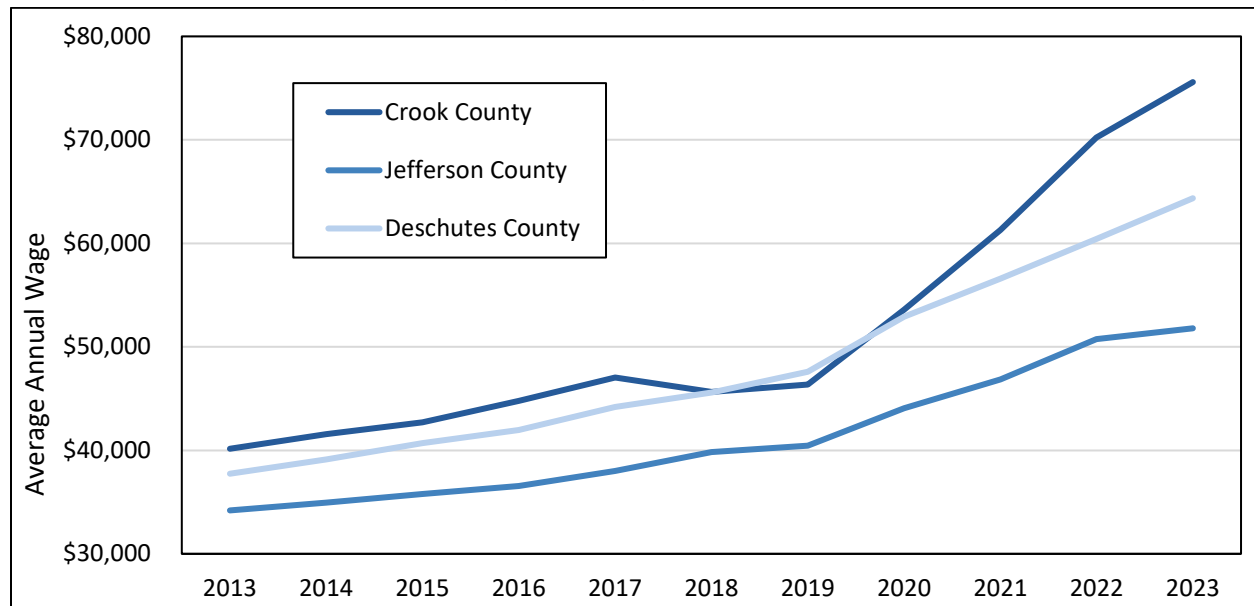
Deschutes County’s workforce has the highest level of educational attainment in Central Oregon, with over 45% of the workforce having a bachelor’s degree or higher, with an additional 10% having an associate’s degree.

Higher education has been a regional priority for Central Oregon for over 20 years, starting with COCC and their responsiveness to industry needs. Additionally, the establishment of the OSU Cascades campus has had a tremendous impact on higher educational attainment for Central Oregon. Higher education has also supported the expansion and creation of new industry in Central Oregon over the last 20 years and likely will continue.

## WAGES

Since 2013, wage levels in Central Oregon have averaged a 5.2% annual rate of growth, comparatively better than a 4.3% annual growth rate at the statewide level. Despite rent growth trends, Central Oregon's average wage level of \$62,588 in 2023 was below the statewide average (\$68,283). When compared by county, Crook County was above the statewide average, Deschutes County was slightly below, and Jefferson County was well below.

FIGURE 2.29: CENTRAL OREGON WAGE TRENDS



SOURCE: Oregon Employment Department

Among industrial-oriented industries, Construction and manufacturing had the largest employment base. These industries had relatively high wage levels, with. The industry with the highest average wage was information, at \$113,147. The next highest were wholesale trade (\$83,964) and construction (\$72,278).

## III. COUNTY PROFILES

This analysis evaluates the current composition of employment, as well as assets and challenges for large lot industrial development in Central Oregon. The Central Oregon region has several strengths with respect to attracting and retaining firms utilizing industrial space, including the following:

- Quality of Life – The region’s extensive recreation amenities and commercial services base provide a substantial advantage in attracting and retaining firms. This makes it easier to attract executives as well as a quality workforce.

- Access – The Central Oregon communities serve as the commercial hub of a much broader rural area. In addition, Highway 97 provides a major north/south alternative to Interstate 5. Central Oregon’s location makes it a natural commercial services hub for a broad area. While Highway 97 is not perceived to be of equal value as Interstate 5 as a north/south link, its function is equivalent and sometime superior for many prospective firms.
- Commercial Air Service – The Redmond Municipal Airport provides commercial service links, while Bend, Madras and Prineville have general aviation airports. This is supportive of firms making location decisions for quality-of-life reasons, while still maintaining a functional and convenient link to major metropolitan areas.
- Rail – The region has made major investments in the Regional Freight Depot, supported by Connect Oregon grants.

The region faces significant challenges related to scale and accessibility. While the region has a significant population base, none of the jurisdictions are considered large enough to meet many firms initial screening. In addition, Central Oregon’s distance from the Interstate system is a major impediment for many prospective firms. An additional challenge for the region is housing affordability.

Workforce housing is another key challenge in the region. The ability to attract and retain employees is a critical factor for employers. The rapid expansion of remote work options has contributed to this issue, as the housing market has seen significant interest from residents not employed locally, often relocating from areas with significantly higher income and housing price characteristics such as the Bay Area. The lack of appropriate housing options for the workforce is a regional housing challenge, which also contributes to transportation challenges.

The competitive characteristics of Central Oregon can be strengthened through a regional approach. Individual jurisdictions in the region are too small to be considered viable candidates for many of the targeted firms. The region acts as a cohesive economic unit, sharing work force and commercial amenities.

As part of our evaluation, we used location quotients to identify key export industries. This measure compares the percentage of the local employment base in an industry with the national average, with firms having a greater proportional representation locally assumed to export products outside of the region. As an example, an industry representing 2% of the national and 3% of the local employment base would have a location quotient of 1.5. It would be assumed that one third of the production of that industry was supported by exports outside of the local economy.

*A location quotient (LQ) is an analytical statistic that measures a region’s industrial specialization relative to a larger geographic unit (usually the nation). An LQ is computed as an industry’s share of a regional total for some economic statistic (earnings, GDP by metropolitan area, employment, etc.) divided by the industry’s share of the national total for the same statistic. For example, an LQ of 1.0 in mining means that the region and the nation are equally specialized in mining; while an LQ of 1.8 means that the region has a higher concentration in mining than the nation.*

The construction sector is the most highly represented industry in Central Oregon, with a location quotient of 1.59 and an export employment of 3,251, the highest in both categories. While this would typically be indicative of a traded sector industry, the elevated employment levels in the construction sector reflect the region’s relatively high rate of growth, and construction is not viewed as a traded sector industry in Central Oregon. The next highest location quotients are arts, entertainment, and recreation and accommodation & food services at 1.34 and 1.31, respectively. Second and third highest export employment numbers are accommodation & food services (2,916) and retail trade (1,939). The export employment numbers for the “accommodation & food services” and “arts, entertainment, and recreation” sectors reflect the consistently growing tourism and brewery industry in Central Oregon. The retail trade benefits from the presence of Les Schwab, who employed 916 people in 2022 (EDCO).

As noted previously, the purpose of providing sites through this program is to supply land for traded sector industries. Traded sector is defined in ORS 285B.280 as industries in which member firms sell their goods or services

into markets for which national or international competition exists. At a regional level, traded sector industries under this definition would include tourism-based sectors (arts, entertainment, recreation, accommodation, and food services), logistics and utilities (transportation, warehousing & utilities), manufacturing, natural resources, and information (data centers).

**FIGURE 3.01: INDUSTRY PROFILE, CENTRAL OREGON STUDY AREA (2022)**

Central Oregon Industries	2023	Total Pay	Average Wage	LQ
Natural resources and mining	1,389	\$77,600,824	\$55,868	1.04
Construction	8,678	\$649,606,234	\$74,857	1.52
Manufacturing	8,207	\$434,833,532	\$52,983	0.87
Wholesale trade	2,909	\$294,175,746	\$101,126	0.66
Retail trade	13,186	\$559,260,534	\$42,413	1.15
Transportation, warehousing & utilities	17,007	\$896,247,380	\$52,699	3.59
Utilities	371	\$64,781,887	\$174,614	0.91
Information	2,303	\$372,238,937	\$161,632	1.02
Finance and insurance	2,293	\$219,117,092	\$95,559	0.50
Real estate and rental and leasing	1,570	\$83,173,109	\$52,977	0.91
Professional, scientific, and technical services	5,816	\$567,244,114	\$97,532	0.75
Management of companies and enterprises	1,197	\$141,031,081	\$117,820	0.65
Administrative and support and waste management	4,673	\$235,257,928	\$50,344	0.66
Educational services	1,292	\$49,204,358	\$38,084	0.58
Health care and social assistance	16,340	\$1,181,557,355	\$72,311	1.09
Arts, entertainment, and recreation	2,848	\$85,996,619	\$30,195	1.67
Accommodation and food services	13,099	\$424,611,768	\$32,416	1.32
Other services	3,947	\$181,548,967	\$45,997	1.21
Government	13,528	\$898,736,330	\$66,435	1.17
<b>Total</b>	<b>106,456</b>	<b>\$6,662,900,394</b>	<b>\$62,588</b>	

Industry	Location Quotient	Industry	Export Employment
Construction	1.59	Construction	3,251
Arts, entertainment, and recreation	1.34	Accommodation and food services	2,916
Accommodation and food services	1.31	Retail trade	1,939
Retail trade	1.18	Government	1,542
Other services	1.14	Health care and social assistance	905
Government	1.14	Arts, entertainment, and recreation	556
Health care and social assistance	1.06	Other services	445
Natural resources and mining	1.04	Natural resources and mining	52
Real estate and rental and leasing	0.96	Utilities	-61
Manufacturing	0.89	Real estate and rental and leasing	-75

SOURCE: Oregon Employment Department

The following is a more detailed profile of the current industrial profile in the three counties in the Central Oregon study area.

## DESCHUTES COUNTY

As the largest county in Central Oregon by a large margin, the Deschutes County export employment and location numbers are similar to that of Central Oregon as a whole. Deschutes County does have a smaller concentration in natural resources, manufacturing, and government.

**FIGURE 3.02: INDUSTRY PROFILE, DESCHUTES COUNTY (2022)**

Deschutes County Industries	2023	Total Payroll	Average Wage	LQ
Natural resources and mining	855	\$48,109,118	\$56,268	0.74
Construction	7,752	\$560,296,872	\$72,278	1.63
Manufacturing	6,203	\$389,629,050	\$62,813	0.78
Wholesale trade	2,389	\$200,589,179	\$83,964	0.63
Retail trade	11,867	\$498,178,966	\$41,980	1.23
Transportation, warehousing & utilities	2,427	\$173,626,699	\$71,540	0.53
Utilities	371	\$41,977,598	\$113,147	0.98
Information	1,715	\$195,042,032	\$113,727	0.93
Finance and insurance	2,119	\$208,671,056	\$98,476	0.58
Real estate and rental and leasing	1,439	\$75,836,311	\$52,701	1.03
Professional, scientific, and technical services	5,548	\$551,360,586	\$99,380	0.81
Management of companies and enterprises	1,187	\$140,241,349	\$118,148	0.78
Administrative and support and waste management	4,390	\$223,182,636	\$50,839	0.76
Educational services	1,205	\$46,333,220	\$38,451	0.68
Health care and social assistance	14,762	\$1,088,940,252	\$73,766	1.11
Arts, entertainment, and recreation	2,757	\$83,323,574	\$30,223	1.49
Accommodation and food services	11,677	\$385,016,234	\$32,972	1.35
Other services	3,479	\$165,249,009	\$47,499	1.16
Unclassified	185	\$17,717,983	\$95,773	-
Government	10,083	\$688,668,573	\$68,300	0.98
<b>Total</b>	<b>92,037</b>	<b>\$5,740,012,699</b>	<b>\$62,366</b>	<b>-</b>

Industry	Location Quotient	Industry	Export Employment
Construction	1.63	Construction	2,964
Arts, entertainment, and recreation	1.49	Accommodation and food services	2,881
Accommodation and food services	1.35	Retail trade	2,157
Retail trade	1.23	Health care and social assistance	1,427
Other services	1.16	Arts, entertainment, and recreation	689
Health care and social assistance	1.11	Other services	439
Real estate and rental and leasing	1.03	Real estate and rental and leasing	39
Utilities	0.98	Utilities	(6)
Government	0.98	Information	(129)
Information	0.93	Government	(239)

SOURCE: Oregon Employment Department

Bend is the largest jurisdiction in the region and serves as a center for commercial services. Redmond has a more central location within the region, and strong transportation linkages to the remainder of Central Oregon (including commercial air service).

## CROOK COUNTY

Crook County has a disproportionately large “information” industry, with a location quotient of 3.46. A large part of this is due to the Meta and Apple data centers in Prineville. The presence of these data centers also helps support

other Central Oregon businesses, as exemplified by the large employment of BasX in Redmond, who manufactures data center cooling systems. The industries with the next highest location quotients are construction at 2.21, which also has the most export employment, and natural resources and mining. Government had the second highest export employment with 446.

**FIGURE 3.03: INDUSTRY PROFILE, CROOK COUNTY (2022)**

Crook County Industries	2023	Total Payroll	Average Wage	LQ
Natural resources and mining	192	\$9,634,746	\$50,181	1.97
Construction	768	\$69,712,182	\$90,771	2.21
Manufacturing	746	\$44,944,702	\$60,248	1.10
Wholesale trade	344	\$18,933,134	\$55,038	1.07
Retail trade	646	\$20,252,152	\$31,350	0.77
Transportation, warehousing & utilities	229	\$13,283,428	\$58,006	0.77
Information	543	\$174,849,173	\$322,006	3.46
Finance and insurance	102	\$6,138,409	\$60,180	0.30
Real estate and rental and leasing	95	\$5,705,566	\$60,059	0.71
Professional, scientific, and technical services	268	\$15,883,528	\$59,267	0.50
Management of companies and enterprises	10	\$789,732	\$78,973	0.08
Administrative and support and waste management	283	\$12,075,292	\$42,669	0.57
Educational services	73	\$2,569,771	\$35,202	0.49
Health care and social assistance	776	\$44,785,516	\$57,713	0.68
Arts, entertainment, and recreation	15	\$368,213	\$24,548	0.13
Accommodation and food services	789	\$24,179,071	\$30,645	1.14
Other services	260	\$9,366,170	\$36,024	1.11
Government	1,257	\$85,348,719	\$67,899	1.55
<b>Total</b>	<b>7,402</b>	<b>\$559,464,951</b>	<b>\$75,583</b>	<b>-</b>

Industry	Location Quotient	Industry	Export Employment
Information	3.46	Construction	481
Construction	2.21	Government	446
Natural resources and mining	1.97	Information	386
Government	1.55	Accommodation and food services	93
Accommodation and food services	1.14	Natural resources and mining	91
Other services	1.11	Manufacturing	67
Manufacturing	1.10	Other services	25
Wholesale trade	1.07	Wholesale trade	20
Retail trade	0.77	Real estate and rental and leasing	-35
Transportation, warehousing & utilities	0.77	Educational services	-79

SOURCE: Oregon Employment Department

### JEFFERSON COUNTY

Jefferson County has a predominant agriculture and forestry industry. According to the Natural Resources Conservation Service, the county has about 97,000 acres of crop land with about 52,000 of it being irrigated. The “natural resources and mining” has a location quotient of 3.91, which is the highest in Jefferson County. It also has an estimated 249 jobs supported by exports. The next highest location quotients are government (2.81) and manufacturing (2.13), and they also have the highest levels of export employment at 1,336 and 679, respectively. The county is very reliant on these three industries, to the point that every other industry has a negative level of export employment.

**FIGURE 3.04: INDUSTRY PROFILE, JEFFERSON COUNTY (2022)**

Jefferson County Industries	2023	Total Payroll	Average Wage	LQ
Natural resources and mining	342	\$19,856,960	\$58,061	3.91
Construction	158	\$19,597,180	\$58,499	0.47
Manufacturing	1,258	\$259,780	\$37,111	2.13
Wholesale trade	176	\$74,653,433	\$59,343	0.62
Retail trade	673	\$40,829,416	\$43,206	0.95
Transportation, warehousing & utilities	96	\$10,569,108	\$60,052	0.27
Information	45	\$2,347,732	\$52,172	0.29
Finance and insurance	72	\$4,307,627	\$59,828	0.22
Real estate and rental and leasing	36	\$1,631,232	\$45,312	0.28
Professional and business services	236	\$13,211,365	\$55,980	0.19
Educational services	14	\$301,367	\$21,526	0.10
Health care and social assistance	802	\$47,831,587	\$59,640	0.80
Arts, entertainment, and recreation	76	\$2,304,832	\$30,327	0.73
Accommodation and food services	633	\$15,416,463	\$24,355	0.91
Other services	208	\$6,933,788	\$33,336	0.91
Government	2,188	\$124,719,038	\$57,001	2.81
Tribal Government	809	\$36,605,372	\$45,248	-
<b>Total</b>	<b>7,017</b>	<b>\$363,422,744</b>	<b>\$51,792</b>	<b>-</b>

Industry	Location Quotient	Industry	Export Employment
Natural resources and mining	3.91	Government	1,336
Government	2.81	Manufacturing	679
Manufacturing	2.13	Natural resources and mining	249
Retail trade	0.95	Other services	(19)
Other services	0.91	Arts, entertainment, and recreation	(30)
Accommodation and food services	0.91	Retail trade	(36)
Health care and social assistance	0.80	Accommodation and food services	(59)
Arts, entertainment, and recreation	0.73	Real estate and rental and leasing	(79)
Wholesale trade	0.62	Information	(103)
Construction	0.47	Wholesale trade	(106)

SOURCE: Oregon Employment Department

## IV. FORECAST OF OVERALL EMPLOYMENT AND LAND NEED

Statewide Planning Goal 9 requires that jurisdictions establish a 20-year land supply in their Urban Growth Boundaries (UGB) to accommodate employment and housing needs. Because employment capacity is the physical space necessary to accommodate new workers in the production of goods and services, employment need forecasts typically begin with a forecast of employment growth in the community. The previous analysis of economic trends and targeted industries set the context for these estimates. This analysis translates those trends into estimates of employment growth by industry sector. Forecasts are produced at the sector or subsector level (depending on available information) and subsequently aggregated into two-digit North American Industry Classification System (NAICS) sectors. Estimates in this analysis are intended for long-range land planning purposes and are not designed to predict or reflect short-term business cycle fluctuation.

The projections in this analysis are built on an estimate of employment in 2024, the commencement year for the planning period. Employment growth will come as the result of net-expansion of existing businesses in the community, new business formation, or the relocation/recruitment of new firms. Forecast scenarios consider a range of factors influencing growth. Long-range forecasts typically rely on a macroeconomic context for growth. The forecast does not consider the impact of a significant exogenous shift in employment such as recruitment of an unforeseen major employer.

### OVERVIEW OF EMPLOYMENT FORECAST METHODOLOGY

Our methodology starts with employment forecasts for major commercial and industrial sectors. Forecasted employment is allocated to building type, and a space demand is a function of the assumed square footage per employee ratio multiplied by projected change. The need for space is then converted into land and site needs based on assumed development densities using floor area ratios (FARs).

**FIGURE 4.01: UPDATE TO 2020 BASELINE AND CONVERSION OF COVERED TO TOTAL EMPLOYMENT**



The first analytical step of the analysis is to update covered employment to the 2024 base year. The Quarterly Census of Employment and Wages (QCEW) data was used to determine the Central Oregon study area’s covered employment by industry through 2023, the latest year available. To update these estimates, we use observed industry specific growth rates for the three counties between 2023 and 2024 from current employment statistics (CES) data from the State of Oregon.

The second step in the analysis is to convert “covered”<sup>2</sup> employment to “total” employment. Covered employment only accounts for a share of overall employment in the economy. Specifically, it does not consider sole proprietors or commissioned workers. Covered employment was converted to total employment based on observed ratios at the national level derived from the Bureau of Economic Analysis from 2014 through 2021. The differential is the

<sup>2</sup> The Department of Labor’s Quarterly Census of Employment and Wages (QCEW) tracks employment data through state employment departments. Employment in the QCEW survey is limited to firms with employees that are “covered” by unemployment insurance.

most significant in administration services, professional & technical services, and other services. The adjusted 2024 total employment base for Central Oregon study area is 122,144 jobs.

**FIGURE 4.02: UPDATE TO 2024 BASELINE AND CONVERSION OF COVERED TO TOTAL EMPLOYMENT  
CENTRAL OREGON STUDY AREA**

Major Industry Sector	QCEW Employment			Total Emp. Conversion <sup>2</sup>	2024 Estimate
	2023 Employment	'23-'24 Δ <sup>1</sup>	2024 Estimate		
Agriculture	1,389	0.0%	1,389	38.5%	3,606
Construction	8,678	1.1%	8,773	77%	11,393
Manufacturing	8,207	2.9%	8,445	98%	8,625
Wholesale Trade	2,909	0.4%	2,921	98%	2,978
Retail Trade	13,186	1.3%	13,357	95%	14,073
T.W.U.	3,123	5.8%	3,304	91%	3,616
Information	2,303	-0.6%	2,289	95%	2,422
Finance & Insurance	2,293	0.6%	2,307	91%	2,528
Real Estate	1,570	1.8%	1,598	91%	1,751
Professional & Technical Services	5,816	1.8%	5,921	90%	6,605
Administration Services	5,870	1.8%	5,976	90%	6,667
Education	1,292	8.6%	1,403	95%	1,476
Health Care & Social Assistance	16,340	8.6%	17,745	95%	18,673
Leisure & Hospitality	15,947	7.2%	17,095	95%	18,044
Other Services	3,947	0.8%	3,979	83%	4,818
Government	13,528	9.9%	14,867	100%	14,867
<b>TOTAL</b>	<b>106,398</b>	<b>4.7%</b>	<b>111,370</b>	<b>91%</b>	<b>122,141</b>

1/Growth rate calculated using CES data for Deschutes, Jefferson, and Crook Counties

2/ Bureau of Economic Analysis

### SCENARIO 1: BASELINE “SAFE HARBOR” FORECAST

The Goal 9 statute does not have a required method for employment forecasting. However, OAR 660-024-0040(9)(a) outlines several safe harbor methods, which are intended to provide a methodological approach that will not be challenged. The recommended approach for Central Oregon is 660-024-0040(9)(a)(A), which allows reliance on the most recent regional forecast published by the Oregon Employment Department.<sup>3</sup> This method applies industry specific growth rates for the relevant Workforce Region (Crook, Deschutes, Gilliam, Hood River, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler Counties) to Central Oregon’s 2024 base employment. This method results in an average annual growth rate of 1.4%, with a total growth of 37,550 jobs over the forecast period.

### SCENARIO 2: HISTORIC EMPLOYMENT PATTERNS

The second approach is based on observed historical growth rates by industry since 2010, derived from county-level QCEW data. This scenario applied the projected historic growth rates at the industry level to Central Oregon’s current estimated employment base. The resulting average annual growth rate was a robust 3.9%, reflecting a net gain of 134,136 jobs over the next twenty years. This rate was viewed as overly aggressive, as the rate of growth was likely to decline as the employment base grew and the regional economy became more mature.

<sup>3</sup> The second safe harbor method described under OAR 660-024-0040(9)(B) allows using the most recently forecasted population growth rate for the City from the PSU Population Research Center. The employment growth rate may be assumed to match the population growth rate. This option allows for an average annual rate of 1.38%, which was largely equivalent to the employment forecast approach but did not allow for a differential breakdown by sector.

### SCENARIO 3: ADJUSTED EMPLOYMENT FORECAST

A third adjusted forecast scenario was informed by the research and analysis conducted in this report. This scenario formulates an employment growth trajectory based on identified trends, a more optimistic growth outlook for targeted industries, and input from the project steering committee. Further, the alternative scenario recognizes that economic development efforts and public policy can influence realized growth in targeted sectors. Under this scenario employment growth would be 70,220 over the period, reflecting a 2.4% average annual growth rate. The construction sector is projected to cool relative to the last decade's rate of growth, while the manufacturing sector continues to expand at the rate reported since 2010. Information is projected to grow at an accelerated rate, led by an expansion in the need for data centers associated with rapidly expanding capacity needs associated with artificial intelligence.

**FIGURE 4.03: COMPARISON OF ALTERNATE FORECASTS, CENTRAL OREGON STUDY AREA (2024 - 2044)**

Industry	SCENARIO I (Regional Forecast)				SCENARIO II (Historic Observed)				SCENARIO III (Adjusted)			
	2024	2044	Chg.	AAGR	2024	2044	Chg.	AAGR	2024	2044	Chg.	AAGR
Construction	11,393	15,047	3,654	1.4%	11,393	49,820	38,427	7.7%	11,393	22,607	11,214	3.5%
Manufacturing	8,625	9,940	1,315	0.7%	8,625	17,996	9,372	3.7%	8,625	17,996	9,372	3.7%
Wholesale Trade	2,978	3,472	493	0.8%	2,978	4,421	1,443	2.0%	2,978	3,764	786	1.2%
Retail Trade	14,073	15,060	987	0.3%	14,073	21,629	7,557	2.2%	14,073	17,004	2,931	1.0%
Transportation/Warehousing	3,616	4,117	501	0.7%	3,616	8,426	4,810	4.3%	3,616	5,242	1,626	1.9%
Information	2,422	12,016	9,594	8.3%	2,422	5,041	2,620	3.7%	2,422	12,016	9,594	8.3%
Finance & Insurance	2,528	2,455	-73	-0.1%	2,528	2,603	75	0.1%	2,528	2,603	75	0.1%
Real Estate	1,751	2,018	267	0.7%	1,751	2,225	473	1.2%	1,751	2,085	333	0.9%
Professional & Technical Services	6,605	9,483	2,877	1.8%	6,605	21,435	14,830	6.1%	6,605	12,491	5,886	3.2%
Administration Services	6,667	7,805	1,138	0.8%	6,667	8,949	2,283	1.5%	6,667	8,170	1,503	1.0%
Education	1,476	1,940	464	1.4%	1,476	3,791	2,314	4.8%	1,476	2,431	955	2.5%
Health Care	18,673	25,367	6,694	1.5%	18,673	42,140	23,467	4.2%	18,673	30,087	11,414	2.4%
Leisure & Hospitality	18,044	24,809	6,766	1.6%	18,044	37,868	19,824	3.8%	18,044	28,594	10,550	2.3%
Other Services	4,818	5,884	1,066	1.0%	4,818	9,113	4,296	3.2%	4,818	6,815	1,997	1.7%
Government	14,867	16,674	1,807	0.6%	14,867	17,213	2,346	0.7%	14,867	16,852	1,985	0.6%
<b>TOTAL:</b>	<b>118,536</b>	<b>156,085</b>	<b>37,550</b>	<b>1.4%</b>	<b>118,536</b>	<b>252,671</b>	<b>134,136</b>	<b>3.9%</b>	<b>118,536</b>	<b>188,756</b>	<b>70,220</b>	<b>2.4%</b>

Source: Johnson Economics, Oregon Employment Department, Workforce and Economic Research Division.

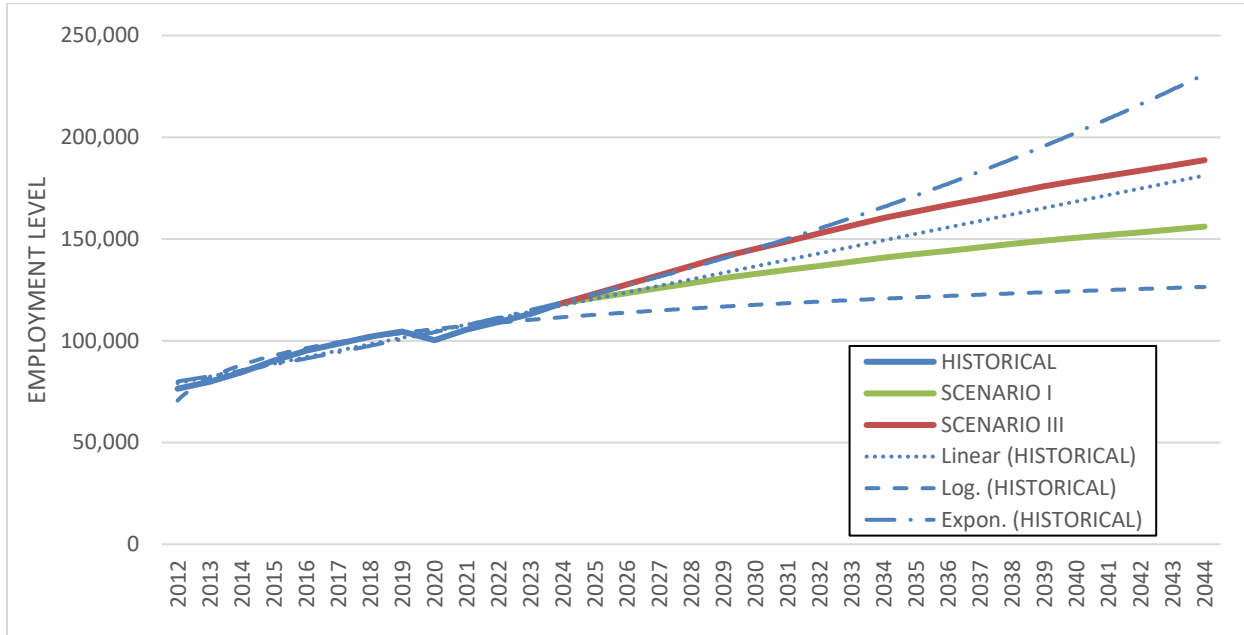
The adjusted scenario considers the influence of known or anticipated development over the near- and medium-term horizon, and local economic development goals. The forecasted rate is well below the historic rate, and somewhat higher than a linear forecast.

### SUMMARY OF EMPLOYMENT FORECAST SCENARIOS

The three forecast scenarios in this analysis range from 1.4% to 2.4% average annual growth. Job growth estimates range from 37,550 to 134,136 jobs over the 20-year period. Forecasts grounded in broad based economic variables cannot account for all the realities of local businesses and trends among evolving industries. Any long-term forecast is inherently uncertain and should be updated on a regular basis to reflect more current information.

These forecasts tend to reflect recent trends and patterns. This approach is often not well suited for projecting the potential demand for large-lot industrial employers. Large industrial placements are often "game-changers", whereas a single placement can change the economic landscape of a community. The employment impacts are not reliably "forecastable". Communities are best served by providing a range and supply of suitable options for prospective recruitment in addition to organic expansions. This is particularly prevalent in today's landscape, where firms, products and even entire industries shopping Oregon for suitable sites did not even exist a cycle ago.

**FIGURE 4.04: HISTORIC EMPLOYMENT GROWTH AND PROJECTION SCENARIOS**



Source: Johnson Economics, Oregon Employment Department, Workforce and Economic Research Division.

The forecasts were further broken into four five-year increments, assuming a declining rate of growth over the period. We would expect that a twenty-year forecast will include multiple business cycles, and that growth will be more variable than shown.

**FIGURE 4.05: SUMMARY OF PROJECTION SCENARIOS, CENTRAL OREGON STUDY AREA**

Industry	Overall Employment					Net Change by Period				Total 24-44
	2024	2029	2034	2039	2044	24-29	29-34	34-39	39-44	
<b>SCENARIO I (Regional Forecast)</b>										
Construction	11,393	12,581	13,567	14,381	15,047	1,187	987	814	666	3,654
Manufacturing	8,625	9,052	9,407	9,700	9,940	427	355	293	240	1,315
Wholesale Trade	2,978	3,138	3,272	3,382	3,472	160	133	110	90	493
Retail Trade	14,073	14,394	14,660	14,880	15,060	321	267	220	180	987
Transportation/Warehousing	3,616	3,779	3,914	4,025	4,117	163	135	112	91	501
Real Estate	1,751	1,838	1,910	1,970	2,018	87	72	59	49	267
Professional & Technical Services	6,605	7,540	8,317	8,958	9,483	935	777	641	524	2,877
Administration Services	6,667	7,036	7,344	7,597	7,805	370	307	253	207	1,138
Health Care	18,673	20,849	22,656	24,147	25,367	2,176	1,807	1,491	1,220	6,694
Leisure & Hospitality	18,044	20,243	22,069	23,576	24,809	2,199	1,827	1,507	1,233	6,766
Other Services	4,818	5,164	5,452	5,689	5,884	346	288	237	194	1,066
Government	14,867	15,454	15,942	16,345	16,674	587	488	402	329	1,807
<b>TOTAL:</b>	<b>118,536</b>	<b>130,739</b>	<b>140,878</b>	<b>149,242</b>	<b>156,085</b>	<b>12,204</b>	<b>10,138</b>	<b>8,364</b>	<b>6,843</b>	<b>37,550</b>
<b>SCENARIO III (Adjusted)</b>										
Construction	11,393	15,038	18,065	20,563	22,607	3,645	3,028	2,498	2,044	11,214
Manufacturing	8,625	11,670	14,201	16,288	17,996	3,046	2,530	2,088	1,708	9,372
Wholesale Trade	2,978	3,234	3,446	3,621	3,764	256	212	175	143	786
Retail Trade	14,073	15,025	15,817	16,470	17,004	953	791	653	534	2,931
Transportation/Warehousing	3,616	4,144	4,583	4,945	5,242	528	439	362	296	1,626
Real Estate	1,751	1,860	1,950	2,024	2,085	108	90	74	61	333
Professional & Technical Services	6,605	8,518	10,107	11,418	12,491	1,913	1,589	1,311	1,073	5,886
Administration Services	6,667	7,155	7,561	7,896	8,170	488	406	335	274	1,503
Health Care	18,673	22,382	25,464	28,006	30,087	3,709	3,082	2,542	2,080	11,414
Leisure & Hospitality	18,044	21,472	24,321	26,671	28,594	3,429	2,848	2,350	1,923	10,550
Other Services	4,818	5,467	6,006	6,451	6,815	649	539	445	364	1,997
Government	14,867	15,512	16,048	16,490	16,852	645	536	442	362	1,985
<b>TOTAL:</b>	<b>118,536</b>	<b>141,357</b>	<b>160,317</b>	<b>175,958</b>	<b>188,756</b>	<b>22,821</b>	<b>18,959</b>	<b>15,641</b>	<b>12,798</b>	<b>70,220</b>

Source: Johnson Economics, Oregon Employment Department, Workforce and Economic Research Division.

Scenario III was selected as the preferred employment forecast. This approach modifies the employment forecast to incorporate target industry findings.<sup>4</sup>

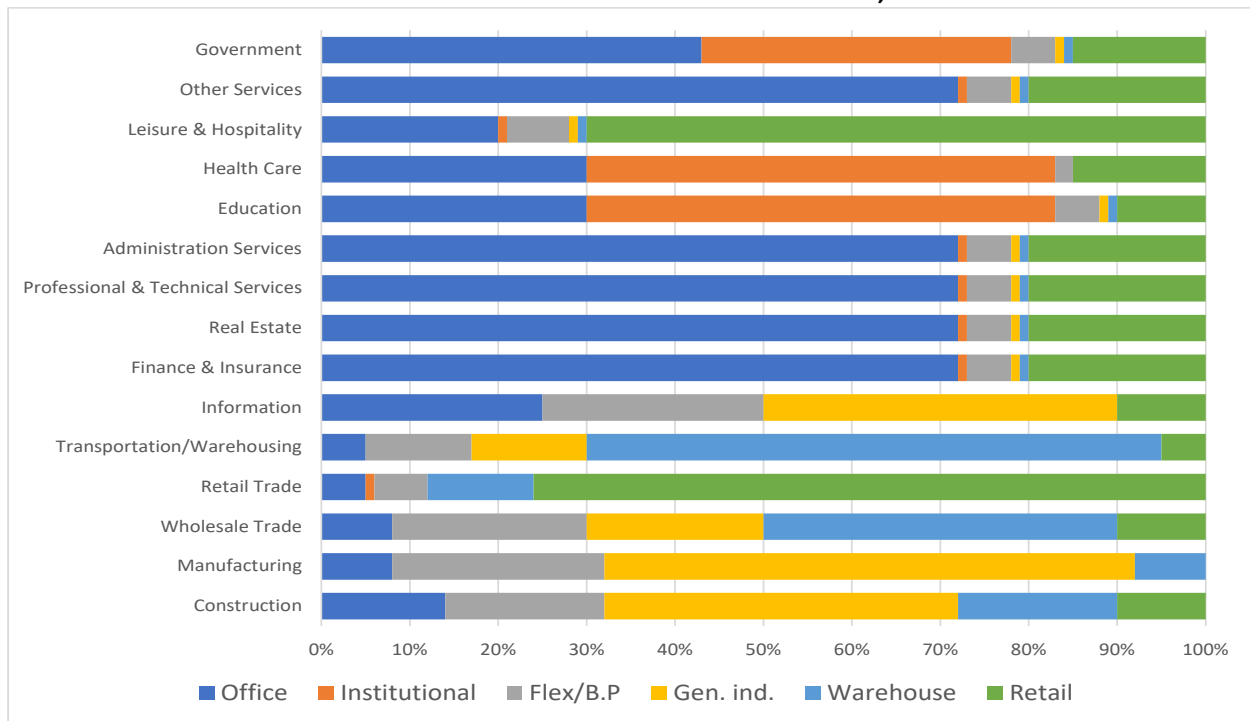
### EMPLOYMENT LAND FORECAST

The next analytical step in our analysis is to convert the Scenario III projections of employment into forecasts of land demand over the planning period. This analysis was not included in the 2012 REOA but has been included here to add additional context to assess site requirements. The generally accepted methodology for this conversion begins by allocating employment by sector into a distribution of building typologies those economic activities typically use. As an example, insurance agents typically locate in traditional office space, often along commercial corridors. However, a percentage of these firms are also located in commercial retail space adjacent to retail anchors. Cross tabulating this distribution provides an estimate of employment in each typology.

The next step converts employment into space using estimates of the typical square footage exhibited within each typology. Adjusting for typical stabilized market vacancy we arrive at an estimate of total space demand for each building type. Finally, we can consider the physical characteristics of individual building types and the amount of land they typically require for development. The site utilization metric commonly used is referred to as a “floor area ratio” or FAR. For example, assume a 25,000-square foot general industrial building requires roughly a site of roughly 100k square feet to accommodate its structure, setbacks, parking, and necessary yard/storage space. This building would have an FAR of roughly 0.25. Demand for space is then converted to net acres using a standard floor area ratio FAR for each development form.

In this analytical step we allocate employment growth to the standard building typologies. The building typology matrix represents the share of sectoral employment that is located across various building types.

**FIGURE 4.06: DISTRIBUTION OF EMPLOYMENT BY SPACE TYPE, STUDY AREA**



Source: Johnson Economics

<sup>4</sup> The analysis relies upon guidance in the OAR 660-009-0015(1) and OAR 660-009-0015(2) for the target industries approach.

Under the employment forecast scenario, employment housed in retail space accounts for the greatest share of growth, followed by employment housed in office and institutional space. The combined employment forecast for commercially zoned space (~2,500 jobs) is greater than that forecast for industrially zoned space (~1,280 jobs).

**FIGURE 4.07: NET GROWTH IN EMPLOYMENT BY BUILDING TYPE, CENTRAL OREGON (SCENARIO III)**

Industry Sector	NET CHANGE IN EMPLOYMENT BY BUILDING TYPE - 2024-2044						Total
	Office	Institutional	Flex/B.P	Gen. Ind.	Warehouse	Retail	
Construction	1,570	0	2,019	4,486	2,019	1,121	11,214
Manufacturing	750	0	2,249	5,623	750	0	9,372
Wholesale Trade	63	0	173	157	314	79	786
Retail Trade	147	29	176	0	352	2,228	2,931
Transportation/Warehousing	81	0	195	211	1,057	81	1,626
Information	2,398	0	2,398	3,838	0	959	9,594
Finance & Insurance	54	1	4	1	1	15	75
Real Estate	240	3	17	3	3	67	333
Professional & Technical Services	4,238	59	294	59	59	1,177	5,886
Administration Services	1,082	15	75	15	15	301	1,503
Education	286	506	48	10	10	95	955
Health Care	3,424	6,049	228	0	0	1,712	11,414
Leisure & Hospitality	2,110	105	738	105	105	7,385	10,550
Other Services	1,438	20	100	20	20	399	1,997
Government	853	695	99	20	20	298	1,985
<b>TOTAL</b>	<b>18,735</b>	<b>7,483</b>	<b>8,814</b>	<b>14,548</b>	<b>4,724</b>	<b>15,917</b>	<b>70,220</b>

Source: Johnson Economics

Employment growth estimates by building type are then converted to demand for physical space. This conversion assumes the typical space needed per employee on average. This step also assumes a market average vacancy rate, acknowledging that equilibrium in real estate markets is not 0% vacancy. We assume a 10% vacancy rate for office, retail, and flex uses, as these forms have high rates of speculative multi-tenant usage. A 5% rate is used for general industrial and warehouses as these uses have higher rates of owner occupancy that lead to lower overall vacancy. Institutional uses are assumed to have no vacancy, as they are typically purpose-built for healthcare, nonprofit, government, or related users. Institutional demand is categorized as commercial.

The demand for space is converted into an associated demand for acreage using an assumed Floor Area Ratio (FAR), based upon the observed FAR in existing commercial and industrial properties. The combined space and FAR assumptions further provide estimates indicated of job densities, determined on a net-developable acre basis.

**FIGURE 4.08: NET ACRES REQUIRED BY BUILDING TYPOLOGY, CENTRAL OREGON (SCENARIO III) – 20-YEAR**

	DEMAND BY GENERAL USE TYPOLOGY, 2024-2044						Total
	Office	Institutional	Flex/B.P	Gen. Ind.	Warehouse	Retail	
Employment Growth	18,735	7,483	8,814	14,548	4,724	15,917	70,220
Avg. SF Per Employee	350	600	990	600	1,850	500	644
Demand for Space (SF)	6,557,000	4,490,000	8,725,000	8,729,000	8,740,000	7,959,000	45,200,000
Floor Area Ratio (FAR)	0.35	0.35	0.30	0.30	0.30	0.25	
Market Vacancy	10.0%	0.0%	10.0%	5.0%	5.0%	10.0%	
Implied Density (Jobs/Acre)	39.2	25.4	11.9	20.7	6.7	19.6	18.8
Net Acres Required	477.9	294.5	741.8	703.1	704.0	812.1	3,733.4
Industrial Acreage	0.0	0.0	741.8	703.1	704.0	0.0	2,149.0
Commercial Acreage	669.0	412.3	0.0	0.0	0.0	1,015.1	2,096.4

Source: Johnson Economics

Commercial office and retail densities are 39 and 20 jobs per acre, respectively. Industrial uses range from 21 for general industrial to less than 7 jobs per acre for warehouse/distribution. The overall weighted employment density is 18.8 jobs per acre, with the projected 70,220-job expansion in the local employment base through 2044 requiring an estimated 3,733 net acres of employment land, of which 2,149 net acres are for industrial uses. An estimated 58% of this forecasted need is industrial land, and 42% commercial land.

## V. REGIONAL LARGE-LOT DEMAND

For this analysis we used four alternative approaches to estimate the demand for large lot industrial demand in Central Oregon. These included recent large lot absorption history, the anticipated profile of firms by size for projected employment growth by sector, regional recruitment activity, and the distribution of market development activity. This section summarizes each of these approaches.

While not all industries expected to expand within the Central Oregon region will generate significant demand for large-lot industrial land, some sectors have a demonstrated track record for creating significant exogenous demand for and absorption of properly-zoned industrial sites. Industries requiring large acreages that hold promise for the Central Oregon region include:

- *Data centers*
- *Large manufacturers*
- *Warehouse/distribution centers*
- *Select high technology/biosciences operations*

Additionally, any one of these sectors has the potential to create the exogenous demand that would trigger the need for additional large, industrial-zoned land in Central Oregon.

### HISTORIC ABSORPTION

Central Oregon has had a dozen large industrial lots developed since 2010, consuming a total of 1,223 acres. These include three sites in Prineville, six sites in Redmond, three sites in Bend, and one site in Madras. Of these, six were located on sites greater than 25 acres.

**FIGURE 5.01: OBSERVED INDUSTRIAL SITE ABSORPTION ON 5-ACRE SITES OR GREATER IN CENTRAL OREGON**

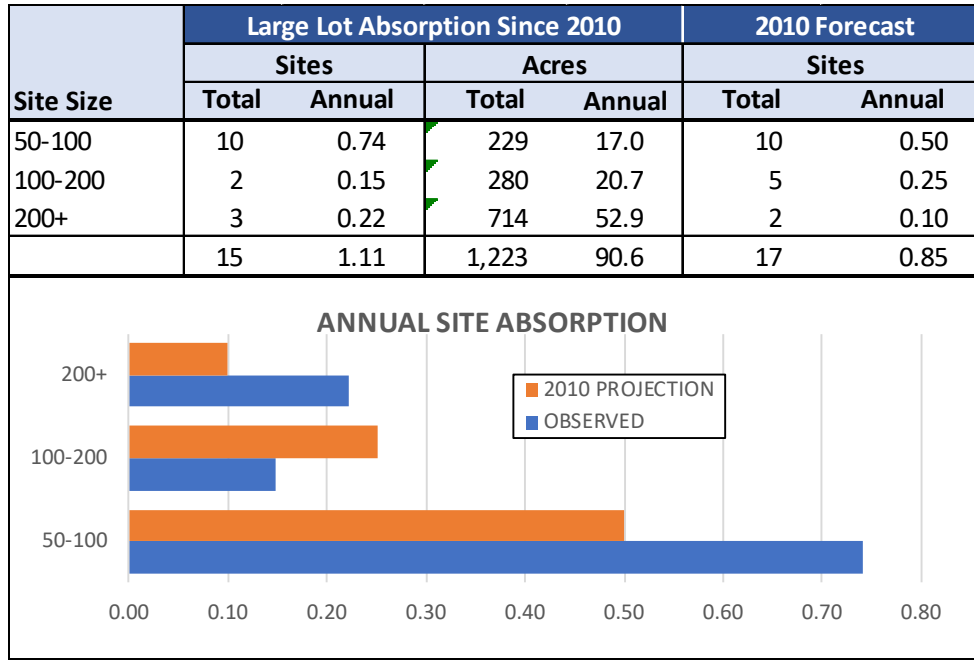
Site Location	Company	Original Acreage	Later Absorption	Total	Status
Prineville	Apple	160	211	371	Built out
Prineville/Crook County	Meta	120	303	423	Built out
Redmond	Bas X Solutions	12	2	14	Later absorption site under construction
Redmond	Nosler Inc.	60		60	Additional buildings in Land Use
Madras	Daimler Trucks North America	200		200	Additional site operations in Land Use
Redmond	Wild Mikes Pizza	46		46	Excavation work underway
Redmond	Medline	11		11	Built out
Bend	Seran Bioscience	14		14	Permitted but awaiting construction
Redmond	Project Jasper	14		14	Submitted Land Use
Redmond	Basalite	14		14	Design Phase
Bend	Pacific Corp	20		20	Under Construction
Bend	City of Bend	36		36	Under Construction
<b>Total</b>		<b>707</b>	<b>516</b>	<b>1,223</b>	

SOURCE: Economic Development for Central Oregon (EDCO), data collected by EDCO

The observed large lot absorption from 2010 through September 2024 has been over 1.1 sites per year, which has exceeded the rate projected in the 2012 study. Realized large lot absorption has been consistent with or greater

than projected during this period. Lot absorption reflects the utilization of a site by an end-user, removing this site from the available inventory for subsequent needs.

**FIGURE 5.02: OBSERVED INDUSTRIAL SITE ABSORPTION COMPARED TO 2010 FORECAST**



SOURCE: EDCO and Johnson Economics

### FORECASTED GROWTH CHARACTERISTICS

The forecast of employment lands presented earlier was further broken down to characterize projected demand by the targeted industry sectors. Figure 5.03 summarizes these projections:

**FIGURE 5.03: PROJECTED EMPLOYMENT BY FIRM SIZE, SCENARIO III**

	PROJECTED EMPLOYMENT BY FIRM SIZE			
	100-249	250-499	500-999	1,000+
Construction	1,250	1,288	519	253
Manufacturing	1,154	1,890	1,376	978
Wholesale Trade	89	127	71	26
Retail Trade	75	105	57	24
Transportation/Warehousing	203	285	165	60
Information	692	897	569	543
Finance & Insurance	0	0	0	0
Real Estate	3	4	3	1
Professional & Technical Services	50	67	43	32
Administration Services	13	17	11	8
Education	8	10	6	4
Health Care	27	34	18	15
Leisure & Hospitality	176	104	37	24
Other Services	13	13	4	1
<b>Total Employment</b>	<b>3,753</b>	<b>4,841</b>	<b>2,879</b>	<b>1,969</b>
Indicated Site Need	21	15	4	2
Acres	276	356	212	145
Typical Site	13	24	53	72

SOURCE: Johnson Economics

The primary sources of large lot industrial demand under this approach would come from manufacturing, information, and construction. The indicated need for sites of 25 acres or larger is 21, of which 6 would be greater than 50 acres. It is important to recognize that many firms will prefer sites that have potential for future expansion, and the demand for site sizes may be larger than indicated by firm size.

### **RECRUITMENT ACTIVITY**

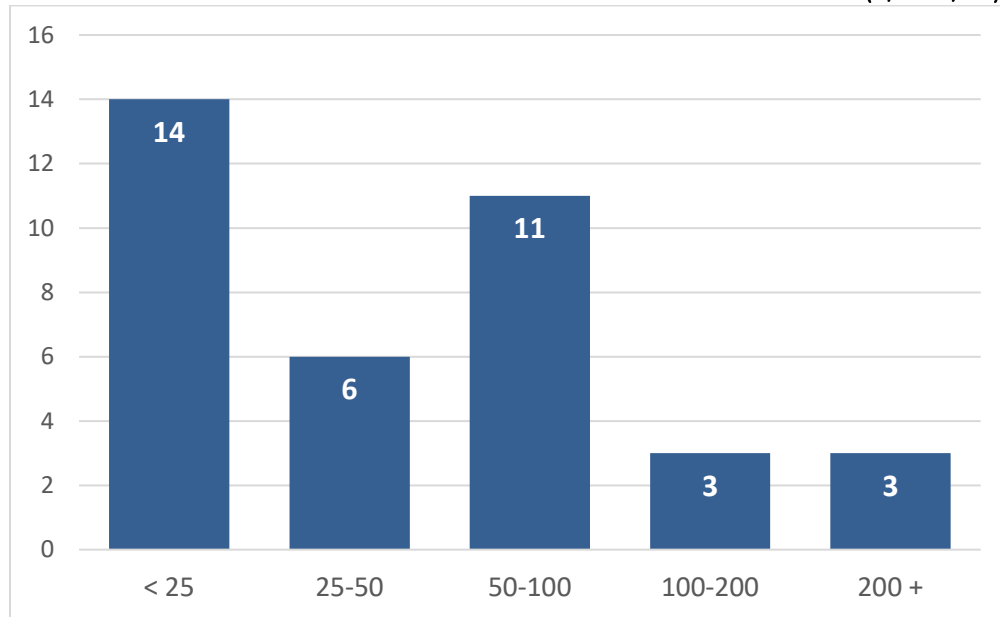
Business Oregon logged a total of 53 industrial recruitment efforts for a 42-month period between February 2021 and August 2024. It should be noted that Business Oregon’s database reflects only a subset of overall activity in this market, with many firms making decisions without contacting the agency, or working more directly with regional economic development agencies such as EDCO. The profile of firms included a large number of manufacturing firms, food processing, and data centers.

The following is a summary of this activity:

- 53 firms in log, of which 37 provided site size requirements.
- Over 16% of demand for lots 100 acres in size or greater
- Over 62% of demand for sites 25 acres in size or greater
- The largest site need was up to 1,500 acres.

Recruitment information was only available for the last 42 months, which is a fraction of the 20-year planning horizon for this project (17.5%). The following graphic shows the distribution of recruitment efforts by required site size.

**FIGURE 5.04: DISTRIBUTION OF RECRUITMENT EFFORTS BY SITE SIZE REQUIREMENT (2/21-8/24)**



SOURCE: Business Oregon

**FIGURE 5.05: SAMPLE OF RECENT RECRUITMENT EFFORTS, CENTRAL OREGON**

Project Name	Industry	Acreage	Job Creation
ACE (Battery)	Manufacturing - Batteries	20/30 acres	100 to 924
USA 2-Sofidel Am.	Manufacturing - Paper Goods	230 - 285 (would consider 150 start)	70 to 900
Sushi	Food Processing		200
Stamper	Aviation		1200
Light Speed	Food Processing	1.5 to 4 acres	approx. 200
IX	Manufacturing - Titanium		100 (tech & engin.)
Broadbill	Clean Energy-Green Hydrogen	50 to 75 acres	100
Apollo	Food Processing	10 acres (prefer co-location)	30
Sunlight	Manufacturing - Solar Panels	min. 8 max.25	230
Sunday	Manufacturing - Solar Panels	6 to 10 acres	125 to 400
Fabrik	Semiconductor Fab	85-100 acres	400 to 600
Dolomite	Manufacturing - Polymer	2-6 acres	20 to 50
HAL	Data Center	4 to 200 acres (3-4 acres per 10MW)	7 FT/data center for BTC, up to 212 for all five
Hedron	Shoe Assembly	8 acres	74
Magic Sponge	Manufacturing - Chemical		10 to 20
PET Bev	Advanced Manufacturing		5 to 7
Shoelution	Shoe Assembly		26 initailly to 260 w/ expansion
Table	Food Processing		20 to 25

SOURCE: Business Oregon, 9/21 through 9/24

Twelve of the recruitment profiles included an estimate of investment level. These ranged from \$15 to \$800 million. Five of these responses included an estimated investment level of \$300,000,000 or larger, while four responses estimated investments at between \$30 and \$80 million. While most of the firms indicating an estimated employment level ranged from 20 to 100 jobs, seven responded with a potential for 200 or more permanent jobs created.

There were eight responses indicating a significant need for water, ranging from 25 gallons per day to a maximum of 800,000 gallons per day. Wastewater needs range from 0.097 gallons per day to just over 108,000 gallons per day. The lowest indicated electrical need was 5,000 kW and the most was 8,800,000 kW per month. There were only four responses to the need for natural gas, with responses from 5,000 kg to 23,260 kg. Most responses show a need to be near accessible transportation.

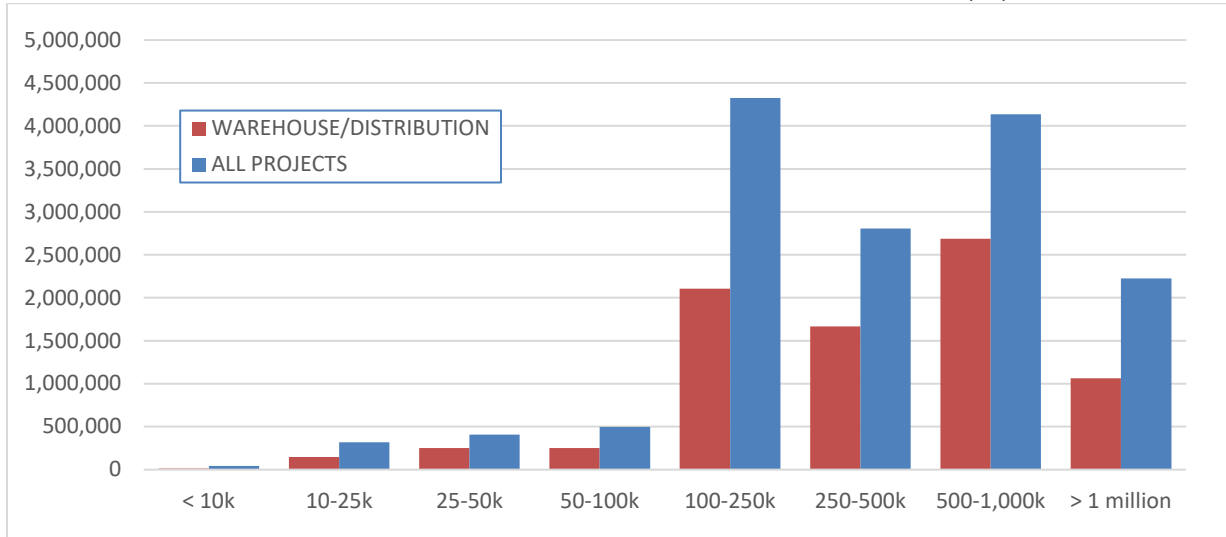
Infrastructure matters for industrial development. A large site zoned for industrial use won't be developed unless key infrastructure is available to serve the site. The key infrastructure requirements of the recruitments in Figure 5.05 were related to water, sewer, power, natural gas, and transportation.

### **DEVELOPMENT PATTERNS**

The demand for industrial sites is not solely driven by large firms in owner-occupied developments. Most industrial space developed in the State of Oregon is multi-tenant space that is developed speculatively for lease. Johnson Economics recently completed a survey of all industrial construction in the Willamette Valley since 2018. The survey included 87 projects, of which 9% of the projects were developed on sites greater than 25 acres in size. A total of 43% of all space developed was on sites greater than 25 acres in size, including 15% on sites greater than 50 acres.

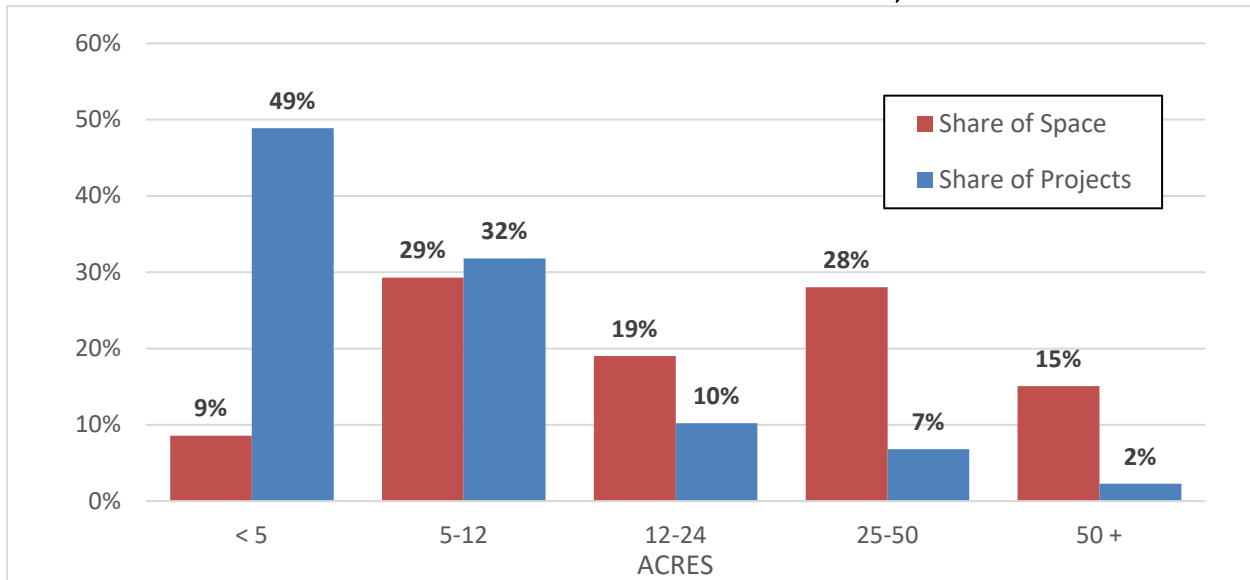
Multi-tenant properties allow smaller tenants to lease space, while providing the scale of development necessary to support a viable project and attract investment. Demand in the state has been dominated by projects over 100,000 square feet in size, with 62% of space demand in projects over 250,000 square feet in size. This reflects an approximately 25-acre site.

**FIGURE 5.06: INDUSTRIAL SPACE DEVELOPED BY TYPE AND SIZE OF PROJECT (SF), 2018-2024**



SOURCE: CoStar and Johnson Economics

**FIGURE 5.07: DISTRIBUTION OF INDUSTRIAL PROJECTS BY SITE SIZE, 2018-2024**



SOURCE: CoStar and Johnson Economics

**SUMMARY**

Multiple approaches support projected demand estimates that are largely consistent in terms of the number of sites. Historic absorption patterns (Figures 5.01 & 5.02), forecasted growth by industry and firm size (Figure 5.03), recruitment activity (Figure 5.04), and development patterns (Figure 5.06) indicate a need for between 21 to 25 large lot industrial sites in the region. This is somewhat higher than the 17 sites identified in the 2012 study. The need for sites is inherently difficult to project, and can shift substantively based on public policy, economic shifts, or other factors beyond the control of local government. Large lot demand in Central Oregon is likely to be concentrated in data centers and manufacturing, with some logistics potential.

**FIGURE 5.08: COMPARISON OF INDICATED 20-YEAR LARGE LOT SITE NEEDS**

<b>Large Lot Needs by Approach</b>	<b>Sites</b>	<b>Acres</b>
Sectoral Projections	21	712
Development Patterns	23	926
Historic	25	1,812

SOURCE: Johnson Economics

The following is our recommendation for short- and long-term site inventory in Central Oregon. The long-term demand reflects sites available within a 20-year planning horizon, while the short-term inventory reflects sites that can be developed within the next five years.<sup>5</sup> The definition from the demand side in this analysis is the projected demand for sites over the next five years. The table shows a recommended number of jurisdictions for the site supply, but the final allocation of sites by jurisdiction will be decided by the Intergovernmental agreement (IGA).

**FIGURE 5.09: RECOMMENDED LARGE LOT SITE INVENTORY, CENTRAL OREGON**

	<b>SITE ACREAGE</b>			<b>TOTAL</b>
	<b>50-100</b>	<b>100-200</b>	<b>200+</b>	
<b>SHORT TERM</b>				
Number of Sites	3	2	1	6
Jurisdictions	3	2	1	
<b>LONG TERM</b>				
Number of Sites	10	5	4	19
Jurisdictions	5	3	2	

SOURCE: Johnson Economics

The analysis includes a long-term projection (20-years), which is referenced in OAR 660-024-0045.<sup>6</sup> The focus of the program has been the short-term need, with the intent that the inventory be maintained over the 20-year period. The recommended site inventory is largely consistent with the inventory recommendations in 2011, as observed absorption and regional inquiries since that time have largely supported the previous study’s findings. This reflects an ongoing need, and the inventory should be refreshed as needed to maintain an adequate site supply to support economic development objectives.

The short-term demand numbers were reconciled with the current identified inventory of sites 50-acres or greater (Appendix A). This shows a current inventory of six lots in the region. The current inventory has only one lot in the 100 to 200- acre range. The projected 20-year need for large sites to support targeted industries significantly exceeds the current inventory in the region.

<sup>5</sup> OAR 660-009-005(10) defines “Short-term Supply of Land” as “suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for the short-term supply of land. Funding availability is not required. “Competitive Short-term Supply” means the short-term supply of land provides a range of site sizes and locations to accommodate the market needs of a variety of industrial and other employment uses.

<sup>6</sup> OAR 660-024-0045(2)(f) “Regional large lot industrial land need” means the need for a specific type of 20-year employment land need, as described in OAR 660-024-0040(1) and (5), that is determined based upon the analysis.

**FIGURE 5.10: RECONCILIATION WITH EXISTING INVENTORY, CENTRAL OREGON**

	SITE ACREAGE			TOTAL
	50-100	100-200	200+	
<b>NEED</b>				
Number of Sites	3	2	1	6
<b>INVENTORY</b>				
Bend				0
LaPine	1			1
Madras				0
Prineville	3	1		4
Redmond			1	1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>6</b>

The preceding table includes the South Redmond Tract as a single parcel, but this roughly 780-acre property is likely to be partitioned into several sites that could be used to meet large lot industrial requirements.

The intent of Central Oregon’s large lot industrial program is to assure that an adequate inventory of sites is maintained to support the region’s economic development requirements. The short-term inventory in this context reflects sites that are readily available to meet needs, with appropriate site characteristics, entitlements, and infrastructure availability to support development. Division 9 of the Oregon Administrative rules defines “site characteristics” as the attributes of a site necessary for a particular industrial or other employment use to operate. Site characteristics include, but are not limited to, a minimum acreage or site configuration including shape and topography, visibility, specific types or levels of public facilities, services or energy infrastructure, or proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes. Suitable is defined as serviceable land designated for industrial or other employment use that provides or can be expected to provide the appropriate site characteristics for the proposed use.

The OAR also allows cities and counties to consider land availability when determining short-term supply. This includes factors such as availability to the market at a market-responsive price, owner disposition, and the diversity of ownership within a planning area (OAR 660-009-0025(7)).

The large lot industrial program aims to maintain a strategic inventory of development sites that support Central Oregon’s economic growth. When the available sites fall below target levels, the inventory should be replenished to ensure a consistent supply that meets the region’s needs. In this instance, the short-term site inventory can be viewed as the minimum targeted ongoing inventory, with the long-term inventory identifying sites that can be used to replenish the inventory when needed. OAR 660-024-004(4) states that “up to three additional sites that may be designated in order to replace one of the original six sites that is developed or committed to development”. Section 12 of this rule states that “A site may be considered developed or committed to industrial development if a large-lot traded sector user demonstrates a commitment to develop the site”.

The following is a summary of key site requirements associated with the targeted large-lot industrial sectors.

## **A. DATA CENTERS**

The rapid rise in demand for data centers is a trend that has increased the demand for large sites in the region. The data center industry has changed quickly as data processing needs have grown exponentially in response to the general growth of the internet (e.g., e-commerce) and development of new industries including widespread adoption of decentralized cloud services, video and game streaming, mass data farming and processing, and artificial intelligence (AI).

Data centers are classified as a basic industry due to several key economic characteristics.

- Data centers meet the fundamental criterion of basic industries by bringing new money into a region through services provided to customers outside the local area. Like traditional basic industries such as manufacturing or mining, data centers export their services beyond the local market, attracting revenue from national and international clients.
- Data centers create significant economic impacts through substantial capital investment and job creation. While they may not employ as many people directly as traditional manufacturing facilities, they generate high-wage technical positions and support numerous indirect jobs in construction, maintenance, and related services.
- Data Centers contribute to the economic base through considerable property tax revenue and utility consumption. Their large physical footprint and high-value equipment translate into meaningful tax contributions, while their substantial power requirements often lead to infrastructure improvements that can benefit other industries.

However, data centers differ from traditional basic industries in their resource requirements. Rather than raw materials or shipping access, they prioritize reliable power supply, robust fiber connectivity, and suitable climate conditions. These unique needs influence their site selection and economic development strategies differently than conventional basic industries.

In the data center industry, rather than measuring facilities in square feet, they are often measured in terms of bulk energy such as megawatts (MW), which provides a more useful representation of their processing capacity. To put the growth of this market into perspective, a report by McKinsey & Company estimates the data center industry is expected to grow from 17 gigawatts (GW, i.e., 1,000 MW) in 2022 to about 35 GW by 2030.<sup>7</sup> According to Cushman & Wakefield, Oregon ranks #8 in the global established data center market and #5 in the established Americas market.<sup>8</sup>

## TYPES OF DATA CENTERS

Data centers can be developed at different scales, depending on the location and need they are intended to serve. Figure 5.10 summarizes categories identified by NAIOP, the Commercial Real Estate Development Association.

**FIGURE 5.10: FIVE TYPES OF DATA CENTERS<sup>9</sup>**

<b>Enterprise Data Centers:</b> The enterprise data center supports a single organization. It is typically built, maintained, operated, and managed by companies such as banks, brokerage firms, and insurance companies for their own use.
<b>Multi-tenant or co-location data centers:</b> The co-location data center is one where a company will rent space within that data center, which is owned by others and located off premises from the company.
<b>Hyperscale data centers:</b> Hyperscale data centers are those that support large-scale IT infrastructure. Examples include those of Meta, Amazon Web Services, Microsoft, and Apple.
<b>Edge data centers:</b> Edge data centers are owned by third parties in a specific metro area to bring IT infrastructure closer to users. They handle real-time data processing. These centers reduce communication delays.
<b>Container data centers:</b> Container data centers come in shipping containers or modules. These are ready-made data centers, with all the components ready to go.

<sup>7</sup> *Investing in the Rising Data Center Economy*, McKinsey & Company, 2023.

<sup>8</sup> *Global Data Center Market Comparison*, Cushman & Wakefield, 2024.

<sup>9</sup> *Data Center Real Estate: Challenges and Opportunities*, Development, Winter 2023/2024, and Mackenzie.

The primary driver of large site demand in Central Oregon is expected to come from hyperscale data centers, as demonstrated by Meta and Apple siting this type of data center in Prineville. The following are development characteristics and site needs of hyperscale data centers.

## **HYPERSCALE DATA CENTERS**

This section discusses the characteristics and site needs of these modern very-large data centers. This analysis is intended to augment the prior siting criteria included in the 2011 study, to address the evolution of the data center industry over the past decade. By way of context, in 2010, the ratio of energy consumption for hyperscale and cloud data centers was 13% of the total and 87% for other types. As of 2022, hyperscale demand increased to 77% of the market.<sup>10</sup>

The following sections of this report primarily focus on the siting criteria for the **hyperscale category** of data center facilities, based on information derived from trade organizations, literature, and end users.

The availability of sufficient, affordable, and dependable electricity and water supply are critical factors driving site selection for data center development. Due to the need for data centers to stay in continuous operation, low natural hazards and security risks are also critical. There is also preference for milder climates, which reduces cooling demand and in turn, electricity, and water consumption.

### **Site and Building Characteristics**

The typical site size for a hyperscale data center campus is 100 acres or more, including four or more buildings at 200,000 square feet (SF) to 250,000 SF each, with 5-10 acres for dedicated electrical substations. For hyperscale data centers, the minimum site size per building is approximately 25 acres; however, recent trends in Eastern and Central Oregon show that the development generally consists of four or more buildings on 100+ acres. For new hyperscale data center development, 100 acres is the minimum site size, with recent examples in Eastern Oregon averaging roughly 110 acres, and scaling to more than 150 acres in some cases.

While sites can have a variety of shapes, the minimum dimension is determined by the length of the data center buildings. Recent examples of hyperscale buildings range from 1,000 feet to 1,150 feet in length. Sites need to be large enough to contain these large buildings plus associated parking and circulation, utilities, supportive infrastructure, and buffers.

Site topography should be relatively flat, with a maximum grade of 5%, and site shape should accommodate large rectangular building(s). Building facilities, accompanying substations, and access roads should be located outside of areas of special flood hazard (i.e., 1% annual chance or “100-year” floodplain on Flood Insurance Rate Maps issued by the Federal Emergency Management Agency).

### **Location**

Sites should be within 30 miles of an interstate highway or freight route. Frontage on major streets is not necessary as data centers do not rely on or benefit from high daily vehicle or pedestrian traffic, so facilities can be removed from major arterials. Proximity to marine ports and airports is generally not necessary. Proximity to rail lines is also not necessary.

Due to the noise produced by cooling equipment and backup generators, proximity to residential zones or other sensitive uses may be undesirable. While it is typically possible to mitigate those effects through building and landscape design, providing separation between hyperscale data centers and residential uses is typically desired to avoid these conflicts and to minimize exposure to potential emissions from back-up generators.

### **Water**

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<sup>10</sup> *What do you Need to Know About Designing Data Centers?*, Consulting Specifying Engineer, May/June 2023

Data centers utilize large amounts of water for cooling equipment. In some cases, the water demand for data centers is estimated based on their energy use, which is measured in megawatt-hours (MWh). The estimated water demand is 1,000 gallons per day per acre, which requires a minimum 12" high-pressure supply line.

### **Sanitary Sewer**

According to Mackenzie civil engineers, a minimum 8" service line is required if the site is reliant on sanitary sewer. Some hyperscale data center projects have developed alternative methods of disposing or reusing wastewater that does not require disposal of cooling water via sanitary sewer. Individual projects will therefore differ in their sanitary sewer requirements based on the proposed approach.

### **Natural Gas**

Natural gas supply is not required; however, a minimum 4" service line where available increases the marketability of sites and is highly recommended.

### **Electricity**

Data centers have an extremely high demand for electricity to power and cool equipment. Cooling the equipment accounts for approximately 40% of total energy consumption. The minimum power requirement per building is 60 megawatts (MW), so a prototypical four-building campus would require a minimum supply of 240 MW. This level of demand requires a dedicated substation, typically 5-10 acres in size. Redundancy is required to ensure data centers can operate without interruption. According to the U.S. Department of Energy (DOE), data centers collectively account for about 2% of total U.S. electricity use.<sup>11</sup> Backup generators, typically diesel-powered, are also required.

### **Telecommunications**

Data center facilities require major telecommunications infrastructure including fiber optic service and route diversity.

### **Transportation**

Sites require adequate access and circulation for truck traffic and fire apparatus. Proximity to public transit, airports, marine ports, or railroads is not required. Data centers generate minimal traffic, so frontage on high-capacity road classifications is not critical to site selection. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, the average daily trip (ADT) generation rate for Land Use Code 160 (Data Center) is 0.99 trips per 1,000 SF (KSF) of gross floor area (GFA), though ITE notes this rate is based on a limited data set.

### **Security**

Sites require gated access, security lighting, and enhanced security systems to ensure data remains secure and systems stay online. Proximity to buildings or infrastructure which may be vulnerable to attack is a factor in evaluating site suitability.

### **Natural Hazards**

Due to the need for the facility to be in continuous operation, sites must have minimal seismic, flood, or other natural hazard risk exposure.

## **DATA CENTERS IMPACTS**

The construction and operation of a large data center has significant economic and fiscal impacts. The demand for these types of facilities is expected to accelerate year-to-year for the foreseeable future. The United States remains the leading market in the world for data center development, capacity, and usage. There has been a trend toward aggregation of data center facilities into larger and larger campuses. Operating companies and investors are looking to lock in the efficiencies of scale from constructing and operating very large facilities in a single location and are confident that there will be ample demand for a huge amount of new capacity in coming decades.

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<sup>11</sup> [www.energy.gov/eere/buildings/data-centers-and-servers](http://www.energy.gov/eere/buildings/data-centers-and-servers)

The development of these facilities entails a high level of investment in real property and equipment. Data centers are a very high-investment category of development due to the amount of infrastructure and equipment that often exceeds \$1 billion per data center needed to run these specialized facilities, in addition to the high density of information technology that users install within them. On average, the investment in development and equipment for data centers exceeds the cost for traditional industrial uses and even most high-tech manufacturing uses.

Development of these facilities provides a range of economic and fiscal benefits to the state, region, and local jurisdictions. The positive impacts include new employment, payroll, spending with vendors on construction and operations, new tax revenue, and indirect and induced economic activity from suppliers, vendors, and households. Negative fiscal impacts are typically negligible as these developments typically have the capacity to fund their own development and infrastructure.

Construction of these facilities provides significant direct employment, as well as indirect and induced employment. Operation of this type of facility supports direct employment in operations, maintenance, security, and other property management functions. It also supports significant indirect and induced employment through vendors, commercial services, and beneficiaries of increased spending in the community.

## **B. INDUSTRY SITE REQUIREMENTS FOR OTHER TARGET INDUSTRIES**

This section presents a series of tables that summarize key site requirements for a range of prospective tenant types.<sup>12</sup> This is followed by further discussion of needs for some industry sectors relevant to the local market.

The 14 site requirements listed on the matrix provide a basis for establishing a profile of the physical and other site needs of the identified industry. The site requirements are intended to address the typical needs of each of the industry categories, and it is recognized that there will likely be unique or non-typical needs of a specific user that will need to be evaluated on a case-by-case basis.

The following describes a few general requirements that apply to *all* industry type categories under consideration and then an overview of the 14 site requirements listed on the matrix.

### **GENERAL REQUIREMENTS:**

- The underlying zoning on the site must allow the use outright within the identified category. For example, no zone change, conditional use and/or similar land use review is necessary. Many jurisdictions typically require a design or development review which is acceptable, since the timeframe for obtaining such design-related approvals will be addressed in the State’s rating system.
- The site under consideration must be located geographically within a UGB.
- The site is not located within a 100-year floodplain as mapped by FEMA, although sites with approved FEMA map amendments (e.g., LOMA & LOMR) are acceptable.
- The net contiguous developable area (NCDA) of the site does not include hazardous contaminants as verified by a Level 1 Environmental Report, or a Level 2 Report that has received a “No Further Action” approval from DEQ; or existing wetlands or other natural features which are regulated at the State, Federal or local level; or federally endangered species.
- The NCDA does not contain any cultural or historical resources that have been identified for protection at the State, Federal or local level.
- The NCDA does not have mitigation plans that can be implemented in 180 days or less.

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<sup>12</sup> Business Oregon, Mackenzie.

## SITE REQUIREMENTS:

- **Total Site Size:** The site size is taken to mean the size of the building footprint and includes buffers, setbacks, parking, mitigation, and expansion space.
- **Competitive Slope:** Most industrial uses require relatively large building footprints that do not accommodate steps in floor slabs, and sloping topography will require extensive excavation and retaining systems that increase development cost over flat sites. The figures given are the preferred maximum average slope across the developable portion of the site, recognizing that sites with additional area outside the building, or developments with multiple building pads, generally will have lower slope earthwork costs than sites with limited space outside the building footprint.
- **Trip Generation:** Sites are frequently limited by a jurisdiction to a specified total number of vehicle trips entering and exiting the site. This site requirement is an estimate of the minimum number of average daily trips per acre (based on the range of building coverage) that should be available for each of the industrial categories based on the Institute of Traffic Engineers (ITE) Manual-Ninth Edition. The following table lists the ITE codes used to estimate average trips for the industry profiles represented in the matrix.
- **Miles to Interstate or Freight Route:** With few exceptions, access to major freeways or freight routes is critical for the movement of goods. This site requirement indicates the typical maximum distance, in miles, from the site to the freeway or highway access. The roadways/intersections between the site and freeway/highway must generally operate at a level of service 'D' or better in accordance with the Highway Capacity Manual methodologies and general engineering standards.
- **Miles to Frequent Transit Service: Businesses** located walking distance (within one-quarter of a mile) to a bus stop that is serviced by a frequent bus line enjoy a competitive advantage over others that are more limited in transportation access options.<sup>13</sup>
- **Railroad Access:** The need for access to railroad for the movement of goods within each industrial category is dependent upon individual users, so the site requirements are identified as either "Preferred," "Not Required," or "Avoid" in some cases where the presence of rail may be considered a deterrent to business.
- **Proximity to Marine Port:** The need for access to a marine port for the movement of goods within each industrial category is dependent upon individual users.
- **Proximity to International/Regional Airport:** The need for access to a regional airport for the movement of goods or business travel within each industrial category is dependent upon individual users.
- **Availability of Water:** This requirement indicates the minimum sizes of domestic water and fire lines immediately available to the site. In certain rural cases, a comparable supply from an on-site water system (i.e., well or reservoir with available water rights) may be acceptable. In addition to lines sizes, preference for high-pressure water capabilities and average flow demand in gallons per day is specified for each industry type.
- **Availability of Sanitary Sewer:** This requirement indicates the minimum size of public sanitary sewer service line immediately available to the site. In certain rural cases, an on-site subsurface system providing a comparable level of service may be acceptable. Sewer flow requirements were determined by calculating a percentage of the water flow for each industry type.
- **Natural Gas:** This requirement indicates the minimum size natural gas line that is immediately available to the site. It is assumed that the pressure demand for all industry categories is 40-60 psi.

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<sup>13</sup> We have defined "frequent bus line" as one with service occurring in no longer than 15-minute intervals.

- **Electricity:** This requirement indicates the minimum electrical demand readily available to each industry and where proximity to a substation and redundancy dependency rank on the continuum of less critical to more critical. Estimated demand is based on review of existing usage from local utility providers, referencing industrial NAICS codes for the various profiles.
- **Telecommunications:** This requirement indicates whether the availability of telecommunication systems is readily available, and where major commercial capacity, route diversity and fiber optic lines rank on the continuum of less critical to more critical. All sites are assumed to have a T-1 line readily available.
- **Special Considerations:** Notes on industry-specific factors.

The following table summarizes the key locational requirements for major industry classifications. The industrial sectors targeted by this program would be included in profiles A, E, G, and I.

- A: Computer & Electronic Manufacturing*
- E: Other Manufacturing*
- G: Wholesaling*
- I: Data Centers*

CRITERIA		PROFILE										
		A	B	C	D	E	F	G	H	I	J	
		Computer & Electronic Manufacturing (High-Tech R&D)	Software & Media	Multi-Tenant Office	Food Processing	Other Manufacturing	Life/Bioscience R&D Campus	Wholesaling	Retail	Data Center	Incubator	
<b>GENERAL REQUIREMENTS</b>		Use is permitted outright, located in UGB or equivalent and outside flood plain; and site (NCDA) does not contain contaminants, wetlands, protected species, or cultural resources or has mitigation plan(s) that can be implemented in 180 days or less.										
<b>PHYSICAL SITE</b>												
1	TOTAL SITE SIZE* Competitive Acreage**	5 - 100+	5 - 15	5 - 20	5 - 25+	5 - 50+	20 - 100+	10 - 100+	5 - 20	10 - 100+	5 - 25+	
2	COMPETITIVE SLOPE: Maximum Slope	0 - 5%	0 - 7%	0 - 7%	0 - 5%	0 - 5%	0 - 7%	0 - 3%	0 - 7%	0 - 7%	0 - 5%	
<b>TRANSPORTATION</b>												
3	TRIP GENERATION: Average Daily Trips per Acre	40 - 60	80 - 200 <sub>1</sub>	120 - 240 <sub>2</sub>	50 - 60	40 - 50	60 - 150	50 - 60 <sub>3</sub>	400 - 500 <sub>4</sub>	20 - 30	40 - 50	
4	MILES TO INTERSTATE OR FREIGHT ROUTE: Miles	w/in 10	w/in 5	w/in 5	w/in 30	w/in 20	w/in 5	w/in 5	w/in 5	w/in 30	N/A	
5	MILES TO FREQUENT TRANSIT SERVICE (15 MIN OR LESS) Miles	0.6	0.5	0.8	< 0.1	0.2	0.1	0.3	< 0.1	0.1	< 0.1	
6	RAILROAD ACCESS: Dependency	Preferred	Not Required	Not Required	Preferred	Preferred	Preferred	Preferred	Avoid	Avoid	N/A	
7	PROXIMITY TO MARINE PORT: Dependency	Preferred	Not Required	Not Required	Preferred	Preferred	Preferred	Preferred	Not Required	Not Required	N/A	
8	PROXIMITY TO INTERNATIONAL/ REGIONAL AIRPORT: Dependency	Competitive	Required	Preferred	Preferred	Preferred	Required	Not Required	Not Required	Competitive	N/A	
	Distance (Miles)	This criteria cannot be met in Eastern Oregon										

PROFILE		A	B	C	D	E	F	G	H	I	J	
		Computer & Electronic Manufacturing (High-Tech R&D)	Software & Media	Multi-Tenant Office	Food Processing	Other Manufacturing	Life/Bioscience R&D Campus	Wholesaling	Retail	Data Center	Incubator	
CRITERIA												
UTILITIES												
9	WATER:	Min. Line Size (Inches/Dmtr)	12" - 16"	6" - 8"	8" - 10"	12" - 16"	6" - 10"	8" - 12"	6" - 10"	8" - 12"	16"	4" - 8"
		Min. Fire Line Size (Inches/Dmtr)	12" - 18"	8" - 10"	8" - 12"	10" - 12"	8" - 10"	8" - 12"	8" - 10"	8" - 12"	10"-12"	6" (or alternate source)
		High Pressure Water Dependency	Required	Not Required	Not Required	Required	Not Required	Preferred	Not Required	Not Required	Required	Not Required
		Flow (Gallons per Day per Acre)	5,200	1,200	1,500	3,150	1,850	2,450	1,200	1,800 <sub>s</sub>	50 - 200 <sup>+</sup>	1,200
10	SEWER:	Min. Service Line Size (Inches/Dmtr)	12" - 18"	6" - 8"	8" - 10"	10" - 12"	6" - 8"	10" - 12"	6" - 8"	6" - 10"	8" - 10"	4" - 6" (or on-site source)
		Flow (Gallons per Day per Acre)	4,700	1,000	2,000	2,600	1,700	2,000	1,000	1,500 <sub>s</sub>	1,000 <sub>±</sub>	1,000
11	NATURAL GAS:	Preferred Min. Service Line Size (Inches/Dmtr)	6"	4"	4"	4"	4"	6"	4"	4" - 6"	4"	N/A
		On Site	Competitive	Preferred	Competitive	Preferred	Competitive	Competitive	Preferred	Competitive	Preferred	Preferred
12	ELECTRICITY:	Minimum Service Demand	4 - 6 MW	1 - 2 MW	0.5 - 1 MW	2 - 6 MW	0.5 MW	2 - 6 MW	0.5 MW	0.5 - 1 MW	5 - 25 MW	1 MW
		Close Proximity to Substation	Competitive	Competitive	Preferred	Not Required	Preferred	Competitive	Not Required	Preferred	Required, could be on site	Not Required
		Redundancy Dependency	Preferred	Preferred	Preferred	Not Required	Not Required	Competitive	Not Required	Preferred	Required	Not Required
13	TELECOMMUNICATIONS:	Major Communications Dependency	Required	Required	Required	Preferred	Required	Required	Preferred	Required	Required	Preferred
		Route Diversity Dependency	Required	Required	Required	Not Required	Not Required	Required	Preferred	Preferred	Required	Not Required
		Fiber Optic Dependency	Required	Required	Required	Preferred	Preferred	Required	Competitive	Preferred	Required	Not Required

PROFILE		A	B	C	D	E	F	G	H	I	J
CRITERIA		Computer & Electronic Manufacturing (High-Tech R&D)	Software & Media	Multi-Tenant Office	Food Processing	Other Manufacturing	Life/Bioscience R&D Campus	Wholesaling	Retail	Data Center	Incubator
14	<b>SPECIAL CONSIDERATIONS:</b>	<p>Acreage allotment includes expansion space (often an exercisable option). Very high utility demands in one or more areas common. Sensitive to vibration from nearby uses.</p>	<p>1: Research &amp; Development @ 80 ADTs per acre on the low end, estimated 200 ADTs per acre for general office on the high end.</p> <p>Location specific.</p>	<p>2: Range represents FAR 0.25 - 0.5 of office uses</p> <p>Location to other cluster industries.</p>	<p>May require high volume/supply of water and sanitary sewer treatment. Often needs substantial storage/yard space for input storage. Onsite water pre-treatment needed in many instances.</p>	<p>Adequate distance from sensitive land uses (residential, parks) necessary. Moderate demand for water and sewer. Higher demand for electricity, gas, and telecom.</p>	<p>High diversity of facilities within business parks. R&amp;D facilities benefit from close proximity to higher education facilities. Moderate demand on all infrastructure systems.</p>	<p>3: General warehousing rates</p>	<p>4: Based on discount warehouse @ 0.25 FAR</p> <p>5: Dependent on use, i.e., brewery vs. restaurant</p> <p>Location to cluster industries.</p>	<p>Site size differs due to land cost and availability. Urban-area centers may require 10-20 acres, while E. Oregon centers will typically use larger sites. Also the trend is towards increasing site size as cloud storage needs continue to increase. Power delivery, water supply, and security are critical. Surrounding environment (vibration, air quality, etc.) is crucial. May require high volume/supply of water and sanitary sewer treatment.</p>	<p>Often established by municipalities and have symbiotic relationships with colleges and/or universities.</p>

**Terms:**

<p>More Critical</p> <p>↑</p> <p>Less Critical</p>	<p>'Required' factors are seen as mandatory in a vast majority of cases and have become industry standards.</p>
	<p>'Competitive' significantly increases marketability and is <i>highly recommended by Business Oregon</i>. May also be linked to financing in order to enhance the potential reuse of the asset in case of default.</p>
	<p>'Preferred' increases the feasibility of the subject property and its future reuse. Other factors may, however, prove more critical.</p>
	<p>'Not Required' does not apply for this industry and/or criteria.</p>
	<p>'Avoid' factors act as deterrents to businesses in these industries because of negative impacts.</p>
<p>*Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space.</p>	
<p>**Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.</p>	
<p>† Data Center Water Requirements: Water requirement is reported as gallons per MWh to more closely align with the Data Center industry standard reporting of Water Usage Effectiveness (WUE).</p>	
<p>‡ Data Center Sewer Requirements: Sewer requirement is reported as 200% of the domestic usage at the Data Center facility. Water and sewer requirements for Data Centers are highly variable based on new technologies and should be reviewed on a case-by-case basis for specific development requirements.</p>	

Source:

Business

Oregon,

Macke

## APPENDIX A: LARGE LOT SITE INVENTORY

This section summarizes the current inventory of large lot industrial sites in Central Oregon. The following two tables summarize known large lot industrial sites in the region. Additional information on these sites is contained in Appendix A.

**FIGURE 6.01: SUMMARY OF LARGE LOT INDUSTRIAL SITES, CENTRAL OREGON**

	Prineville	La Pine	Redmond	Total
25-50	3	1	1	5
50-100	3	1	0	4
100-200	1	0	0	1
200+	0	0	1	1
Total	7	2	2	11

The current inventory contains a total of 11 sites greater than 25 acres in size, and 6 sites greater than 50 acres size. Several of these sites are limited to lease options.

A large lot as defined under OAR 660-024-0045 is at least 50 acres in size. This includes a single parcel, an aggregation of existing lots or parcels under the same ownership, or an aggregation of existing lots or parcels maintained as a unit of land through a binding agreement among the owners. We have included a summary of lots between 25 and 50 acres in size for context, but these lot sizes are not included in the program outlines in OAR 660-024-0045.

**FIGURE 6.02: LARGE LOT INDUSTRIAL SITES, CENTRAL OREGON**

Site	PRINEVILLE					
	Draper Industrial Park	Hunter Property	Porfily Property	Pineville Legacy Ranch	Prineville Millican Rd	Rhoden Industrial
Location	Houston Lake Road, 97754	2420 SW Baldwin Rd	2205-2251 Lon Smith Rd 97754	Houston Lake Rd, 97754	Millican Rd. & Hwy 126, 97754	0 NW Lamonta Road , 97754
Acreage						
Largest	25	80	70.2	160	90	28.5
Smallest	2	1	9.5	160	5	28.5
Additional	31.65		60.71	1000		
Characteristics						
Wetland	N/A					
Flood Plain	N/A		N/A			N/A
Topography	Flat		Mixed	Flat		
Use Limitations				FAA		
Highway Distance	1>	1.25	0	0	0.2	4
Interstate Distance		98	90	0	90	
Airport	1>	1.5	4.4	Adjacent	0.5	6
Rail	3	6	3	3.8	3.8	Adjacent

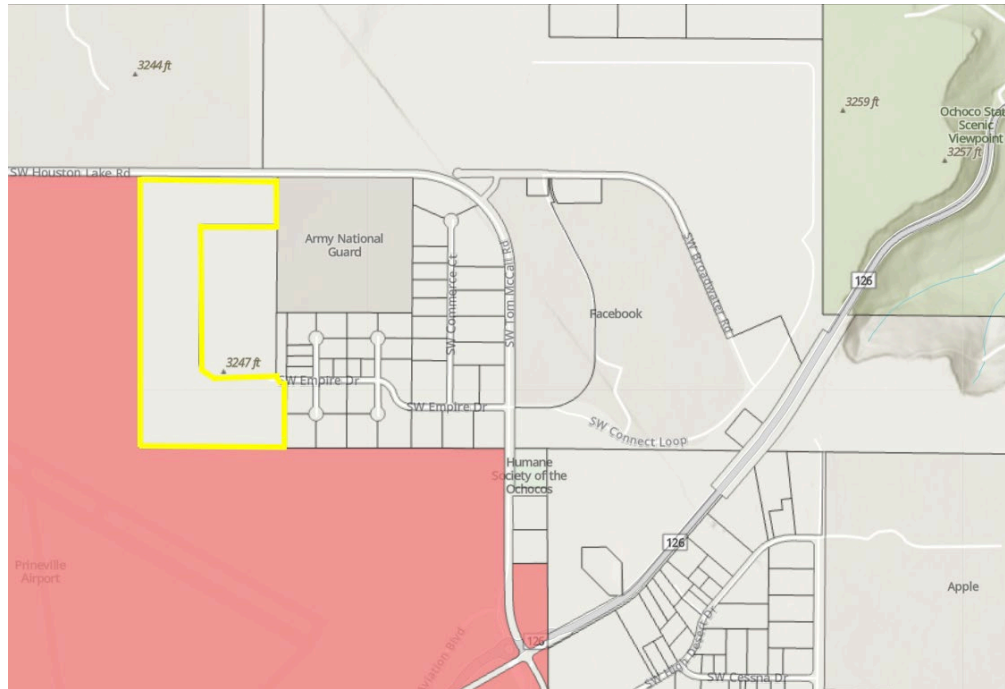
Site	LA PINE		REDMOND		
	La Pine 1	La Pine 2	Redmond Industrial Lot	Redmond Industrial Park	South Redmond Tract
Location	16555 REED RD, La Pine, 97739	51465 Mitts Way, La Pine 97739	601 E Antler Avenue 97756	601 NE Antler Avenue, 97756	4800 SW 19th Street, 97756
Acreage					
Largest	75.75	28.6	17.6	44.6	780
Smallest	10	28.6	5.7	44.6	200
Additional				30.61	
Characteristics					
Wetland	N/A	No			
Flood Plain	N/A	No			
Topography	Flat	Flat			
Use Limitations					
Highway Distance	0.5	0.5	2 blocks	1>	
Interstate Distance	108	108		1>	
Airport	18	18	1.56	1.56	1.5
Rail	0	0	"close"	"close"	6.3

The following is a summary of the current inventory of large lot industrial sites in Central Oregon that are available for the targeted industries.

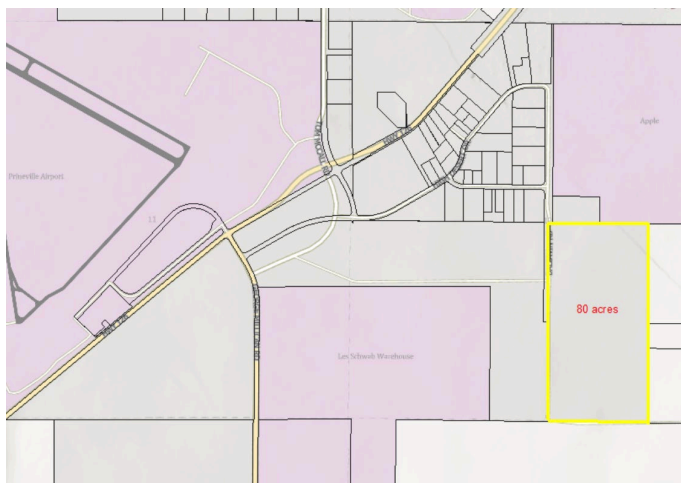
## PRINEVILLE

There are seven possible sites in Prineville. These sites have all modern utilities.

**Draper Industrial Park:** The Draper Industrial Park has a max leasable acreage of 25 acres, and a minimum of 2 acres. The property has an additional 25 acres adjacent to it, with 31.65 supplementary acres available for development. This property is close to the airport as well as the highway, and 3 miles from the nearest railroad access. It is also zoned for light industrial use.



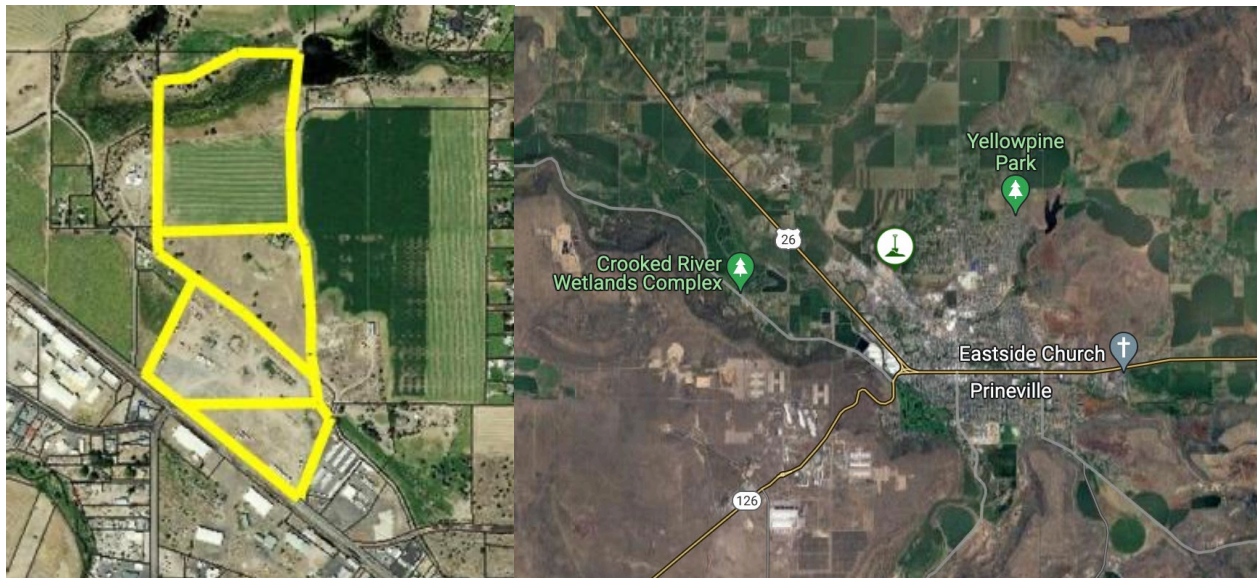
**Hunter Property (2420 SW Baldwin Rd):** The “Hunter Property” has a maximum acreage of 80 acres and minimum of 1 acre for sale, for a negotiable sale price. The property is 1.25 miles from the highway, 1.5 miles from the airport, and 6 miles from the nearest rail access. It is zoned for light industrial use and located in the enterprise zone and the opportunity zone.



**New Prineville Airport Property (4585 Airport Way):** This property has a maximum 20 acres and a minimum of 1 acre for lease, at \$0.26/sf. It is 0.2 miles away from the highway, 3.8 miles from the nearest rail access, and adjacent to the airport. It is also located in the enterprise zone. As it is less than 25 acres in size, it is included in this analysis for context.



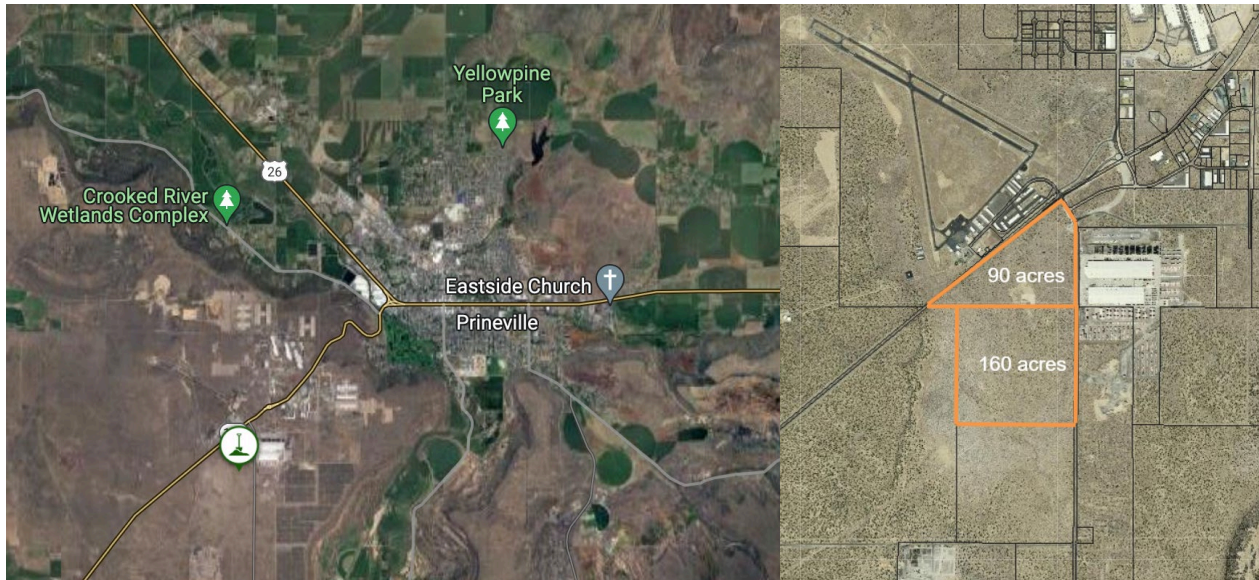
**Porfily Property (2205-2251 Lon Smith Rd):** The Porfily Property has 70.2 acres for sale, with a minimum of 9.5 acres. The asking price is \$37,100 for acre, or \$2,602,938 for all 70.2 acres. The property is 4.4 miles from the airport, 3.8 miles from the nearest rail access, and adjacent to the nearest highway. The zoning code is heavy industrial mix. The topography is not entirely flat and is instead listed as “mixed.” The property is in an enterprise zone. The upper two parcels of this property are called out in the city’s comprehensive plan to be changed from industrial uses.



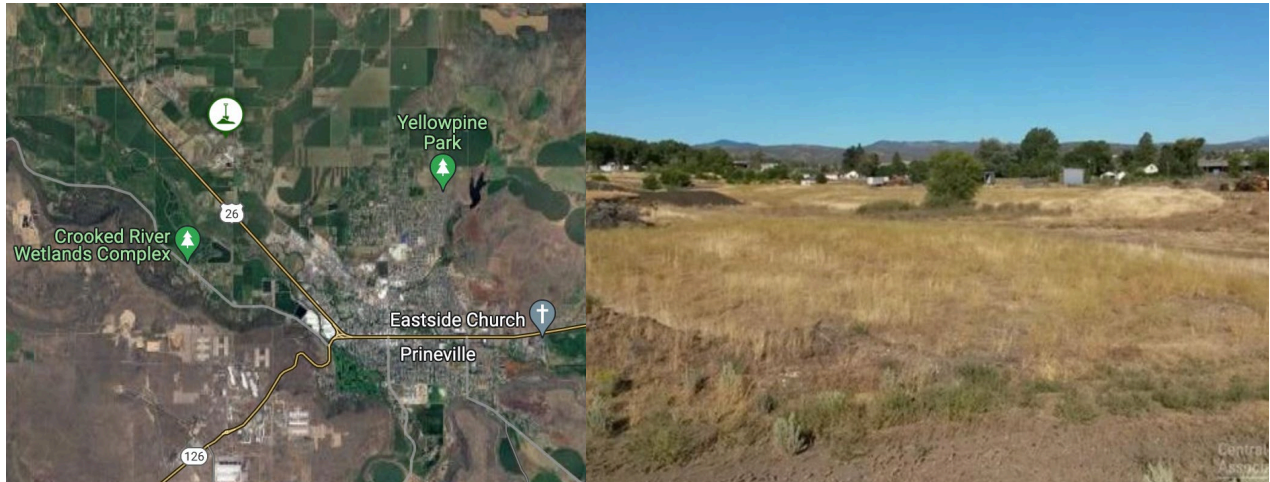
**Prineville Legacy Ranch:** The Prineville Legacy Ranch has 160 listed acres, with over 1,000 additional acres available for purchase. The asking price for the 160 acres is \$5,000,000. The property is zoned for light industrial use and located in an enterprise zone.



**Prineville Millican Rd:** The Prineville Millican Rd property has 90 acres for sale, with an asking price of \$3,600,000. The minimum amount of acreage for sale is 5 acres. The site could be increased to 250 acres if joined with the 160-acre parcel to the south. The property is 0.2 miles away from the highway, 0.5 miles from the airport, and 3.8 miles from the nearest rail access point. The property is in both an enterprise and opportunity zone and zoned as an industrial park.



**Rhoden Industrial:** The Rhoden Industrial property has 28.46 acres for sale for \$980,000. This property is not in the city's UGB and is unlikely to be included due to distance from the current UGB. The property is 4 miles from the nearest highway, 6 miles from the nearest airport, and is adjacent to the railway. The property is in an enterprise zone and zoned for heavy industrial use.



## LA PINE

**La Pine 1 & 2:** There are two potential sites in La Pine, the first, La Pine 1, at 16555 Reed Rd and the second, La Pine 2, at 51465 Mitts Way. These two properties are 0.5 miles from the nearest highway, 18 miles from the nearest airport, and adjacent to the nearest railway. They both have all modern utilities and are in the enterprise zone. These properties are both for sale for \$1.75/sf and for lease at \$0.10/sf. The price is negotiable depending on the capital investment and anticipated number of jobs provided. They are both zoned for industrial use.

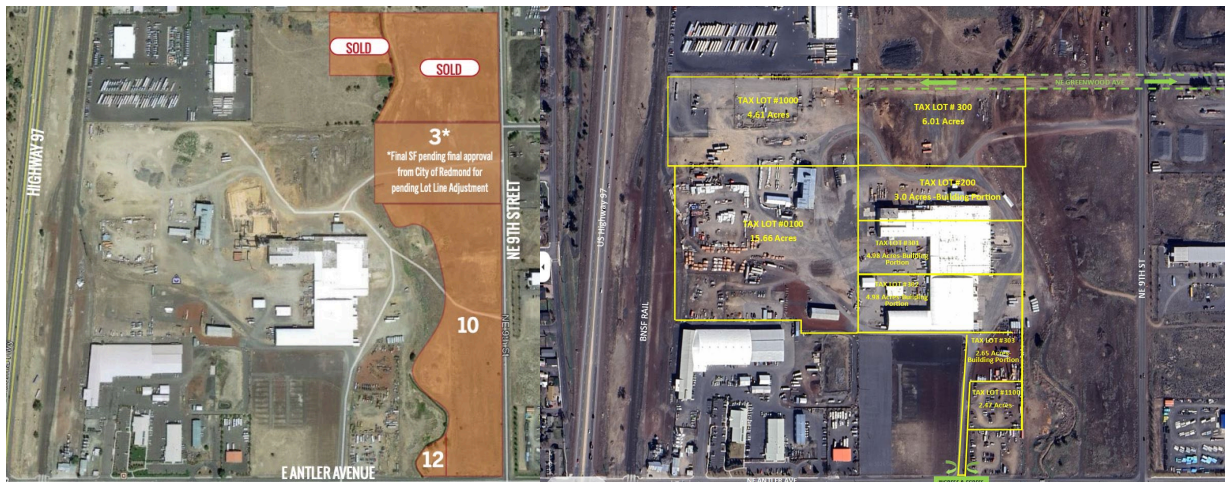


## REDMOND

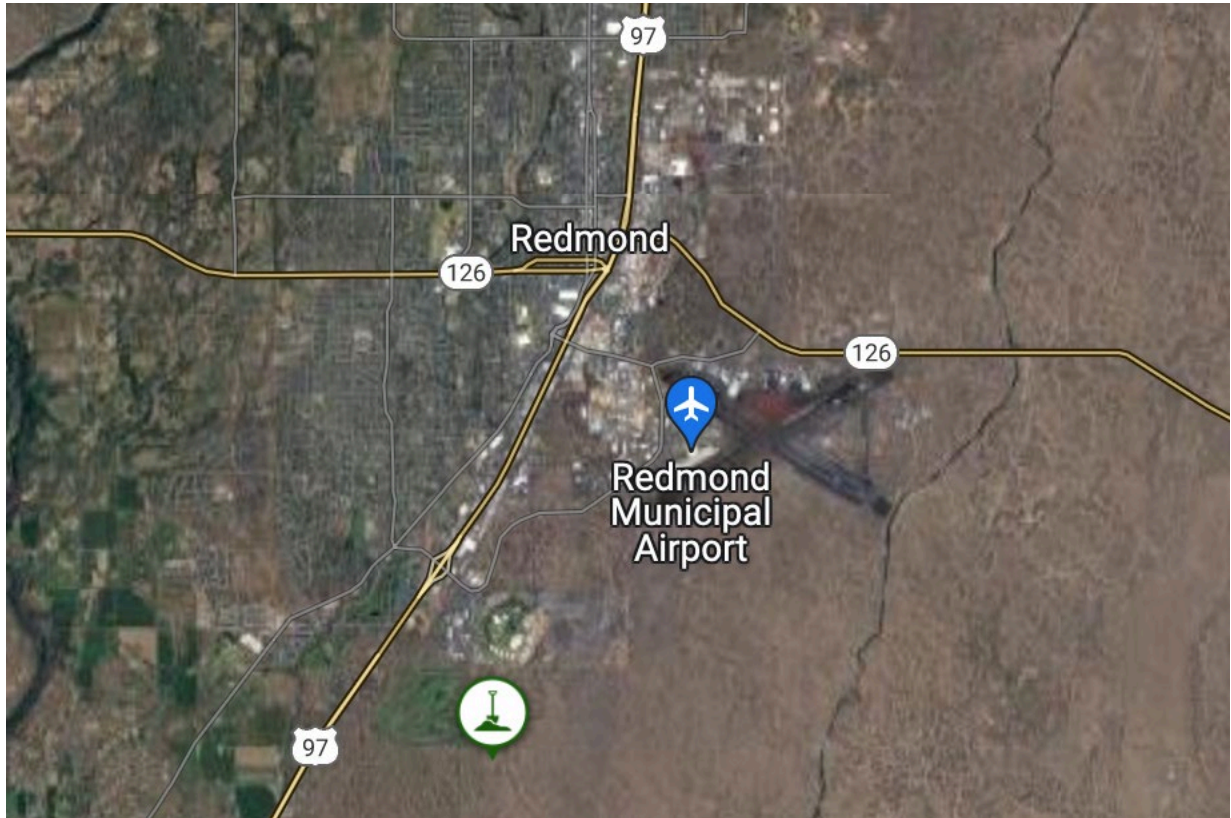
Redmond has three potential industrial sites, two of which are immediately adjacent.

**Redmond Industrial Lot/Redmond Industrial Park (601 E Antler Ave/601 NE Antler Ave:** The Redmond Industrial Lot and Redmond Industrial Park are immediately adjacent to each other. They are both well under a mile from the nearest highway and interstate, 1.56 miles from the nearest airport, and have close rail access. They are also both heavy industrial zoned and have all utilities. The Redmond Industrial Lot has a maximum of 17.6 acres for sale, spread across three different lots. The asking price of lots 10 & 12 is \$4,131,383 and the asking price for lot 3 is \$4,124,457 for a total of \$8,255,840.

The Redmond Industrial Park has a 195,520 square foot building that is 100% occupied with twelve tenants. The total acreage is 44.6 acres, with 30.61 additional acres ready for development. The property is for sale with a list price of \$28,780,287 at a 7% cap rate.



**South Redmond Tract (4800 SW 19<sup>th</sup> St):** The South Redmond tract has a maximum of 780 acres for sale, and minimum of 200 acres. The property is 1.5 miles from the nearest interstate highway and 6 miles from the nearest airport. The property is zoned for large lot industrial use and is in an enterprise zone.





## **COUNCIL BOARD RESOLUTION #368**

**WHEREAS**, the Central Oregon Intergovernmental Council (COIC) has been identified as the regional administrator of the Central Oregon Large Lot Industrial (LLI) program, which was developed to create a region-wide inventory of large, undivided industrial sites which would otherwise have not been eligible to bring into a community's UGB due to state land use rules, and

**WHEREAS**, the Central Oregon Large Lot Industrial program relies on the findings of a 2013 Regional Economic Opportunity Analysis (REOA) which defined the need for such large, industrial sites, and

**WHEREAS**, it has been more than ten years since the Central Oregon LLI program was authorized in state statute and Oregon Administrative Rules (660-024-0045), and the OARs state that the program would be effective for ten years, and

**WHEREAS**, Oregon Department of Land Conservation (DLDC) staff guidance is that COIC and our partners would need to produce an updated REOA in order to maintain the Central Oregon LLI program after the ten year period, and

**WHEREAS**, COIC received funding from a Business Oregon grant to updated the REOA, formulated a regional Steering Committee to oversee the work, and secured Johnson Economics to complete the REOA, and

**WHEREAS**, the REOA has been reviewed by the Steering Committee and DLCD has determined that the REOA is complete and sufficient,

**NOW, THEREFORE BE IT RESOLVED** that the Central Oregon Intergovernmental Council:

Adopts the 2025 Central Oregon Regional Economic Opportunity Analysis by Resolution.

APPROVED AND ADOPTED by the

Central Oregon Intergovernmental Council

on this the 3<sup>rd</sup> day of April, 2025.

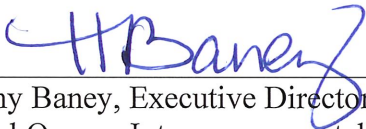
# COIC

**Signed:**



\_\_\_\_\_  
Councilor Mike Riley, Chairman  
Central Oregon Intergovernmental Council

**Attest:**



\_\_\_\_\_  
Tammy Baney, Executive Director  
Central Oregon Intergovernmental Council

# CINDERVIEW WEST ANNEXATION, DEVELOPMENT PLAN, AND TENTATIVE SUBDIVISION

**HEARING DATE:** May 21, 2025 at 5:30 PM in Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

**HEARINGS BODY:** Redmond Urban Area Planning Commission

**FILE NUMBER(S):** 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)

**PROJECT NAME:** Cinderview West

**REQUEST:** This proposal includes a request for annexation, for a zone change from Urban-Holding (UH-10) to General Residential (R-4) consistent with the existing Redmond Comprehensive Plan designation, and to master plan a two-phase residential subdivision consisting of 99 townhouse lots, two quadplex lots, and one triplex lot.

**LOCATION:** 900 NW Pershall Way; Tax Lot 1413330001804

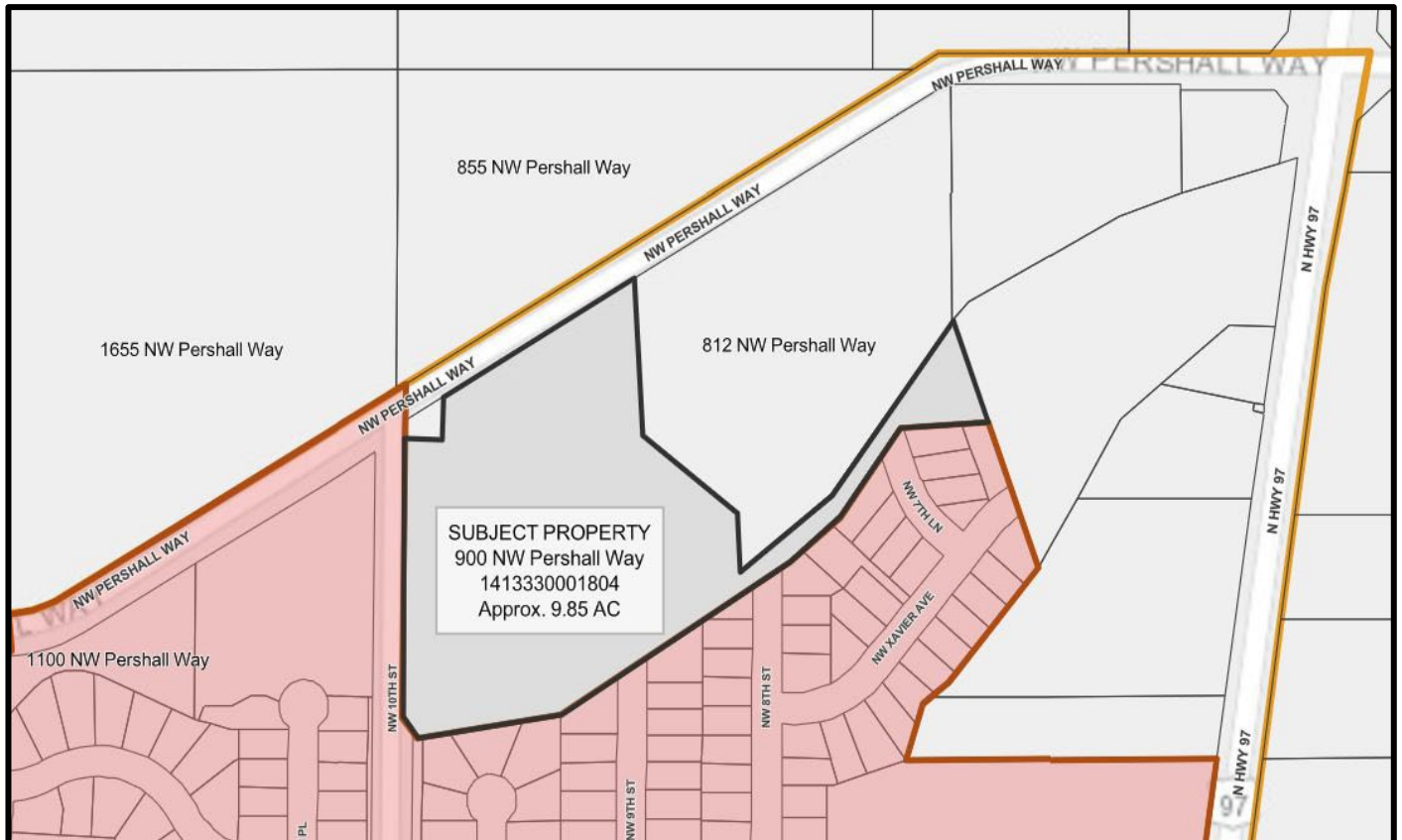
**APPLICANT:** Woodhill Homes

**PROPERTY OWNER:** Knox Investments, LLC

**RECOMMENDATION:** Approval with Conditions

**REVIEWING STAFF:** Morgan Snyder, Senior Long-Range Planner

Figure 1 - Vicinity Map



## **I. BACKGROUND**

### **Site Description:**

According to Deschutes County DIAL, the subject property is approximately 9.85 acres in size, is identified on the tax assessor's map as T14S, R13E, Section 33, Tax Lot 1804, and makes up the entire subject tract. The subject property was lawfully created as evidenced by Partition Plat 1990-09 (County Survey 00427), dated January 31, 1990. The subject property is currently described in a Statutory Warranty Deed recorded in Deschutes County Record 2022-13173, dated March 28, 2022.

According to the Redmond Comprehensive Plan and Zone Map, the subject property is contiguous to Redmond City Limits and is entirely located within the Redmond Urban Growth Boundary (UGB), the General Residential (R-4) comprehensive plan designation, the Urban Holding (UH-10) zone, and is subject to the Redmond Urban Area Framework Plan (RUAFP) and the Highway 97 Area Plan (HAP). According to the City of Redmond Transportation System Plan (TSP), the subject property is adjacent to the following planned projects: widen and improve minor arterial NW Pershall Way (project S1), widen and improve major collector NW 10<sup>th</sup> Street (project S3), add an eastbound right-turn lane to the NW Pershall Way and NW 10<sup>th</sup> Street intersection (project I2), add a shared-use path along NW Pershall Way (project B1), and add bike lanes within NW 10<sup>th</sup> Street (project B3).

According to City of Redmond and Deschutes County Community Development Records, the subject tract contains an existing single-family dwelling established in 1981 that is served by a domestic well, a septic system, and access off NW Pershall Way. Based on staff review of the City's Geographic Information System (GIS) maps and Google Earth 2024 Aerial Imagery, the subject property contains approximately 448 feet of frontage along NW Pershall Way, approximately 563 feet of frontage along NW 10<sup>th</sup> Street, and approximately 1,385 feet of irrigation pipe following along the southern property line. The subject property appears to be primarily covered by native grass and does not currently appear to be irrigated or used for farm activity of any kind.

The surrounding properties to the east are located within the UH-10 zone and are developed with low density rural residential, the properties to the south and west are located within the R-4 zone and developed or planned for suburban residential, and the properties to the north are located within Deschutes County jurisdiction and appear to be used for resource extraction or equipment rental businesses. The property adjacent to the northwest, between the subject property and the NW Pershall Way and NW 10<sup>th</sup> Street intersection, is located within the UH-10 zone and is developed with a franchise telephone utility.

### **Land Use History:**

In 2006, a total of 2,299 acres of land to the north and west of Redmond was brought into the City's UGB, including the subject property. As part of the urbanization process, the City adopted the RUAFP to establish a land use concept that prescribed public facilities, land uses, densities, neighborhood amenities, and neighborhood centers throughout the newly urbanized land. In 2007, the City adopted the HAP to further refine the community's vision for the northernmost portion of the UGB, establishing precise comprehensive plan designations and public facility projects. Area plans are adopted into the Comprehensive Plan and serve as quasi-conceptual land use master plans for specified regions of the UGB; development proposals are generally required to comply with the designations, policies, and improvements

identified by the applicable area plan upon annexation and conversion from County to City zoning.

**Proposal:**

Applicant Woodhill Homes has submitted this application package proposing to develop the subject property as a residential neighborhood. This proposal includes a request for annexation, for a zone change from UH-10 to R-4 consistent with the existing Redmond Comprehensive Plan designation, and to master plan a two-phase residential subdivision consisting of 99 townhouse lots, two quadplex lots, and one triplex lot, totaling 110 dwelling units altogether. Additional amenities proposed include a multi-use path along the northern and western boundary of the neighborhood, a canal trail along the southern boundary, and improvements to both NW Pershall Way and NW 10<sup>th</sup> Street.

**Attachments:**

The following attachments are included in this document by reference.

- Attachment A – Tentative Plan
- Attachment B – Applicant Narrative
- Attachment C – Engineering Comments
- Attachment D – Transportation System Analysis (TSA) Approval Memo
- Attachment E – Agency Comments

**Application Timeline:**

The application package evaluated in this document consists of three files: annexation application 711-24-000263-PLNG, master plan application 711-24-000241-PLNG, and tentative subdivision application 711-24-000242-PLNG. The annexation application was submitted to the Redmond Community Development Department on December 19, 2024, and was deemed incomplete on January 17, 2025. The master plan and subdivision applications were submitted on January 22, 2025, and were deemed incomplete on February 21, 2025. Following the submission of additional information by the applicant, all three applications were deemed complete on March 4, 2025.

The first evidentiary hearing before the Redmond Urban Area Planning Commission (RUAPC) is scheduled for May 21, 2025. Notice of public hearing was mailed to relevant agencies and surrounding property owners within 250 feet of the subject property on March 27, 2025, posted on the subject property on April 2, 2025, and published in the Redmond Spokesman on May 8, 2025. Agencies notified included the Department of Land Conservation and Development (DLCD), Deschutes County, Central Oregon Irrigation District (COID), Redmond Fire and Rescue, and local utility service providers.

**Comments:**

Written comments have been received by the City of Redmond Engineering Division (attachment C), COID and Redmond Fire and Rescue (attachment E). No other comments have been received as of the writing of this document.

**Applicable Criteria:**

This application package was evaluated for compliance with provisions of Oregon Revised Statute (ORS), Oregon Administrative Rules (OAR), the City of Redmond and Deschutes

County Joint Management Agreement (JMA), the Redmond Comprehensive Plan 2040, and the Redmond Code (RC).

- Oregon Revised Statutes, Chapters 92, 197, 222, 227
  - ORS 222.127: Annexation without election notwithstanding contrary city law upon petition of all owners of land; declaration of annexation.
- Oregon Administrative Rules, Chapter 660:
  - Division 12, Transportation Planning Rule
  - Division 14, Newly Incorporated Cities, Annexation, and Urban Development on Rural Lands
  - Division 15, Statewide Planning Goals and Guidelines
  - Division 18, Post Acknowledgement Amendments
- City of Redmond and Deschutes County Joint Management Agreement
- Redmond Comprehensive Plan 2040
  - City of Redmond Framework Plan
  - City of Redmond Highway 97 Area Plan (HAP)
  - City of Redmond Transportation System Plan
  - City of Redmond Public Facility Plans
- Redmond Code, Chapter 8 Development Regulations (as last amended by Ordinance 2024-14)
  - Article I – Zoning Standards
    - Introductory Provisions
      - Section 8.065: Establishment of Zones and Districts
      - Section 8.070: Location of Zones
      - Section 8.080: Zone Boundaries
      - Section 8.085: Zoning of Annexed Areas
    - Residential Use Zones
      - Section 8.130: Urban Holding UH-10 Zone
      - Section 8.135: Table A, Residential Zones, Uses Permitted
      - Section 8.140: Table B, Minimum Standards
      - Section 8.141: Single Family Detached Dwellings and Plexes
    - Development and Design Standards
      - Section 8.142: Townhouse Development and Design Standards
    - Master Development Plans and Planned Unit Developments
      - Section 8.270: Master Development Plans
    - Supplementary Provisions
      - Section 8.385: Neighborhood Meeting
    - Amendments
      - Section 8.750: Authorization to Initiate Amendments
      - Section 8.760: Criteria for Amendments
      - Section 8.765: Tentative Approval
  - Article II – Land Use Procedures
  - Article III – Land Division Standards
    - Tentative Subdivision Plan
      - Section 8.2200: Pre-application Meeting
      - Section 8.2202: Neighborhood Meeting
      - Section 8.2205: Application Submission
      - Section 8.2210: Scale of Tentative Subdivision Plat
      - Section 8.2215: Informational Requirements

- Section 8.2220: Phased Development Plan
- Section 8.2225: Approval of Phased Development Plan
- Section 8.2230: Development Following Approval
- Section 8.2235: Approval Criteria for Tentative Subdivision Plans
- Section 8.2240: Future Subdivision
- Design Standards and Improvements
  - Section 8.2700: Compliance Required
  - Section 8.2705: Blocks, Lots and Parcels
  - Section 8.2710: Streets
  - Section 8.2715: Fundamental Design Standards
  - Section 8.2720: Grading of Building Sites
- Supplementary Provisions
  - Section 8.2800: Improvement Procedures
  - Section 8.2815: Transportation System Analysis
  - Section 8.2820: Access Management Standards
  - Section 8.2835: City as Beneficiary to Covenants, Conditions and Restrictions
  - Section 8.2840: CC&Rs Middle Housing

## II. FINDINGS

Staff findings for all applicable criteria are presented below.

### **222.127 Annexation without election notwithstanding contrary city law upon petition of all owners of land; declaration of annexation.**

- (1) This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.
- (2) Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:
  - (a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;
  - (b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
  - (c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; and
  - (d) The proposal conforms to all other requirements of the city's ordinances.
- (3) The territory to be annexed under this section includes any additional territory described in ORS 222.111 (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.
- (4) When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

**FINDING:** The applicant has requested to annex the subject property and the adjacent portion of NW Pershall Way. The subject property is contiguous to city limits, and the entire area proposed for annexation is located within the UGB and subject to the Redmond Comprehensive Plan. As discussed throughout this document, staff has found that the proposal could or would comply with all City regulations and that the proposed annexation area contains all territory needed to locate the infrastructure and rights-of-way (ROW) areas necessary to support the development. If this application package is approved by the Redmond City Council, the approval would be adopted by ordinance and accompanied by a resolution for annexation. These criteria are met.

**ARTICLE I – ZONING STANDARDS > INTRODUCTORY PROVISIONS**  
*Sections 8.065 through 8.085*

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

**R-4 General Residential Zone.** To provide medium density residential neighborhoods with a mix of single-family detached residences, middle housing, and a mix of other housing types including multi-family residential development. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

**8.070 Location of Zones.** The boundaries of the zones listed in these standards shall be as indicated on the most recent City of Redmond Zone Map, as amended, which is hereby adopted by reference. The boundaries shall be modified in accordance with Section 8.750 et seq. (Amendments).

**FINDING:** The subject property is currently located within the UH-10 zone and the R-4 Comprehensive Plan designation. The applicant is proposing to apply city zoning consistent with the existing comprehensive plan designation and to develop a residential neighborhood containing middle housing. The proposal is evaluated for compliance with Section 8.750 further below. These criteria are met.

**8.080 Zone Boundaries.** Unless otherwise specified, Zone Boundaries are section lines, subdivision lines, lot lines, center lines of streets, alleys, canal, or rights-of-way, water courses, ridges or rimrocks, other readily recognizable or identifiable natural features, or such lines extended. Whenever any uncertainty exists as to the boundary of a zone as shown on the Zoning Map or amendment thereto, the following regulations shall control:

1. Where a boundary line is indicated as following a street, alley, canal, or right-of-way, it shall be construed as following the center line of such right-of-way.
2. Where a boundary line follows or approximately coincides with a section, lot, or property ownership line, it shall be construed as following such line.
3. When a lot is divided by a zone boundary and the property owner disputes the location of the boundary, the owner may file a declaratory ruling to determine the exact location of the zone boundary. In this case, the determination shall be made by the Hearings Body, subject to appeal by the City Council.
4. Where a public street, alley, canal, or railroad right-of-way is officially vacated, the zoning regulations applicable to abutting property on each side of the center line of such right-of-way is officially vacated, the zoning regulations applicable to abutting property on each side of the center line of such right-of-way on each respective side thereof. If the right-

of-way is vacated in total to one property owner, the zoning of that abutting property shall apply to the total vacated property.

**FINDING:** The subject property is wholly located within the R-4 comprehensive plan designation and the applicant proposes to apply the R-4 zoning designation to the entire subject property. These criteria are met.

**8.085 Zoning of Annexed Areas.** Property annexed to the City shall be zoned in compliance with approved Urban Area Master Plans or with a zoning classification that is compatible with planned land use designations in the Comprehensive Plan, the Redmond Urban Area Framework Plan, as determined by the City.

**FINDING:** The applicant is proposing to annex the entire subject property prior to applying R-4 city zoning consistent with the existing comprehensive plan designation. This criterion is met.

**ARTICLE I – ZONING STANDARDS > RESIDENTIAL USE ZONES**  
*Sections 8.130 through 8.142*

**8.130 Urban Holding UH-10 Zone.** The City shall administer the provisions of Title 20 Redmond Urban Area Zoning Ordinance of the Deschutes County Code for this County zoning district.

1. **Master Development Plans.** The development and approval of an Urban Area Master Plan subject to the provisions of RDC 8.0270 is required as a condition of annexation, prior to or concurrent with rezoning from UH-10 to City zoning districts.

[...]

**FINDING:** The applicant has submitted a master plan for review. This criterion is met.

**8.135 Table A, Residential Zones, Uses Permitted.** The following uses are allowed outright or conditionally in each of the Residential zones as follows:

- “O” means Permitted Outright
- “C” means Permitted Conditionally
- “N” means Not Allowed

<b>Residential Uses:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	<b>R-4</b>	<b>R-5</b>	<b>RESTRICTIONS AND REQUIREMENTS</b>
Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
<b>Non Residential Uses:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	<b>R-4</b>	<b>R-5</b>	<b>RESTRICTIONS AND REQUIREMENTS</b>
Multi-Use Trail	O	O	O	O	O	
Park	O	O	O	O	O	

**FINDING:** The proposal includes 99 townhouse lots, two quadplex lots, one triplex lot, 1.2 acres of park/open space area, and a canal trail, all of which are outright permitted uses for the proposed R-4 zone. This criterion is met.

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

<b>Standard:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3, R-3A</b>	<b>R-4</b>	<b>R-5</b>
<b>Minimum Lot size - Square Feet</b>					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
<b>Density - Units/Net Acres</b>					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
<b>Standard:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3, R-3A</b>	<b>R-4</b>	<b>R-5</b>
Planned Unit Developments (PUDs) densities in Section 8.275.					
<b>Minimum Setback Distance - Feet</b>					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
<b>Setbacks:</b>					
ADUs: Specified in Section 8.325					
Detached Accessory Structures: Specified in Section 8.323					
Cottage Clusters: Specified in Section 8.143					
Multi-family Complexes: Specified in Section 8.3035(4.E. Table A.					

Townhouses: Specified in Section 8.142					
<b>Maximum Building Height - Feet</b>					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
<b>Minimum Street Frontage - Feet</b>					
Standard Street	50	50	50	50	40
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Townhouse	20	20	20	20	20

**FINDING:** The proposal includes 99 townhouse lots, two quadplex lots, and one triplex lot, for a total of 110 dwelling units. Of the three plex lots, two are classified as flag lots and one is classified as a standard lot. According to staff review of the applicant’s tentative plan (attachment A), all proposed residential lots would comply with the applicable minimum street frontage and minimum lot size requirements of the R-4 zone.

Pursuant to the RC, density calculations are based upon net acreage and exclude public ROW, private streets, and common driveways. Based on this and staff review of the tentative plans, when excluding the tracts proposed for park/open space use, the three plex lots would provide a density of 12 dwelling units per net acre while the townhouse lots would provide a density of 25 dwelling units per net acre. Thus, all proposed residential lots would comply with the minimum and applicable maximum density standards of the R-4 zone.

Compliance with setbacks and building height are evaluated at the time of building permits for individual dwelling units. However, to ensure compliance, staff recommends a condition of approval requiring the applicant to obtain any and all authorizations determined by the Building Division to be necessary for structural development on residential lots. With this condition, the above criteria could be met.

**8.141 Single Family Detached Dwellings and Plexes Development and Design Standards.**

[...]

**FINDING:** These criteria pertain to the development of plex dwellings rather than the development of lots intended for plex dwellings and will be evaluated at the time of building permits. These criteria will be met.

**8.142 Townhouse Development and Design Standards.**

1. *Procedure.* New townhouses shall be reviewed for conformance with the requirements listed in this section.
2. *Table A: Minimum Standards.*

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
<b>Maximum Density (Units/Net Acre)</b>	20	20	23.2	25	25
<b>Minimum Lot Size (Square Feet)</b>	1,500	1,500	1,500	1,500	1,500
<b>Maximum Bulidng Height (Feet)</b>	35	35	35	45	45

<b>Minimum Street Frontage (Feet)</b>	20	20	20	20	20
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[...]

4. *Areas Owned in Common.* For townhouse projects, common areas must be maintained by a homeowner’s association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the City prior to issuance of a building permit.

[...]

**FINDING:** As discussed previously, the townhouse lots meet lot size, frontage, and density standards. The proposal includes a private alley to serve 61 of the townhouse lots and common park/open space area throughout the neighborhood. The applicant has proposed to establish an HOA and submitted draft declaration of covenants, conditions and restrictions (CC&Rs) containing language providing for the maintenance of these common areas. To ensure compliance with these criteria, staff recommends a condition of approval requiring the applicant to submit the HOA CC&Rs for City review and approval prior to approval of the phase one final plat. The HOA CC&Rs shall be recorded with the phase one final plat and include standards for the maintenance of the private alley and all other common areas. The remainder of these criteria pertain to the development of townhouse dwellings rather than the development of lots intended for future townhouse dwellings and will be evaluated at the time of building permits. With this condition, these criteria could be met.

**ARTICLE I – ZONING STANDARDS > MASTER DEVELOPMENT PLANS AND PLANNED UNIT DEVELOPMENTS**  
*Section 8.270*

**8.270 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 in the event that an applicant has applied for a Planned Unit Development application prior to or concurrent with rezoning from Urban Holding-10, the Master Development Plan approval criteria shall be those used for the Planned Unit Development application and the Great Neighborhood Principles.
2. *Purpose.* The purpose of Master Development Plan is to provide:
  - A. Orderly and efficient development of the City consistent with the City of Redmond Framework Plan and adopted Area Plans.
  - B. Compatibility or transitions with adjacent developments and the character of the area.
  - C. A complementary mix of uses and activities.
  - D. An interconnected transportation network (streets, bicycle routes, and pedestrian trails) within the master plan area and to existing and planned City streets, routes, and trails.
  - E. A range of housing choices and densities for areas planned to have residential components.
  - F. A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.
  - G. Public and semi-public facilities and services.

- H. Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.
- I. Transitions or buffers between urban development and rural areas.
- J. Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.

**FINDING:** This proposal includes a request for annexation and a request to change the zoning designation from UH-10 to R-4. Accordingly, the applicant has submitted a master plan application for concurrent review. These criteria are met.

3. *Procedures for Review.*

- A. *General.* Master Development Plans (MDP or PMDP) shall be approved through a quasi-judicial review process. Application procedures and related fees for approval may be streamlined in order to promote timely development of urban planning for land zoned UH-10. The Community Development Director, or designee, shall inform the applicant during the mandatory pre-application stage if the proposed MDP area includes the necessary contiguous properties. The determination for the proposed plan area shall be based on utilizing the following factors:
  - 1. Whether there are properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;
  - 2. Whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting properties;
  - 3. Whether the total acreage of abutting or enclave properties is less than the acreage in the proposed plan area; and
  - 4. There is a community interest that would be served by including additional properties in the plan area.

**FINDING:** The applicant completed the mandatory pre-application stage on April 2, 2024, as part of pre-development application 711-24-000051-PLNG (PD) and was informed by City staff that the master plan proposal included all necessary property. These criteria are met.

- B. *Review and Approval criteria for Master Development Plans (MPD) or Partial Master Development Plans (PMDP).*
  - 1. *General.* In the review of any application for a Master Development Plan, the Planning Commission and City Council, if required, shall consider the following:
    - a. Whether the proposed Plan is generally consistent with the Framework Plan and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

**FINDING:** The adoption of the RUAFP (2006) and the HAP (2007) preceded all of the City's current public facility plans, which were informed by the land use concepts and comprehensive plan designations established by the RUAFP and HAP. These two plans and all current public facility plans were adopted as sub-plans into the Redmond Comprehensive Plan, which is implemented by the Redmond Comprehensive Plan and Zone Map, the Redmond Code, and

the City of Redmond Public Works Standards and Specifications. Typically, a proposal that complies with all existing regulations and comprehensive plan designations generally complies with the Redmond Comprehensive Plan and all sub-plans.

The land use concept established by the RUAFP does not assign a land use or density to the subject property, but show an adjacent canal trail and nearby road intended to serve as a westside connection to Highway 97, which has since been identified as NW Pershall Way. The HAP assigns an R-4 comprehensive plan designation to the subject property, describing the R-4 zone as containing primarily single-family dwellings and townhomes at a density of 5.6 to 14 dwelling units per net acre. The HAP also depicts NW Pershall Way as an arterial, NW 10<sup>th</sup> Street as a major collector, a separated bicycle and pedestrian facility following along both roads, as well as the northward continuation of NW 8<sup>th</sup> Street. The applicant has proposed to apply R-4 zoning to the subject property and to develop a residential neighborhood consisting of primarily townhomes at a total density of 15 dwelling units per net acres when accounting for park/open space areas. The proposal also includes the construction or improvement of all the transportation and trail facilities described. Additionally, while the RUAFP and HAP do not contain guidance for any water or wastewater facility projects near the subject property, the City's public facility plans have already accommodated the land use concept for the proposal area and compliance with those plans will be evaluated later in the development process.

Based on these facts, staff finds that the proposal is generally consistent with the RUAFP, the HAP, and the Comprehensive Plan in terms of land use, density, transportation systems and networks, and adequacy of infrastructure and open space. To ensure continued compliance, staff recommends two conditions of approval. The first shall require the development, including all public and private infrastructure, to be designed and constructed in compliance with all applicable provisions of the TSP, Water System Master Plan (WSMP), Wastewater System Master Plan (WSMP) plan, Redmond Code, and Public Works Standards and Specifications. The second shall require all subsequent development within the boundaries of this approval to be consistent with this approval, notwithstanding changes necessary to comply with the conditions of this approval. With these conditions, the above criteria could be met.

- b. Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas; and natural resources and hazards.

**FINDING:** The subject property does not contain any natural resources or hazards. The proposal includes medium-high density residential housing and pedestrian amenities, consistent with the land use concept designated for this area by both the RUAFP and HAP. This criterion is met.

- c. Whether the proposed Plan is functionally integrated with developed or planned areas.

**FINDING:** As discussed previously, the proposal has been found to comply with the RUAFP and HAP, which serve to coordinate the development of lands within the UGB prior to annexation. Additionally, the proposal includes the extension of all adjacent local residential streets, as well as the continuation of the existing multi-use paths to the south and the planned multi-use path to the west. Finally, the R-4 residential neighborhoods to the south were

approved just three years prior and were subject to mostly the same standards as this proposal for an R-4 residential neighborhood. Given this, staff finds the proposal would be functionally integrated with the developed areas to the south and the planned areas to the west and east. This criterion is met.

- d. The proposed Plan meets the applicable Great Neighborhood Principles.

**FINDING:** The proposal is evaluated for compliance with the Great Neighborhood Principles further below.

- C. *Master Development Plan (MDP) or Partial Master Development Plan (PMDP) Submittal Requirements and Approval Process.* An application for approval shall include the submittal requirements set forth in the City's Land Use Review application form as well as the elements described below.
  1. *Narrative.* A narrative shall set forth the goals and objectives of the plan and describe the urban characteristics of the planned area.
  2. *Neighborhood Meeting.* Proof a neighborhood meeting was conducted to provide an opportunity for the applicant to meet with surrounding property owners discuss the proposal. See Section 8.385 for meeting requirements.
  3. *Development Plan Map.* A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot numbers, current ownership, parcel size, and other information that is pertinent to the plan.
  4. *Land Use Diagram.* The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
  5. *Significant Resources Inventory.* An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites.
  6. *Parks and Open Space.* Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use.

7. *Air, Noise, and Water Resources.* Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, State, and Federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.
8. *Natural Hazard Areas.* Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
9. *Residential Uses.* Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
10. *Employment Uses.* Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
11. *Transportation Analysis and Diagram.* Prepare a Transportation Impact Analysis (TIA) including a grid street plan that is consistent with street spacing and connectivity guidelines in the Redmond Transportation System Plan (TSP) and adopted Area or Framework Plans. The TIA shall identify and show:
  - a. The proposed classification for all streets.
  - b. The location of approved TSP improvement projects.
  - c. Any capital improvements that may need to be added to the TSP in order to serve the plan area.
  - d. Proposed bicycle pedestrian, and trail routes.
  - e. Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
12. *Public Facilities Analysis and Diagram.* The plan shall include a conceptual layout of public facilities, including sanitary sewer, water, and

storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the City's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.

13. *North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance.* The master plan shall comply with the following policies, if applicable:
  - a. Any property newly annexed within the IAMP area shall have:
    - i. Direct Access to a local public street other than a state highway consistent with the Local Street Connectivity Plan; and,
    - ii. Any property to be annexed to the City shall relinquish all direct access rights to a state highway as a condition of development approval (when a legal alternative access exists).
14. *Great Neighborhood Principles.* MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

[...]

**FINDING:** The subject property does not contain identified natural hazards, inventoried significant resources, or land identified for neighborhood or community parks. The applicant's proposal does not include employment uses or any unique impacts to air, noise, or water resources. The tentative plan (attachment A) includes a development plan map, a facilities diagram, and a land use diagram describing the proposal. Additionally, the applicant has submitted a narrative addressing the Great Neighborhood Principles and all applicable criteria (attachment B), neighborhood meeting materials, and a transportation impact analysis (TIA) associated with Public Works file 711-24-000067-PW for which a TSA approval memo (attachment D) was issued. These criteria are met.

- a. Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with existing or planned pedestrian facilities.

**FINDING:** The proposal includes improvements to NW Pershall Way, improvements to NW 10<sup>th</sup> Street, the extension of three existing local residential streets, the construction of two new local residential streets, the construction of a private alley, a canal trail, and two public access easement areas. As shown in the tentative plans, one of the local residential streets would feature a curved design to facilitate a grid street network while still accommodating site topography. The proposal also includes a multi-use path within the NW Pershall Way and NW 10<sup>th</sup> Street ROW and Tract E, which would be a continuation of the existing multi-use path to the south and the multi-use path planned to the west. The proposed multi-use path would improve the connectivity of local pedestrian facilities if it were fully accessible to the public. For

this reason, staff recommends a condition of approval requiring that a public access easement over Tract E be provided with or prior to approval of the phase two plat. Other improvements such as traffic calming will be provided as necessary through compliance with the Public Works Standards and Specifications. Staff finds that the development, as conditioned, would increase the connectivity of the local transportation system. This criterion is met.

- b. *Housing.* A mix of housing unit types and densities shall be integrated into the design of new neighborhoods consistent with zone requirements unless a variance or other planning permit is approved.

**FINDING:** As discussed previously, the proposal includes 99 townhouse lots at a density of 25 dwelling units per net acre, three plex lots at a density of 12 dwelling units per net acre, and all lots were found to be consistent with applicable zoning requirements. This criterion is met.

- c. *Open spaces, greenways, recreation.* All new neighborhoods shall provide open spaces with recreation amenities that are useable to the public and are integrated to the larger community via trails or pathways. Parks and plazas shall be developed in accordance with Redmond's Parks Master Plan, or otherwise should be centrally located in the neighborhood and capable of supporting public gathering places. New neighborhoods should retain and incorporate significant geological features such as rock outcroppings or stands of clustered native trees into the design and lot layout.

**FINDING:** Based on staff review of the City of Redmond GIS map, the subject property does not contain significant geological features, nor is it located within an area designated by the Parks Master Plan. The proposal includes a landscaped multi-use path in ROW areas along the northern and western boundaries of the neighborhood and 1.2 acres of private park/open space. The park/open space area consists of two distinct, centrally located park tracts as well as a canal trail along the southern boundary of the neighborhood. The multi-use path and the canal trail will be useable to the public and help integrate the neighborhood residents into the larger community. This criterion is met.

- d. *Integrated design elements.* Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the MDP. MDPs may integrate design themes with adjacent developed or planned areas.

**FINDING:** The applicant's narrative states, "The project will have townhomes and plexes with sloped roofs in a varied Pacific Northwest style common in other areas of Redmond. The infrastructure (streets, sidewalks, street trees, streetlights) will all be developed according to City standards and specifications which will provide continuity throughout the development." Design elements of infrastructure and dwellings will be evaluated during construction plan and building permit review. This criterion will be met.

- e. *Diverse mix of activities.* A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed

before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.

**FINDING:** The proposal includes various housing types, streets, a multi-use path, and park/open space areas featuring a canal trail. The proposal contains two phases, each of which include some amount or portion of the proposed amenities that would be required to be constructed prior to occupancy of the dwellings included in that phase. This criterion is met.

- f. *Public art or artistic feature.* Places for the installation of public art or artistic feature is required to provide focal points, preferably, at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.

**FINDING:** Based on staff review of the tentative plan, Tract C and Tract J are both located at the entrance or center of the proposed neighborhood and could serve as art installations sites. Pursuant to the annexation agreement, the applicant has agreed to install an artistic feature or to donate funds to the Redmond Commission for Art in Public Places (RCAPP) in the amount of \$100 per housing unit. Staff recommends a condition of approval requiring the applicant to install an artistic feature at Tract C or Tract J prior to approval of the phase one plat, subject to approval by RCAPP, or alternatively, the applicant shall donate \$100 per dwelling unit in a plat prior to approval of the plat. With this condition, the above criterion could be met.

- g. *Scenic views.* Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock, such as in street view sheds or park areas. Streets and common, or public, open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter from signs and utilities within scenic corridors.

**FINDING:** The applicant's narrative states, "Varied housing types and upper story development may offer view opportunities." Staff has not found any evidence to suggest that the subject property contains identified scenic corridors, nor any evidence that the proposed development would contain unique scenic obstructions different from a typical Redmond residential neighborhood. This criterion is met.

- h. *Urban – rural interface.* Residential development adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
  - i. Provide 100-foot-wide landscaped buffers, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
  - ii. Locating lower density development at the urban-rural interface; or
  - iii. Other appropriate and equivalent transitional elements as approved by the Review Authority.

**FINDING:** The subject property abuts NW Pershall Way along the northern property line. The northern boundary of this ROW area also serves as the coterminous UGB and Urban Reserve Area (URA) boundary. Rather than the standard 100-foot buffer, the applicant proposes to expand the NW Pershall ROW to 80 feet in width, to construct improvements for NW Pershall Way, and to construct a 35-foot-wide URA landscape buffer area. According to the applicant's tentative plan, the URA landscape buffer area would be comprised of two landscape strips and a multi-use path, partially located within the NW Pershall Way ROW and an adjacent 10-foot-wide public utility and landscape easement running parallel to NW Pershall Way and over Tract E, Lots 75 through 90, and Tract F. The tentative plan shows trees planted on both sides of the multi-use path in a number exceeding street trees standards, creating a 'tree wall' effect. This tree wall design would provide a stronger physical and visual barrier than the typical low-lying native vegetation of the standard 100-foot buffer, better protecting the users of the multi-use path and potentially improving driver behavior along this section of NW Pershall. Staff finds that the applicant's alternative design would provide buffering to manage the transition from urban to rural intensities if properly installed and maintained. For this reason, staff recommends conditions of approval requiring the proper installation and maintenance of the 35-foot URA landscape buffer area. The first condition shall require the applicant to plant the maximum possible number of trees within the 35-foot URA landscape buffer area, using only those tree species that are suited to serve as a visual barrier. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable as a visual barrier given anticipated site and planting conditions. Additionally, prior to issuance of site development authorization for phase two, the applicant must provide written assurance that they will be able to plant the agreed upon number and species of trees. Another condition shall require the HOA CC&Rs to include standards for the maintenance of the 35-foot URA landscape buffer area. With these conditions, the above criteria could be met.

- i. *Pocket parks/tot lots.* Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Examples of amenities include: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptable(s) and lighting.

**FINDING:** The proposal includes a medium-high density residential subdivision containing 102 residential lots, 111 dwelling units, and 1.2 acres of park/open space throughout the neighborhood. The proposed 1.2 acres exceeds the required amount of park area. Both the landscaping and park amenities will be evaluated at the time of construction plan review. This criterion is met.

- j. *Canal trails.* If canals or laterals are present, multi-use trails at least ten feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations (e.g., every 500 feet, at trailheads or intersections with public streets).

**FINDING:** The subject tract contains a COID easement following along the southern property line featuring two headwalls and an underground lateral. According to the tentative plan and information submitted into the record, the applicant has proposed to coordinate with COID to

construct a twelve-foot-wide gravel trail and associated amenities within the easement area. To ensure compliance with this criterion, staff recommends a condition of approval requiring a trail at least ten feet in width be provided following the entire length of the irrigation lateral prior to issuance of certificate of occupancy for any dwelling in phase two, subject to COID review and approval. With this condition, the above criterion could be met.

- k. *Green Design.* Land divisions and site plans shall incorporate principles of sustainable design befitting the natural ecosystem of Central Oregon. These principles may be incorporated through the layout of individual lots and the configuration of neighborhoods and include energy efficient siting and construction of buildings, water-wise and native landscaping, and amenities to provide for walkability via shade and priority access for pedestrians, or other such similar design strategy.

**FINDING:** The applicant states in their narrative, “The proposed open space is to be planted with drought tolerant species, shrubs, trees, and ground covers thus reducing water use. Street trees are proposed along pathways and will provide shade.” Landscaping of public improvement and common areas is evaluated at the time of construction plan review. Staff concurs with the applicant that drought tolerant and shade providing species would contribute to reduced water and energy use and recommends two conditions of approval. The first shall require all park/open space areas to be landscaped with drought tolerant species, consistent with the landscape design standards of RC Section 8.530. Another condition shall require that only those tree species suited to provide shade shall be planted as street trees. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable for providing shade given anticipated site and planting conditions. With these conditions, the above criterion could be met.

- D. *Implementation.* Upon approval, all subsequent development located within the MDP boundaries shall be consistent with the approval.
- E. *Amendment/Modification to Master Development Plan.* Any modifications to the approved MDP shall be subject to the standards and procedures in Article II, “Modifications”, and subject to the review criteria contained in this section.
- F. *Expiration of Master Development Plan.* An approved MDP or PMDP shall be subject to the requirements of Section 8.1605 concerning expiration, unless a specific timeline is approved through the land use review process.

**FINDING:** Staff recommends that these criteria be included as a condition of approval.

## **ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS**

### **Section 8.385**

#### **8.385 Neighborhood Meeting.**

- 1. *Purpose and Intent.* The purpose of the neighborhood meeting is to provide a forum for the applicant, surrounding neighbors, and interested members of the community to meet and consider a proposed land use application, and to discuss issues/concerns regarding the proposal prior to application submittal. Neighborhood meetings encourage citizen participation early in the development process, and an opportunity to revise the land use application to address the issues prior to application submittal.

2. **Applicability.** Neighborhood meetings are encouraged prior to submitting any land use application. The following application types or development proposals shall be subject to the neighborhood meeting requirements:
  - A. Master Development Plans.
  - B. Residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more PM peak hour trip ends, where a Transportation Impact Analysis (TIA) is required.
  - C. Wireless and Broadcast Communications Facilities.
3. **Requirements and Procedures.** The neighborhood meeting must be held after a pre-development meeting with City Staff, but before submittal of a land use application. The applicant shall be required to hold only one meeting prior to submitting an application for a specific site but may hold more if desired. If the development proposal is revised after the neighborhood meeting, and a major modification is requested, a second neighborhood meeting with a new notice shall be required before the revised application is submitted.
  - A. **Location and Time.** Neighborhood meetings shall be held in person at a location in reasonable proximity to the subject site. The meeting shall be held at a location open to the public., City Staff, and at a facility that is ADA accessible. The meeting shall be held on a weekday evening, or weekends at any reasonable time. Applicants may provide a virtual component for participants to join in the meeting. The virtual component shall not be done in lieu of the in-person requirements. ADA accommodations when requested by attendee must be provided.
  - B. **Notice – Mail.** Mailed notice of the meeting shall be provided by the applicant to the neighboring property owners (within 750 feet outside city limits and 250 feet within city limits) and the Community Development Department between ten and 30 calendar days prior to the meeting. Notices must be sent first class and shall include the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. The description shall take into consideration information provided by City staff at the pre-development meeting, include project contact information, a copy of the tax map or a GIS map that clearly identifies the location of the proposed development, and a conceptual site plan.
  - C. **Notice – Signage.** The applicant shall also post notice of the neighborhood meeting on the subject site or on an access easement to the site within clear view of a public street at least seven days in advance of the meeting. The sign must display the meeting date, time, and address as well as project contact information.
  - D. **Meeting Requirements.** The developer must provide a sign-in sheet for attendees to provide their name, address, telephone number, and email address. At the meeting, the applicant shall provide a conceptual site plan and describe the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities; traffic impacts; proposed building size and height; proposed access and parking; and proposed landscaping, buffering and/or protection of natural resources as applicable. Attendees will have an opportunity to speak at the meeting and may identify any issues that they believe should be addressed. If no one arrives within 30 minutes of the scheduled start time for the meeting,

the applicant may close the meeting and this requirement will be considered met upon the applicant's submittal of the documentation to that effect.

- E. *Materials Submitted with Application.* The neighborhood meeting notes that identify the major points discussed about the development, list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the applicant, and a signature sheet of attendees shall be included with the development application upon submittal.
- F. *Validity Period.* The land use application shall be submitted to the City within 180 days of the neighborhood meeting. If an application is not submitted in this timeframe, the applicant shall be required to hold a new neighborhood meeting.
- G. *Denial.* Failure of the applicant to hold a neighborhood meeting in accordance with these provisions prior to submittal of a land use application shall result in an incomplete application and the application may be rejected.

**FINDING:** The applicant has submitted materials demonstrating that they conducted a neighborhood meeting on July 22, 2024. These materials show that the meeting notices contained the necessary information and were published in the required time frame, and that the meeting was conducted as required.

### **ARTICLE I – ZONING STANDARDS > AMENDMENTS** *Sections 8.750 through 8.770*

**8.750 Authorization to Initiate Amendments.** An amendment to the text of this Chapter, to the Comprehensive Plan, or an amendment to the Comprehensive Plan Map may be initiated by City Council, Planning Commission, or Community Development Director. A property owner may initiate a request for a map or text amendment by filing an application with the Community Development Department.

**FINDING:** The applicant has submitted a proposal to the Community Development Department that contains two requests to amend the comprehensive plan and zoning map. The applicant submitted the proposal on behalf of the property owner and did so by filing the appropriate application forms. This criterion is met.

**8.760 Criteria for Amendments.** The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

**FINDING:** This proposal is subject to compliance with ORS 222.127 and other procedural provisions of ORS. The proposal was found to comply with ORS 222.127, and staff has and will continue to process the application package in accordance with all procedural requirements. This criterion is met.

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

**FINDING:** As discussed previously, the applicant is proposing to annex the subject property and change the zoning of the subject property from UH-10, the zoning designation applied to all lands located within the UGB, to R-4 zoning consistent with the existing comprehensive plan designation. Both annexations and zone changes evaluated as amendments to the

Comprehensive Plan and must comply with all applicable statewide planning goals. Because the City of Redmond does not contain agricultural, forest, or Willamette Greenway lands, or any estuarine, coastal shoreland, beach and dune, or ocean resources, statewide planning goals 3, 4, and 15 through 19 are not applicable.

*Goal 1, Citizen Involvement:* The applicant conducted a neighborhood meeting prior to submission of this application package, which has been processed in accordance with all applicable noticing requirements of the Redmond Code and State law. The City Council and the RUAPC, which also serves as the City's formal citizen involvement committee, will both review the proposal during public hearing and encourage the submission and consideration of testimony from interested persons in compliance with land use law. This goal is met.

*Goal 2, Land Use Planning:* The applicant has submitted this application package in compliance with the urbanization process established by the Redmond Code and Comprehensive Plan. Pursuant to this process, any property within the UGB would need to obtain an annexation, master plan, and zone change authorization prior to development of urban intensity. Furthermore, this application package was evaluated following research of relevant facts, evidence, and feedback from other agencies and the public. This goal is met.

*Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces:* The City of Redmond does not have an adopted inventory of Goal 5 resources aside from various historically designated properties and places, none of which would be impacted by the proposal. This goal is met.

*Goal 6, Air, Water, and Land Resources Quality:* Staff found no evidence in the record to suggest that the proposal would impact air, water, or land resources more than any other residential development in Redmond. Furthermore, the proposal will be developed in compliance with the green design requirements found in the Great Neighborhood Principles of Section 8.270(3)(C)(14), ensuring reduced water use. This goal is met.

*Goal 7, Areas Subject to Natural Disasters and Hazards:* The subject property and surrounding areas have not been identified as having natural hazards, and staff has not found any evidence to suggest that the proposal would impact natural hazard planning more so than any other residential development in Redmond. Furthermore, the proposal will be developed in compliance with fire requirements and the Public Works Standards and Specifications, which require mitigations for hazards common to Redmond. This goal is met.

*Goal 8, Recreational Needs:* The subject property does not contain lands identified as needed to meet recreational needs, nor would the proposal impact the City's ability to meet those needs. This goal is met.

*Goal 9, Economy of the State:* The subject property does not contain lands identified economic or employment use, nor would the proposal impact existing or planned employment lands. This goal is met.

*Goal 10, Housing:* This application package was submitted to enable the development of a residential neighborhood on the subject property, as already planned and anticipated in the Redmond Comprehensive Plan. Additionally, the proposal will be developed in compliance with the Great Neighborhood Principles of Section 8.270(3)(C)(14), ensuring a livable neighborhood with amenities. This goal is met.

*Goal 11, Public Facilities and Services:* As discussed previously, the application package has been submitted as required by the City of Redmond's urbanization process, which has been designed to accommodate forecasted public facility needs for a planning horizon of twenty years. Furthermore, the proposal will be developed in compliance with the City's current public facility plans, ensuring that it will not exceed operational capacity. This goal is met.

*Goal 12, Transportation:* This goal is implemented through the Transportation Planning Rule (TPR) and the TSP. The proposal has been evaluated for compliance with both the TSP and TPR during the TSAA process and will be developed in compliance with the resulting TSA approval memo, as amended. This goal is met.

*Goal 13, Energy Conservation:* Staff found no evidence in the record to suggest that the proposal would impact energy conservation more than any other residential development in Redmond. Furthermore, the proposal will be developed in compliance with the green design requirements found in the Great Neighborhood Principles of Section 8.270(3)(C)(14), ensuring reduced energy use. This goal is met.

*Goal 14, Urbanization:* As discussed previously, the application package has been submitted as required by the City of Redmond's urbanization process, which has been designed in anticipation of forecasted population growth and community needs. Pursuant to this process, any property within the UGB would need to obtain an annexation, master plan, and zone change authorization prior to development of urban intensity. This goal is met.

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

**FINDING:** Compliance with the Redmond Comprehensive Plan, through the RUAFP and HAP, and with applicable land use requirements and policies is evaluated throughout this document.

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

**FINDING:** The applicant proposes to change the zoning of the subject property from UH-10 to city zoning consistent with the existing comprehensive plan designation, as is required of any development request for land that was not previously within city limits. There was no mistake in the original zoning. Rather, the proposed zone change is required as a matter of procedure. This criterion is met.

**8.765 Tentative Approval.** Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed change. Such approval shall include any

conditions, stipulations, or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, later, rezone the affected property to its original zoning by order.

**FINDING:** This criterion is directed at the Hearings Body and will be observed during hearings. Recommended conditions of approval are described throughout this document.

**ARTICLE III – LAND DIVISION STANDARDS > TENTATIVE SUBDIVISION PLAN**  
*Sections 8.2200 through 8.2240*

**8.2200 Pre-Application Meeting.** Prior to submitting a tentative subdivision plan each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

**FINDING:** The applicant completed the mandatory pre-application stage on April 2, 2024, as part of pre-development application 711-24-000051-PLNG (PD). These criteria are met.

**8.2202 Neighborhood Meeting.** The applicant or their representative shall conduct a neighborhood meeting that meets the requirements of Section 8.385 for residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more PM peak hour trip ends, where a Transportation Impact Analysis (TIA) is required per Section 8.2815.

**FINDING:** As discussed previously, the applicant has conducted a neighborhood meeting to address Section 8.385 and this criterion.

**8.2205 Application Submission.** Any person, authorized agent, or representatives, proposing a subdivision, shall include with an application and filing fee for a subdivision, a tentative plan together with improvement plans and other supplementary material as may be required.

**FINDING:** The applicant has submitted the necessary application form, filing fee, tentative plan, and other supplemental information. This criterion is met.

**8.2210 Scale of Tentative Subdivision Plat.** The tentative plan of a proposed subdivision shall be drawn on a sheet at an engineer's scale not greater than one inch per 100 feet, or as approved by the Community Development Director, or designee.

**FINDING:** The tentative plan does not exceed one inch per 100 feet. This criterion is met.

**8.2215 Informational Requirements.** The following information shall be shown on the tentative plan or provided in accompanying materials. A tentative plan must be prepared by a professional land surveyor, a registered professional engineer, or a registered landscape architect. No tentative plan shall be considered complete unless all such information is provided:

1. *General Information Required.*
  - A. Proposed name of the subdivision.
  - B. Names, address, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Oregon Secretary of State Corporation Division by the applicant. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
  - C. Date of plan preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.
  - D. Appropriate identification of the drawing as a tentative plan for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.
  - E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.
  - F. Title report or subdivision guarantee, issued within the last 90 days, and supporting documentation of all easements identified on the property.
2. *Information Concerning Existing Conditions.*
  - A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
  - B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
  - C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, designated wetlands, wooded areas, and natural hazards.
  - D. Location and direction of water courses, and the location of areas subject to flooding and high water tables.
  - E. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.
  - F. Existing sewer lines or septic tanks and drain fields, water mains, wells, fire hydrants, culverts, and other underground and overhead utilities within and adjacent to the proposed subdivision together with pipe sizes, grades, and locations.
  - G. Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to 15 percent, ten feet for slopes of 15 to 20 percent, and 20 feet for slopes greater than 20 percent.
  - H. Zoning classification of land within and adjacent to the proposed subdivision.
  - I. Names and addresses of all adjoining property owners.
  - J. Existing covenants, conditions, and restrictions.
  - K. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.
3. *Information Concerning Proposed Subdivision.*
  - A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
  - B. Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.

- C. Location of at least one temporary benchmark within the proposed subdivision boundary.
  - D. Location, approximate area and dimensions of each proposed lot, and proposed lot and block numbers.
  - E. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.
  - F. Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.
  - G. An outline of the area proposed for partial recording, if contemplated or proposed.
  - H. Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.
  - I. Description and location of any proposed community facility.
  - J. Storm water, drainage facility and grading plans.
  - K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.
  - L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.
  - M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.
- 4. *Narrative*. Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.
  - 5. *Tree Survey*. A survey indicating location of all trees having ten-inch trunk diameter 4.5 feet above grade or greater, their diameter, and whether they are coniferous or deciduous on private property and in the right-of-way adjacent to the property. The plan shall show which trees are proposed for removal and the location of replacement trees. The plan shall show the Tree Protection Zone (TPZ) for trees to be preserved, conforming with the Public Works Standards and Specifications. The tree survey shall show the proposed improvements or potential improvements, indicated by the buildable area of a lot consistent with the maximum lot coverage area of the zone.

**FINDING:** The applicant has submitted information addressing all of the above. These criteria are met.

**8.2220 Phased Development Plan.** An applicant may propose phased development of a tentative subdivision plan by submitting a phased development plan that shall include but not be limited to, the following elements:

- 1. Overall development plan, including phase or unit sequence.
  - A. For development that includes a commercial component, a surety may be required when the commercial component is not sequenced in the initial phases.
- 2. Show compliance with all applicable land division standards and policies as described in this Article.
- 3. Schedule of improvements initiation and completion.
- 4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area

Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).

5. General program for phasing timetable projection.
6. Development plans for any common elements or facilities.

**8.2225 Approval of Phased Development Plan.** The Review Authority shall review a phased development plan at the same time the tentative plan is reviewed. The Review Authority may approve, modify, or disapprove the phased development plan and shall set forth findings for such decision. The Review Authority may also attach conditions necessary to bring the plan into compliance with all applicable land use standards and policies.

**8.2230 Development Following Approval.**

1. Once a phased development plan is approved, the plan shall be binding, upon both the City and the applicant. The applicant shall submit a final plat for each phase per Section 8.2305.
2. The Review Authority may attach conditions to any changes proposed that are deemed necessary to ensure compliance with the Comprehensive Plan and implementing regulations.

**FINDING:** Development plans for common elements and facilities are evaluated during construction plan review for each phase, rather than during land use review. The applicant has submitted a proposed phased development plan containing two phases, sequencing, and the anticipated schedule. Staff has reviewed applicant materials, comments, and other information submitted into record and has not found any evidence demonstrating a need to modify or deny the plan as proposed. Additionally, the proposal's compliance with applicable land division and transportation criteria is evaluated throughout this document, and conditions of approval considered necessary for continued compliance have been attached. These criteria are met.

**8.2235 Approval Criteria for Tentative Subdivision Plans.**

1. The Review Authority shall approve, approve with conditions, or deny a proposed tentative subdivision plan. Approval, or approval with conditions shall be based on compliance with the following criteria:
  - A. Proposal is in compliance with ORS Chapter 92.

**FINDING:** Applicable provisions of ORS Chapter 92 are addressed through compliance with the land division criteria evaluated in this document and the criteria evaluated at time of final plat review, which will be required prior to execution of any plat. This criterion will be met.

- B. Proposal complies with the standards of this Code, including but not limited to:
  1. Section 8.2705, Blocks, Lots and Parcels.
  2. Section 8.2710, Streets.
  3. Section 8.2715, Fundamental Design Standards.
  4. Section 8.2720, Grading of Building Sites.
  5. Section 8.2815, Transportation System Analysis.
  6. Section 8.2820, Access Management Standards.
  7. Any other applicable standards.

**FINDING:** The proposal's compliance with Sections 8.2705 through 8.2820 is evaluated further

below. Development proposals are subject to compliance with Oregon Fire Code. Comments submitted by Redmond Fire and Rescue (attachment E) describe multiple requirements that will need to be met prior to completion of the development, including a requirement for dead end roads and turnarounds. Based on staff review of these comments and the tentative plan, staff finds it likely that the turnaround currently proposed at the southernmost end of the private alley would not comply. This along with other fire requirements will be evaluated and addressed at later stages of the development process. However, to ensure compliance, staff recommends a condition of approval stating the following: "The development shall be established in compliance with the Oregon Fire Code and any other Redmond Fire and Rescue requirements. Additionally, the applicant is permitted to alter the tentative plan prior to final plat in order to accommodate an alley turnaround that complies with applicable fire requirements without obtaining minor alteration approval, provided that the alteration does not qualify as a modification of approval pursuant to RC Section 8.1400(1), that only the minimum necessary changes have been made, and that the proposal's compliance with all other criteria and conditions of approval have not been affected." With this condition, the above criteria could be met.

- C. Proposal complies with the standards of the zoning district in which the project is located.

**FINDING:** As discussed earlier, each lot meets the applicable zoning standards. Given this, staff find it reasonable to conclude that each proposed residential lot would be suited for the uses intended. This criterion is met.

- D. The proposal is in conformance with any applicable approved area plan, master plan, and/or framework plan.

**FINDING:** The proposal's compliance with the applicable RUAFP, HAP, TSP, Water Master Plan (WSMP), and Wastewater Master Plan (RWSMP) are evaluated elsewhere in this document.

- E. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.

**FINDING:** According to the tentative plan, the subject property currently contains a 60-foot-wide county road easement called J.J. Ellinger Road running parallel to NW Pershall Way. This easement would conflict with the private alley tract and multiple townhouse lots. Staff recommends a condition of approval requiring the conflicting portion of the J.J. Ellinger Road easement, recorded in the Crook County Commissioners' Journal and dated July 20, 1909, to be vacated prior to approval of the phase one plat. With this condition, the above criterion could be met.

- F. The proposed subdivision will provide required transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities consistent with the Public Works Standards and Specifications.

**FINDING:** All transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities is evaluated for compliance with the Public Works Standards and Specifications later in the development process. Additionally, staff has already recommended a

condition of approval requiring the development, including all public and private infrastructure, to be designed and constructed in compliance with all applicable provisions of the TSP, water plan, and wastewater plan, and Public Works Standards and Specifications. This criterion could be met.

- G. The subdivision will not exceed the operational capacity of public facilities and services as identified in the City's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.

**FINDING:** The applicant has received a TSA approval memo associated with public works file 711-24-000067-PW and an infrastructure allocation capacity review letter associated with public works file 711-24-000025-PW. Both documents remain valid at the time of writing. These documents provide preliminary confirmation that the proposal could be established without exceeding the operational capacity public facilities as identified in the TSP, the WSMP, and the WSMP. However, to ensure continued compliance, staff recommends a condition of approval that if requested by city staff, the applicant shall demonstrate prior to approval of any plat that each residential lot proposed to be created by that plat could be provided with water service, sewer service, and access consistent with all applicable provisions of the Redmond Code and Public Works Standards and Specifications. With this condition, the above criterion could be met.

- H. A water rights division plan has been approved by the applicable irrigation district.

**FINDING:** Review of a Quitclaim Deed recorded in Deschutes County Official Records 2023-02226, dated January 30, 2023, seems to indicate that the subject property has, “no appurtenant water right remaining.” The comments submitted by COID do not address water rights or a water rights division plan. Although it seems likely that subject property has no water rights, to ensure compliance, staff recommends a condition of approval that prior to issuance of site development approval for phase one, the applicant shall provide an approved water rights division plan, or alternatively, confirmation from COID that no such plan is necessary.

Additionally, the comments submitted by COID describe various concerns regarding the applicant’s proposal to reconfigure the existing COID easement and to establish access points, infrastructure, new property lines, a trail, and more within the easement area. Ultimately, matters concerning any COID easement are to be decided between COID and the property owner. Staff recommends a condition of approval memorializing this by including the following language: “At no point in the development process shall any proposal to modify the COID easement, to develop or use COID easement areas, or to change the functionality of COID easement be allowed without COID authorization. This includes but is not limited to the installation of public or private infrastructure, trails, individual lot access, landscaping, fences, signage, or changes to existing elevations, grading, or drainage. The City may participate in communication between COID and the applicant, but the applicant is entirely responsible for obtaining any necessary COID authorization. Any proposal to alter or modify this approval resulting from an inability to obtain COID authorization shall be reviewed and processed the same as any other proposal for alteration or modification.” With these conditions, the above criterion could be met.

**8.2240 Future Subdivision.** On any Residential zoned property, if the subdivision results in a lot greater than twice the minimum lot size in the underlying zone, the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.

**FINDING:** The proposal includes 14 lots and tracts each exceeding 3,000 square feet, which is twice the minimum lot size requirement for townhouse lots in the R-4 zone. However, the lots have inadequate street frontage to allow for further division, while the tracts are all designated for a specific use and would not be able to be put to a new use without obtaining authorization and thus are unlikely to be further divided. This criterion is not applicable.

**ARTICLE III – LAND DIVISION STANDARDS > DESIGN STANDARDS AND IMPROVEMENTS**

*Sections 8.2700 through 8.2720*

**8.2700 Compliance Required.**

1. Any land division or development shall be in compliance with the design and improvement standards and requirements of this Section, and all other applicable provisions, as set forth in this Chapter.

**8.2705 Blocks, Lots and Parcels.**

1. **Blocks.** The resulting or proposed length, width and shape of blocks shall take into account the requirements for adequate building lot sizes, street widths, access needs and topographical limitations.
  - A. No block shall be more than 660 feet in length between street center lines unless it is adjacent to an arterial street, or unless topography or the location of adjoining streets justifies an exception and is so approved by the reviewing authority. In MUN, MUE and MULW zones, block lengths shall be an average of 330 feet, except where required to meet grid street or access management requirements.

**FINDING:** Pursuant to Section 8.020, the definition of blocks is, “An area of land bounded by streets or by a combination of streets and public parks, cemeteries, railroad rights-of-ways or lines, shorelines or waterways, natural topographical barriers, or corporate boundary lines of a city.” Based on staff review of the tentative plan, the proposal includes just two fully bounded blocks, one of which contains Tract G, Tract J, and Lots 45 through 66, while the other contains only Lot 1. The proposal does not include any blocks exceeding 660 feet in length between street centerlines or any blocks adjacent to arterial streets. This criterion is met.

- B. The recommended minimum length of a block along an arterial street is 1,320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way.

**FINDING:** As discussed earlier, there are no blocks adjacent to arterial streets included in the proposal. This criterion is not applicable.

- C. A block shall have sufficient width to provide for two tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.

**FINDING:** Of the two blocks included in the proposal, one provides two tiers of lots, and the other is a single lot due to the configuration of the subject property. This criterion is met.

- D. Where appropriate at approved cul-de-sacs, dead-end streets, or along blocks approved at more than the maximum block length standard, pedestrian and bicycle access corridors shall be required to be constructed between lots to minimize travel distance between subdivisions, parks, school, and collector or arterial streets. Access corridors shall be located to provide a reasonably direct connection between likely pedestrian destinations and shall be consistent with the City of Redmond Bicycle Refinement Plan where applicable. A reasonably direct connection is a route which minimizes out of direction travel for people likely to use the connection considering terrain, safety, and likely destination. The Review Authority may determine based on evidence in the record that construction of a separate access corridor is inappropriate or impractical. Such evidence may include but is not limited to:

[...]

**FINDING:** The proposal does not include cul-de-sacs, dead-end streets, or blocks longer than the maximum block length standard. These criteria are not applicable.

- 2. *Lots and Parcels.* The size, width, and orientation of newly created lots and parcels shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots and parcels shall be generally rectangular in shape and shall be consistent with the lot size provisions of the zoning standards and the density requirements as established in the City of Redmond Comprehensive Plan. Notwithstanding these requirements, the following exceptions may apply:

[...]

**FINDING:** The proposal includes 102 residential lots, all of which are generally rectangular in shape and found to meet lot size and density requirements. This criterion is met.

- 3. *Frontage.* Each newly created lot and parcel shall abut upon a public street other than an alley for at least 50 feet (at least 25 feet in Mixed Use zones). Lots fronting on the bulb of a cul-de-sac the minimum frontage shall be 30 feet. Flag lots shall have no less than 20 feet of street frontage measured at the property line. Townhouse frontage shall be at least 20 feet. Vehicular access shall be provided as specified in Section 8.2820, Access Management Standards, of this Chapter, or as specified in Section 8.2705(6.) below, for residential lots and parcels abutting collector and arterial streets. All lot and parcels shall be addressed from the primary public street frontage, not including alleys.

**FINDING:** All the proposed townhouse and flag lots contain at least 20 feet of street frontage. Lot 1, the only standard lot, is proposed to contain at least 50 feet of street frontage. The

proposal's compliance with Sections 8.2705(6) and 8.2820 is evaluated further below. This criterion is met.

4. *Side Lot or Parcel Lines.* All side lot lines shall be at right angles to street lines or radial to curved streets wherever practical except as provided for in Subsection (10.) of this Section.

**FINDING:** As shown on the tentative plan, all side lot lines are at or near right angles except side lot lines along curved streets, which are radial to the curve to the greatest extent practicable. This criterion is met.

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.

**FINDING:** The proposal does not include any residential through/double frontage lots. This criterion is met.

6. *Residential Lots and Parcels Abutting Collector and Arterial Streets.* Lots and parcels created adjacent to Collector and Arterial streets shall be oriented so that the front elevation of the residential development faces the Collector or Arterial Street. Vehicular access shall be provided pursuant to Section 8.2820, Access Management Standards, of this Chapter. In instances where direct vehicular driveway access to lot or parcel from the Collector or Arterial Street is not permissible, alley access shall be provided to the rear of the lot or parcel in accordance with the design standards included in Section 8.2710(3.) of this Chapter.

**FINDING:** The proposal's compliance with Section 8.2820 is evaluated further below. Residential Lots 20 through 30 and 75 through 102 would be adjacent to a private alley and a designated collector or arterial street. These lots are proposed to contain townhouse dwellings. Pursuant to Section 8.142, the dwellings on these lots will be required to orient the front elevation facing the collector or arterial street and to take vehicular access from the private alley to the rear. This criterion is met.

7. *Corner Lots and Parcels.* Corner lots and parcels shall be five feet more in width than other lots and parcels and also shall have sufficient extra width to meet the additional side yard requirements of the zoning district in which they are located.

**FINDING:** The proposal does not include any residential corner lots. This criterion is not applicable.

8. *Special Building Setback Lines.* If special building setback lines, in addition to those required by the applicable zoning, are to be established in a development, they shall be shown on the final plat of the development and included in the deed restrictions.

**FINDING:** No special building setback lines are needed or proposed. This criterion is not applicable.

9. *Large Building Lots; Re-division.* In the case where lots or parcels are of a size and shape that future redivision is possible, the Review Authority, may require that the blocks be of a size and shape so that they may be redivided into building sites, and the development approval and site restrictions may require provision for the extension and opening of streets at intervals which will permit a subsequent redivision of any tract of land into lots or parcels of smaller sizes than originally platted, and in conformance with the density provisions established in the City of Redmond Comprehensive Plan for the existing or intended Zone. A plan indicating the ability for re-division according to these standards may be required as part of the initial land division process.

**FINDING:** The proposal includes some lots and tracts that could be of sufficient size and configuration for future redivision, however, all are designated for a specific use and would be unable to be put to a new use without authorization and thus are unlikely to be redivided. This criterion is not applicable.

10. *Curvilinear Street and Block Design.* Although a basic grid street design with minimum and maximum block lengths are requirements of this Section, a curvilinear street/block design is encouraged for the purpose of adding interest to new subdivision development.

**FINDING:** This criterion is elective. Curvilinear streets are not proposed or required.

11. *Flag Lots.* A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:
- A. Flag poles shall be no less than 20 feet wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.
  - B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
  - C. Each flag lot shall contain a minimum 12-foot-wide paved driveway.
  - D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.
  - E. Front and/or rear yard setbacks may be reduced to no less than ten feet subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property owner and is subject to the review and approval of the Community Development Director, or designee. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.
  - F. No flag lot shall be partitioned or further divided, except as provided for by middle housing.
  - G. The "pole" of the flag lot shall be no longer than 150 feet measured from the street intersection to the beginning of the base of the flag.
  - H. The "pole" of the flag shall not be included in the minimum lot size calculation.
  - I. Flag lots shall be exempt from street tree requirements unless the street frontage portion of the flag lot is 30 feet or greater.

- J. Flag lots are prohibited along or abutting the Dry Canyon Rim.
- K. Two off-street parking spaces shall be provided for single family detached dwellings; and one space per unit for middle housing on a flag lot.

**FINDING:** An additional definition of flag lot is included in Section 8.020, which states, “Flag Lot. A lot which fronts a public street or road and where access to the street or road is by a private driveway. A lot shall be considered as a “flag lot” if the pole of the flag lot is less than half the width of the average lot width having between 20 and 50 feet of street frontage.” Pursuant to both this definition and the above criteria, the two flag lots included in the proposal – Lots 18 and 19 – would contain flag poles that are less than half the width of their respective average lot widths but are at least 20 feet wide and less than 150 feet in length. Furthermore, both lots would contain at least 20 feet of street frontage, would not be located near the Dry Canyon Rim, and would meet the applicable zone standards, including the minimum lot size requirement, despite excluding the flagpole areas from the lot size calculations. To ensure that Lots 18 and 19 continue to comply with applicable criteria, staff recommends a condition of approval requiring Lots 18 and 19 each to be provided with at least one parking space and a paved private driveway at least 12 feet in width from the abutting street, unless the driveway would conflict with RC Section 8.2820. Additionally, the applicant shall be required to orient the front elevation of all dwellings on Lots 18 and 19 towards the abutting public street to the east, and in exchange, the applicant may reduce the western rear setback to 10 feet. Finally, the applicant shall include a notation on the final plat that creates Lots 18 and 19 stating, “In compliance with the original subdivision authorization, Lots 18 and 19 shall not be partitioned or further divided except as provided for by middle housing.” With this condition, the above criteria could be met.

**8.2710 Streets.**

- 1. General. Streets shall be in conformance with the City of Redmond Transportation System Plan as specified herein.
  - A. Except along Arterial Street, public streets shall be spaced a maximum of 660 feet between centerlines. The purpose is to provide a street grid pattern of through streets to facilitate traffic movement. Street designs shall conform to topography and other existing natural and man-made conditions. Illustrative examples of other conditions include the dry canyon, main COI canal, Highway 97, and the Burlington Northern Railroad tracks.

**FINDING:** The proposal includes improvements to one existing arterial street (NW Pershall Way), improvements to one existing major collector street (NW 10<sup>th</sup> Street), the extension of three adjacent local residential streets (NW 7<sup>th</sup> Lane, NW 8<sup>th</sup> Street, and NW 9<sup>th</sup> Street), the construction of two new local residential streets (Local Street A and Local Street B), the construction of two intersections (between NW 9<sup>th</sup> Street and Local Street A and between Local Street A and Local Street B), and the construction of one private alley and emergency access road. According to staff review of the tentative plan, all of the streets would be spaced at a distance of less than 660 feet between centerlines and would conform to the topography of the subject property. None of the new streets or street extensions would follow along or intersect with an arterial street. This criterion is met.

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and

pedestrian pathways outside the development. Such facilities shall serve existing and planned parks, schools, or other public lands within a neighborhood.

**FINDING:** The tentative plan demonstrates connectivity of streets, sidewalks, and multi-use paths throughout the development. In addition to the proposed local street extensions (NW 7<sup>th</sup> Lane, NW 8<sup>th</sup> Street, and NW 9<sup>th</sup> Street), the multi-use path within the NW Pershall Way ROW, NW 10<sup>th</sup> Street ROW, and Tract E would be a continuation of the multi-use path to the south and the multi-use path planned to the west. This criterion is met.

- C. To the maximum extent possible, new local streets shall align and connect with existing local streets and collectors, and in certain special cases arterial streets. Cul-de-sac streets shall be permitted only where no feasible connection with an adjacent street exists, or if the local street connection would be to an arterial street and the function of the arterial street may be diminished as determined through the land use review process, or the block length would be less than that which is permitted by Section 8.2705(1.B.).

**FINDING:** The entirety of the subject property's frontage along NW Pershall Way and along NW 10<sup>th</sup> Street is within 660 feet of the Pershall Way and 10<sup>th</sup> Street intersection; local street connection to these existing roads is not permitted. Instead, the proposal includes connections to and extensions of all other adjacent roadways. This criterion is met.

- D. Consideration should be given to alternative street designs other than required herein in the City's non-residential land use zones to allow for more effective developments. Such designs may be considered and approved during the subdivision or partition process without need for variance.

**FINDING:** The proposal is entirely located within residential designations and does not include alternative street designs. This criterion is not applicable.

- E. All proposed or required streets and alleys shall comply with Section 8.2820 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

**FINDING:** The proposal's compliance with Section 8.2820 is evaluated further below. According to the TSP, the subject property is adjacent to the following planned projects: widen and improve minor arterial NW Pershall Way (project S1), widen and improve major collector NW 10<sup>th</sup> Street (project S3), add an eastbound right-turn lane to the NW Pershall Way and NW 10<sup>th</sup> Street intersection (project I2), add a shared-use path along NW Pershall Way (project B1), and add bike lanes within NW 10<sup>th</sup> Street (project B3). The proposal includes improvements to NW Pershall Way and NW 10<sup>th</sup> Street that will satisfy the TSP requirements if constructed in compliance with Public Works Standards and Specifications. Staff has already recommended a condition of approval requiring transportation infrastructure to comply with the TSP and the Public Works Standards and Specifications. This criterion will be met.

- 2. *Existing Streets.* Whenever existing streets, adjacent to or within a tract, are of inadequate width per Public Works Standards and Specifications and the City's approved Transportation System Plan additional right-of-way shall be provided at the

time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Review Authority shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.

**FINDING:** The proposal’s compliance with the TIA and resulting TSA approval memo are evaluated further below. The portions of NW Pershall Way and NW 10<sup>th</sup> Street adjacent to the subject property are currently of inadequate ROW width. According to the tentative plan, this is proposed to be corrected by dedicating an additional 25 feet from centerline for NW Pershall Way and 20 feet from centerline for NW 10<sup>th</sup> Street. Staff has already recommended a condition of approval requiring transportation infrastructure to comply with the TSP and the Public Works Standards and Specifications, which would include providing additional ROW as necessary to meet standards. This criterion will be met.

3. *Existing Access Easements.* Whenever existing unpaved access easements, adjacent to or within a tract, the Review Authority may require paving to City standards at the time of the land division by the applicant.

**FINDING:** There are no existing access easements adjacent to or within the subject property aside from the county road easement for J.J. Ellinger Road, which is proposed and required to be vacated prior to approval of the phase one plat. This criterion does not apply.

4. *Minimum Right-of-Way and Roadway Width.* The minimum street right-of-way widths shall be in conformance with Table 1 below. Additional right-of-way may be required at intersections to accommodate intersection widening and roundabouts.

<b>Table 1 - Minimum Right of Way Width Standards</b>	
<b>Functional Classification</b>	<b>Minimum Right of Way Width</b>
Minor Arterial	100 feet
Major Collector	80 feet
Minor Collector	60 feet
Industrial Collector	80 feet
Industrial Local	60 feet
Local Residential	60 feet
Alley	20 feet
Cul-de-sacs	108 feet

Street surfacing, sidewalks or multi-use paths, travel lanes, medians, planter strips, curbs and bicycle lanes must be installed in conformance with the Public Works Standards and Specifications and the Transportation System Plan. Oregon Department of Transportation (ODOT) facilities must meet ODOT design standards.

**FINDING:** According to the tentative plan, the applicant proposes to increase the ROW width of NW Pershall Way to 50 feet from centerline, to increase the ROW width of NW 10<sup>th</sup> Street to 40 feet from centerline, and to provide 60 feet of ROW width for all new and extended local residential streets. Staff has already recommended a condition of approval requiring transportation infrastructure to comply with the TSP and the Public Works Standards and Specifications, which would include providing additional ROW as needed to meet standards, as well as the construction of street surfaces, sidewalks, multi-use paths, travel lanes, medians, planter strips, curbs, and bicycle lanes. This criterion will be met.

5. *Future Extension of Streets.* When necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a permanent turn around if they are 150 feet or less in length, although, an adequate temporary turn around to ensure emergency vehicle access must be provided if such streets are greater than 150 feet in length.

**FINDING:** The proposal includes the construction of two new streets and the extension of three existing streets. As shown in the tentative plan, all are designed to the subject property boundary and are either less than 150 feet in length or are designed with turn arounds. This criterion is met.

6. *Collector and Arterial Street Access.* Notwithstanding the provisions of Section 8.2705 of this Chapter, if a land division abuts or contains an existing or proposed collector or arterial street, the Review Authority, may require other treatments, including but not limited to frontage roads, necessary for adequate protection of residential properties and to afford separation of through and local traffic. Provision may be made for emergency access. All frontage roads shall comply with the City of Redmond Transportation System Plan.

**FINDING:** As discussed earlier, the subject property abuts a minor arterial (NW Pershall Way) and a major collector (NW 10<sup>th</sup> Street), however, the proposed residential properties would be physically separated from these roadways by multi-use paths and landscaping. Additionally, none of the interior roadways provide access to the two higher order streets, meaning local traffic and through traffic will remain separate. Staff finds that no additional treatments or separation is necessary. This criterion is met.

7. *Streets Adjacent to Railroads, Freeways and Parkways.* When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on either side of such right-of-way at a distance suitable for use of the land between the required street and the abutting railroad, freeway, or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width between the railroad right-of-way and residential property. The land strip must be occupied by the fire-resistant materials, and may contain a fence, a trellis, a wall, or small decorative or artistic feature. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to a passive-style park or thoroughfare use by bicycles and/or pedestrians. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for

approach grades to a future grade separation and right-of-way widths of the cross street.

**FINDING:** The subject tract is not adjacent to a railroad, freeway, or parkway. This criterion is not applicable.

8. *Continuation of Streets.* Subdivision or partition streets which constitute the continuation of streets in contiguous territory shall be aligned so that their center lines coincide. Where straight line continuations are not possible, such center lines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Review Authority, where such continuation is necessary to maintain the function of the street or desirable in the surrounding area.

**FINDING:** As discussed previously, the proposal is designed to continue all adjacent, existing streets. Based on staff review of the tentative plan, the centerlines of the proposed extensions coincide with the centerlines of the existing streets. This criterion is met.

9. *Street Names.* Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the County. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Redmond Fire and Rescue and Deschutes County.

**FINDING:** The proposal includes two new streets, which are referred to in the tentative plan only as 'Local Street A' and 'Local Street B'. Street names will be assigned prior to plat, subject to the approval of Redmond Fire and Rescue and Deschutes County. This criterion will be met.

10. *Sidewalks.* Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition that comply with the City of Redmond Transportation System Plan. In the case of collectors, arterials, special industrial districts or in steep terrain, the Review Authority may approve a subdivision or partition without sidewalk if alternative pedestrian routes are available or provided by the developer. Sidewalks shall be required along routes to existing or future school and park sites.

**FINDING:** The subject property is not adjacent to school routes. All of the public streets proposed to be improved, extended, or constructed are shown to include sidewalks on both sides or a multi-use path on one side. No alternatives or deviations from this criterion are proposed. Staff has already recommended a condition of approval requiring transportation infrastructure to comply with the TSP and the Public Works Standards and Specifications, which would include providing sidewalks and other pedestrian amenities as needed. This criterion will be met.

11. *Bicycle Facilities and Multi-Use Pathways.* Bicycle facilities and multi-use pathways are required to be installed within the subdivision or partition that comply with the City of Redmond Transportation System Plan.

**FINDING:** As discussed previously, the proposal includes a multi-use path following along NW Pershall Way, NW 10<sup>th</sup> Street, and Tract E, which would be consistent with projects identified

in the TSP. Staff has already recommended two conditions of approval ensuring the multi-use path would be installed in compliance with standards. This criterion will be met.

12. *Intersection Angles.* Street intersections shall be as near right angles as possible except where topography or existing conditions requires a lesser angle, but in no case shall the acute angle be less than as permitted by the adopted Public Works Standards and Specifications.

**FINDING:** As shown on the tentative plan, the two proposed street intersections (between NW 9<sup>th</sup> Street and Local Street A and between Local Street A and Local Street B) have been designed at right angle of 90 degrees and an acute angle of 60 degrees. Comments from the Engineering Division (attachment C) indicate that these intersection angles would comply with Public Works Standards and Specifications. Regardless, this would be addressed at the time of construction plan review, and staff has already recommended a condition of approval requiring transportation infrastructure to comply with the TSP and the Public Works Standards and Specifications. This criterion will be met.

13. *Alignment.* Staggered street alignment shall whenever possible, leave a minimum of 200 feet distance between the center line of the streets, but in no case be less than as permitted by Public Works Standards and Specifications.

**FINDING:** According to the tentative plan, all street intersections are over 200 feet apart. This criterion is met.

14. *Narrow Streets.* Local streets designed at widths less than 36 feet may be permitted subject to the following:

[...]

**FINDING:** The proposal does not include narrow streets. This criterion is not applicable.

15. *Private Streets.* Private streets must be approved by the City Engineer. The City Engineer may require private streets to meet public standards. Private streets must comply with fire code and access management standards and will only be permitted when accompanied by CC&Rs that designate an HOA as responsible for maintenance and repair.

**FINDING:** The proposal does not include private streets. This criterion is not applicable.

### **8.2715 Fundamental Design Elements.**

1. *Lighting.* The subdivider or partitioner shall provide underground wiring to the City standards and a base for any proposed ornamental streetlights at locations approved by the affected utility company.

**FINDING:** Staff has already recommend a condition of approval ensuring that lighting will be established in compliance with City of Redmond Public Works Standards and Specifications. This criterion will be met.

2. *Multiple Access Points.* Whenever possible, a minimum of two points of access to the subdivision or partition shall be provided to provide assured access for emergency vehicles and ease resident evacuation.

**FINDING:** The proposal includes a permanent emergency access road on NW Pershall Way to serve as a secondary point of access, however, this is not proposed until phase two. According to comments provided by the Engineering Division, a secondary access will be required for all project phases pursuant to fire requirements and Public Works Standards and Specifications. Staff has already recommended conditions of approval requiring compliance with fire requirements and the Public Works Standards and Specifications. This criterion will be met.

3. *Water/Sewer.* All subdivisions and partitions shall provide water and sewer lines constructed to City standards and specifications approved by the City Engineer. All lots or parcels shall be served from the City of Redmond water and sewer systems or by water and sewer systems acceptable to the City. Water and sewer mains and service lines shall be installed prior to the curbing and paving of new streets in all new subdivisions or partitions.

**FINDING:** According to the tentative plan, the proposal includes water and sewer mainline extensions and service lines for each residential lot. Water and sewer system development, including mains and service lines, will be evaluated at the time of construction plan review. Additionally, staff has already recommended a condition of approval requiring the applicant to demonstrate the ability of each lot to be provided with water and sewer service prior to plat approval. This criterion will be met.

4. *Underground Utilities.* All permanent utility service, cell service, and minor power transmission lines that are within or immediately adjacent to lots in a subdivision or parcels in a partition shall be provided from underground facilities unless otherwise approved by the Review Authority. The subdivider, partitioner, or developer shall be responsible for complying with requirements of this Section and shall:
  - A. Obtain a permit from Public Works for placement for all underground utilities within the public right-of-way.
  - B. Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with rules and regulations of the Public Utility Commission of the State of Oregon.
  - C. All underground utilities, water lines, sanitary sewer lines and storm drains installed in streets shall be constructed prior to the surfacing of such streets to the extent practicable, and water and sanitary sewer service lines shall be placed to such lengths as will negate the necessity for disturbing the street improvements when service connections are made.

**FINDING:** The subject property currently contains underground telephone utility infrastructure adjacent to NW 10<sup>th</sup> Street and COID pipelines adjacent to the southern property line. The proposed development will require additional utility services, all of which must be installed underground. Staff has already recommend a condition of approval ensuring that utilities will be established in compliance with City of Redmond Public Works Standards and Specifications. This criterion will be met.

5. *Preservation of Natural Features.* Existing natural features (i.e., rock outcrops) add character to the development and shall be preserved to the greatest extent practicable.

**FINDING:** According to staff review of the City of Redmond GIS map, the subject property does not contain any natural features to preserve. This criterion is not applicable.

6. *Preservation and Replacement Trees.* All deciduous or coniferous existing trees having a ten-inch trunk diameter 4.5 feet above grade or greater are considered significant and shall be preserved or replaced at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 4.5 feet above grade. This criterion shall be met in the submitted landscape plan. Street trees are counted as replacement trees. Trees removed for installation of public infrastructure are not required to be replaced, however they should be preserved where possible. The Community Development Director, or designee, may prohibit removal of significant trees located within the setback along the perimeter of the parcel to be developed, located adjacent to water features, or that provide screening or buffering to existing development where not located within the proposed or potential building footprint. An alternate restoration plan may be approved by the Community Development Director, or designee.

**FINDING:** The applicant's tree survey shows ten trees on the subject property that are proposed to be removed despite having diameters greater than or equal to ten inches. Seven of these trees appear to be located within areas needed for the installation of public infrastructure, meaning only three replacement trees would be required. Because street trees are able to be counted as replacement trees, and because the development will be required to provide far more than three street trees, staff does not find it necessary to condition the required installation of replacement trees. This criterion will be met.

7. *Land for Public Purposes.*
  - A. *Utility Easements.* Easements shall be provided along property lines when necessary for the placement of underground utilities and to provide the subdivision or partition with electric power, communication facilities, street lighting, sewer lines, water lines, gas lines, or drainage. Such easements shall be labeled "Public Utility Easement" on the tentative and final plat; they shall be at least 12 feet in width and centered on lot lines where possible, unless determined otherwise by the City Engineer or designate. Excepting utility pole guylines easements along the rear of lots adjacent to unsubdivided land may be reduced to ten0 feet in width, unless determined otherwise by the City Engineer or designate.

**FINDING:** The tentative plan depicts public utility easements (PUE) of varying widths everywhere lots and tracts abut streets, as well as a sewer easement over the private alley. Staff has already recommend a condition of approval ensuring that PUEs will be established in compliance with City of Redmond Public Works Standards and Specifications. This criterion will be met.

- B. *Drainage.* If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such

further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

**FINDING:** There are no water courses on the subject property. This criterion is not applicable.

8. Fully developed “pocket parks” or “tot lots” shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: one half of the park dedicated to turf areas, benches, trees, shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

**FINDING:** The proposal includes a medium-high density residential subdivision containing 102 residential lots, 111 dwelling units, and 1.2 acres of park/open space throughout the neighborhood. The proposed 1.2 acres exceeds the required amount of park area. Both the landscaping and park amenities will be evaluated at the time of construction plan review. This criterion is met.

9. *Urban-Rural Interface.* Residential subdivisions adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
  - A. Provide landscaped buffers at least 100 feet wide, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
  - B. Locating lower density development at the urban-rural interface; or
  - C. Other appropriate and equivalent transitional elements as approved by the Review Authority.

**FINDING:** As discussed previously, staff has recommended conditions of approval requiring the proper installation and maintenance of the 35-foot URA landscape buffer area. The first condition shall require the applicant to plant the maximum possible number of trees within the 35-foot URA landscape buffer area, using only those tree species that are suited to serve as a visual barrier. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable as a visual barrier given anticipated site and planting conditions. Additionally, prior to issuance of site development authorization for phase two, the applicant must provide written assurance that they will be able to plant the agreed upon number and species of trees. Another condition shall require the HOA CC&Rs to include standards for the maintenance of the 35-foot URA landscape buffer area. With these conditions, the above criteria could be met.

**8.2720 Grading of Building Sites.** Grading of building sites shall conform to the City of Redmond Public Works Standards and Specifications.

**FINDING:** Staff has already recommend a condition of approval ensuring that grading will be established in compliance with City of Redmond Public Works Standards and Specifications. This criterion will be met.

### **ARTICLE III – LAND DIVISION STANDARDS > SUPPLEMENTARY PROVISIONS**

*Sections 8.2800 through 8.2840*

**8.2800 Improvement Procedures.** In addition to other requirements, public or private improvements to be installed by the applicant either as a requirement of these standards or other applicable regulations or at his or her own option, shall conform to the requirements of this Article:

1. *Plan Review and Approval.* Improvement work shall not be commenced until plans thereof have been reviewed and approved by the Community Development Director, or Hearings Body, or a designated representative thereof. To the extent necessary for evaluation of a proposed development, such improvement plans may be required before approval of the tentative plat or preliminary map or drawing.
2. *Public Improvements as Platted.* Public improvements shall be designed, installed, and constructed as platted and approved by the City Engineering Division, and plans shall be filed with the final plat at the time of recordation or upon completion.
3. *Inspection.* Improvements shall be constructed under the inspection and approval of a city Inspector. Expenses incurred thereby shall be borne by the applicant/owner. The inspector may require changes in sections and details of the improvements if unusual conditions arise during construction to warrant such changes.
4. *As-Built Plans.* A map showing the completed public improvements shall be filed with the Community Development Department upon completion of the improvements.

**FINDING:** To ensure compliance with these criteria, staff recommends a condition of approval requiring the applicant to obtain any and all authorizations determined by the Engineering Division to be necessary for the design, installation, construction, and acceptance of all public and private infrastructure, including transportation, water, sewer, stormwater, grading, lighting, and other utility facilities. With this condition, the above criteria could be met.

**8.2815. Transportation System Analysis.** It shall be the burden of the developer to evaluate transportation system impacts when a proposed development involves either a Subdivision, Site and Design Review, Planned Unit Development, Master Development Plan, Comprehensive Plan and Zone Map Amendment, a change or expansion of use, or any other development that the City Engineer deems necessary. Transportation System Analyses are not required for residential site plan review for up to four units or Partitions.

Transportation System Analyses are approved based on the information presented in the report and must not be older than 180 days from approval at the time the land use application is deemed complete. If the associated land use application is not deemed complete prior to the expiration, the City may require the approved report be updated.

[...]

**FINDING:** These criteria describe the transportation system analysis application (TSAA) and TIA process requirements. According to the record, the applicant submitted a TSAA, dated April 2024, and a TIA conducted by Ferguson & Associates, Inc., dated August 2024. The TSAA and TIA were reviewed and approved by the Engineering Division, and a TSA approval memo was issued October 8, 2024, and includes various mitigation requirements. Staff recommends a condition of approval requiring the applicant to establish the proposal in compliance with the TSA approval memo associated with Public Works file 711-24-000067-

PW, as amended. These criteria are met.

**8.2820 Access Management Standards.** Access management standards apply to new developments, redevelopments, subdivisions, and partitions.

*Location of Access Points.*

1. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.
2. Every lot or parcel shall be limited to one point of access, subject to the following exceptions:
  - A. *Single Family Dwellings, Accessory Dwelling Units, Plexes, Mixed-Use Developments.*
    1. Lots with multiple frontages on local roadways or alleys may be permitted one access per frontage, provided the driveways meet all other required standards.
    2. Lots with accessory structures requiring vehicular access, such as a shop or detached garage, may be permitted two access points, provided the lot frontage is on a local roadway, the driveways are separated by a minimum of 10 feet, and the driveways meet all other required standards.
  - B. *All Other Uses.*
    1. Lots may be permitted a secondary access when it is demonstrated that the additional access improves on-site circulation, does not adversely impact the operations of the transportation system, and when approved by the City Engineer or designee.
3. Lots with more than one existing access may be required to close an existing street access upon redevelopment. This standard may be waived when access to an existing, permanent garage structure would be removed, or removal of the access would result in increasing the nonconformity of the site.
4. In the event that the access management standards cannot be achieved on the subject property, shared access with adjacent property may be permitted. When a driveway serves more than one lot, the developer must record an access and maintenance easement/agreement to benefit each lot prior to building permit issuance. Shared access points should be centered on property boundaries when possible.
5. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.

**FINDING:** The subject property currently contains one access point along NW Pershall Way, which is proposed to be removed upon development and replaced with an emergency access road that would be constructed with removable bollards and signage, consistent with fire requirements and the Public Works Standards and Specifications. According to staff review of the tentative plan, all of the residential lots appear able to obtain primary access from either a local street or a private alley. However, the driveway intended to serve Lot 19 is also proposed to be used as one of the two permanent access points for the private alley that would serve 61 townhouse lots, 25 of which are proposed to be created in phase one and 36 are proposed to be created in phase two. Staff has already recommended a condition of approval requiring the applicant to demonstrate the ability of all lots in a plat to be provided with access prior to

approval of that plat. Additionally, staff recommends a condition of approval that prior to the approval of plat for any phase, the applicant shall provide evidence demonstrating that all lots to be served by the private alley in that phase are guaranteed legal access to said alley, including all permanent alley accesses. With these conditions, the above criteria will be met.

*Design of Access Points.*

6. The City Engineer or designee may require access locations to align with existing driveways on the opposite side of the roadway, be located as far from driveways on the same side of the street or intersections as possible, or to be right-in/right-out. Right-in/right-out may be required when the access is located within 300 feet of a signalized intersection or roundabout.
7. Property-tight driveway aprons excluding the wings must be located a minimum of three feet from property lines, and curb-tight driveway aprons excluding the wings must be located a minimum of six feet from property lines, unless the access is approved to be shared.
8. A minimum of 24 feet of backing distance shall be provided and shall be measured from the rear end of a perpendicular parking stall or garage door face to the opposite end of a paved alley or roadway. If the abutting alley or street is unpaved, the measurement shall be taken to the opposite end of the right-of-way. If the backing distance is demonstrated onsite, the measurement shall be taken to the nearest barrier, such as a property line, retaining wall, fence, or edge of driveway.
9. Corner clearance shall be provided and is measured from the edge of right-of-way to the nearest edge of the access. Spacing is measured from centerline of access/intersection to centerline of access/intersection. Driveway spacing and corner clearance is required as follows:

All land use approvals shall be in compliance with the following standards.

<b>Roadway Classification</b>	<b>Minimum Access Driveway Spacing</b>	<b>Minimum Access Clearance to Corner</b>	<b>Intersection Spacing (Min.)</b>
Local Street	No Restrictions	30 ft	165 ft
Minor Collector	50 ft	80 ft	330 ft
Major Collector	165 ft	165 ft	330 ft
Minor Arterial	330 ft	330 ft	1/4 mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

*Additional Standards.*

10. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).
11. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)," as amended.
12. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or onsite circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.

**FINDING:** The location, allocation, and design of access points for individual residential lots will be determined at the time of building permits. Staff has already recommended a condition of approval requiring the applicant to obtain any and all authorizations determined by the Building Division to be necessary for structural development on residential lots. These criteria will be met.

**8.2835 City as Beneficiary to Covenants, Conditions and Restrictions.** When Covenants, Conditions and Restrictions (CCR's), or other similar documents, are required by either the provisions of this Code or through the land use review process, the City of Redmond may require the CCR's (or other documents) include a provision or provisions that allow the City to come onto the property(s) that are subject to the CCR's for the purpose of removing, repairing or maintaining improvements and other common areas in the event such improvements or common areas are not property maintained or otherwise kept in good order. The provision(s) shall state that the City has sole and exclusive discretion to determine the need for and timing of any such removal, repair, or maintenance. The provision shall authorize the City to recover the cost of such removal, repair, or maintenance by directly billing the record owner of the property(s) subject to the CCR's or the property(s) directly benefited by the removal, repair, or maintenance. In the event a bill is not paid, the City may impose a lien on the property(s), which shall be recorded and may be enforced in the manner of an assessment lien. The inclusion of a provision or provisions described in this Section does not affect the obligations of an association, group and/or other persons or property owner(s) designated in the CCR's from any responsibilities or obligations respecting such improvements or common areas, nor shall it obligate the City to such undertake such removal, repair, or maintenance.

**8.2840 CC&Rs Middle Housing.** CC&Rs developed on or after January 1, 2021, shall not restrict middle housing per ORS 93.277 as amended.

**FINDING:** The City has not identified a need to require lawful entrance onto the property through CC&R provisions. The applicant has proposed to establish an HOA and submitted draft declaration of covenants, conditions and restrictions (CC&Rs) containing language providing for the maintenance of these common areas. To ensure compliance with these criteria, staff recommends a condition of approval requiring the applicant to submit the HOA CC&Rs for City review and approval prior to the approval of the phase one final plat. The HOA CC&Rs shall be recorded with the phase one final plat and shall not restrict middle housing per ORS 93.277 as amended. With this condition, these criteria are met.

**Annexation Agreement, Deschutes County Official Record 2024-22987, Recital 4.**

- a. Owner shall waive and shall not assert any claim against the City that may now exist or that may accrue through the date of annexation of the Property arising out of any land use regulation or under Measure 37 (ORS 197.352), Measure 49, and Measure 56 (ORS 227.186).
- b. Owner agrees any development of the property will comply with the applicable approved Highway 97 Area Plan and master development plan for the property, except as modified consistent with City requirements.
- c. Owner agrees to incorporate and apply the City's Great Neighborhood Principles as found in the Redmond Comprehensive Plan 2040 and Redmond Development Code. The City shall determine the applicability of the Great Neighborhood Principles to the

subject property as necessary. All development must comply with federal, state and city regulations.

**FINDING:** The proposal has been found to comply with the Great Neighborhood Principles and the HAP. Additionally, staff has already recommended a condition of approval requiring all subsequent development within the proposal area to comply with the applicant's proposal evaluated in this document. Provided the proposal is approved and executed, the property owner will have waived any claims that may have existed prior to the date of annexation. These criteria will be met.

- d. Owner agrees that it will, without any cost to the City, dedicate the necessary rights-of-way or easements for all planned improvements identified in the City's Public Facilities Plan or adopted master plans. The owner agrees to dedicate sufficient right-of-way under owner's control to the City to meet the minimum right-of-way widths required by Redmond Development Code and Standards and Specifications, which require fifty (50) feet of Right-of-Way from center line on NW Pershall Way and forty (40) ft of Right-of-Way for center line on NW 10th Street.
- e. Owner agrees to complete a Traffic Impact Analysis as outlined in the Redmond Development Code and agrees to complete any requirements determined by the Traffic Impact Analysis.
- f. Owner agrees that it will install all public improvements conforming to City of Redmond Standards and Specifications, Public Facilities Plans, and master plan documents including, but not limited to, the following:
  - 1. Owner shall construct and dedicate a separated public pedestrian/bike multi-use path identified as B1 along NW Pershall Way property frontage per City 2020 Transportation System Plan.
  - 2. Owner shall construct, or at the discretion of the City Engineer provide a payment in lieu of construction, proposed roadways in accordance with the Redmond Development Code and Standards and Specifications. NW Pershall Way shall be constructed per minor arterial roadway standards and NW 10th St. shall be constructed per major collector roadway standards. All local internal roadways shall be constructed per local roadway standards.
  - 3. Owner shall construct a 12-inch diameter water main identified in the Water Master Plan along the NW 10th St. and NW Pershall Way property frontages. The Owner must extend water infrastructure conforming with the Standards and Specifications throughout the development.
  - 4. Owner must extend sewer infrastructure conforming with the Standards and Specifications throughout the development and on the property's frontage.
- [...]
- j. Owner agrees to not remonstrate against the formation of a local improvement district or reimbursement district created for funding public improvements that will serve the Property. This waiver applies to the Property until all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City. If the property is developed in phases, the waiver may be removed on a phase-by-phase basis if all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City.

**FINDING:** As discussed previously, the applicant completed a TIA that resulted in the issuance of a TSA approval memo. Staff has already recommended a condition of approval requiring the

development to be established in compliance with the TSA approval memo, as amended, and a condition of approval requiring the development to be designed and constructed in compliance with all applicable provisions of the TSP, water plan, and wastewater plan, Redmond Code, and Public Works Standards and Specifications. This would include the dedication of necessary ROW areas or easements, the installation or improvement of specific facilities, the payment of fees, and compliance with any local improvement or reimbursement districts. With these conditions, the above criteria could be met.

- g. Owner shall supply draft CCR/HOA documents to City for review, modification, and preliminary approval prior to the land use hearing for the master development plan. The CCR/HOA documents shall include, but not limited to, a prohibition on using residential units as short-term or vacation rentals, and per ORS 93.277, a prohibition on restricting development of ADUs on single-family lots.

**FINDING:** The applicant has proposed to establish an HOA and has submitted draft CC&Rs, which do not yet include the required language. Staff recommends a condition of approval requiring the applicant to submit the HOA CC&Rs for City review and approval prior to the approval of the phase one final plat. The HOA CC&Rs shall be recorded with the phase one final plat and include standards in compliance with the annexation agreement. With this condition, the above criterion could be met.

- h. Owner shall remove all additional Central Oregon Irrigation District (COID) irrigation water rights from Property, unless use is otherwise approved by the Redmond City Council and COID.
- k. Owner agrees to donate funds to the Redmond Committee for Art in Public Places or install an artistic feature. Public art fee of \$100 per housing unit will be charged and paid in lump sum at the time of any plat approval for the property. Installation of an artistic feature is required to provide focal points, preferably at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.

**FINDING:** Staff has already recommended two conditions of approval that would ensure that water rights are removed from the subject property and that the proposal would facilitate public art. These criteria will be met.

### III. RECOMMENDATION

**Recommendation:**

Based on evidence submitted and the findings of compliance in the subsection above, staff recommends the RUAPC make a recommendation of approval for the Cinderview West project (file numbers 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)) to the City Council, subject to the conditions below.

**Conditions of Approval:**

- 1. All subsequent development within the boundaries of this approval shall be consistent with this approval (file numbers 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)). Notwithstanding changes necessary to comply with the conditions of this approval, any proposed changes shall comply with Redmond Code Section 8.1400 and 8.0270(3)(E). This authorization is subject to the requirements of Section 8.1605 concerning expiration.

2. The applicant shall obtain any and all authorizations determined by the Building Division to be necessary for structural development on residential lots.
3. The applicant shall obtain any and all authorizations determined by the Engineering Division to be necessary for the design, installation, construction, and acceptance of all public and private infrastructure, including transportation, water, sewer, stormwater, grading, lighting, and other utility facilities.
4. The development, including all public and private infrastructure, shall be designed and constructed in compliance with all applicable provisions of the TSP, WSMP, WSMP, Redmond Code, and Public Works Standards and Specifications. Comments provided by the Engineering Division (attachment C) are included for reference and describe many of the requirements currently anticipated to be applicable to the development, but are not intended to be comprehensive or binding on the City and may change depending on subsequent development actions.
5. If requested by city staff, the applicant shall demonstrate prior to approval of any plat that each residential lot proposed to be created by that plat could be provided with water service, sewer service, and access consistent with all applicable provisions of the Redmond Code and Public Works Standards and Specifications.
6. The development shall be established in compliance with the TSA approval memo associated with Public Works file 711-24-000067-PW, as amended.
7. The development shall be established in compliance with the Oregon Fire Code and any other Redmond Fire and Rescue requirements. Additionally, the applicant is permitted to alter the tentative plan prior to final plat in order to accommodate an alley turnaround that complies with applicable fire requirements without obtaining minor alteration approval, provided that the alteration does not qualify as a modification of approval pursuant to RC Section 8.1400(1), that only the minimum necessary changes have been made, and that the proposal's compliance with all other criteria and conditions of approval have not been affected.
8. At no point in the development process shall any proposal to modify the COID easement, to develop or use COID easement areas, or to change the functionality of COID easement be allowed without COID authorization. This includes but is not limited to the installation of public or private infrastructure, trails, individual lot access, landscaping, fences, signage, or changes to existing elevations, grading, or drainage. The City may participate in communication between COID and the applicant, but the applicant is entirely responsible for obtaining any necessary COID authorization. Any proposal to alter or modify this approval resulting from an inability to obtain COID authorization shall be reviewed and processed the same as any other proposal for alteration or modification.
9. Prior to the approval of plat for any phase, the applicant shall provide evidence demonstrating that all lots to be served by the private alley in that phase are guaranteed legal access to said alley, including all permanent alley accesses.
10. All park/open space areas shall be landscaped with drought tolerant species, consistent with the landscape design standards of RC Section 8.530.
11. Only those tree species suited to provide shade shall be planted as street trees. The City Arborist shall serve as the final arbiter as to which trees species from the approved

street tree list would be suitable for providing shade given anticipated site and planting conditions.

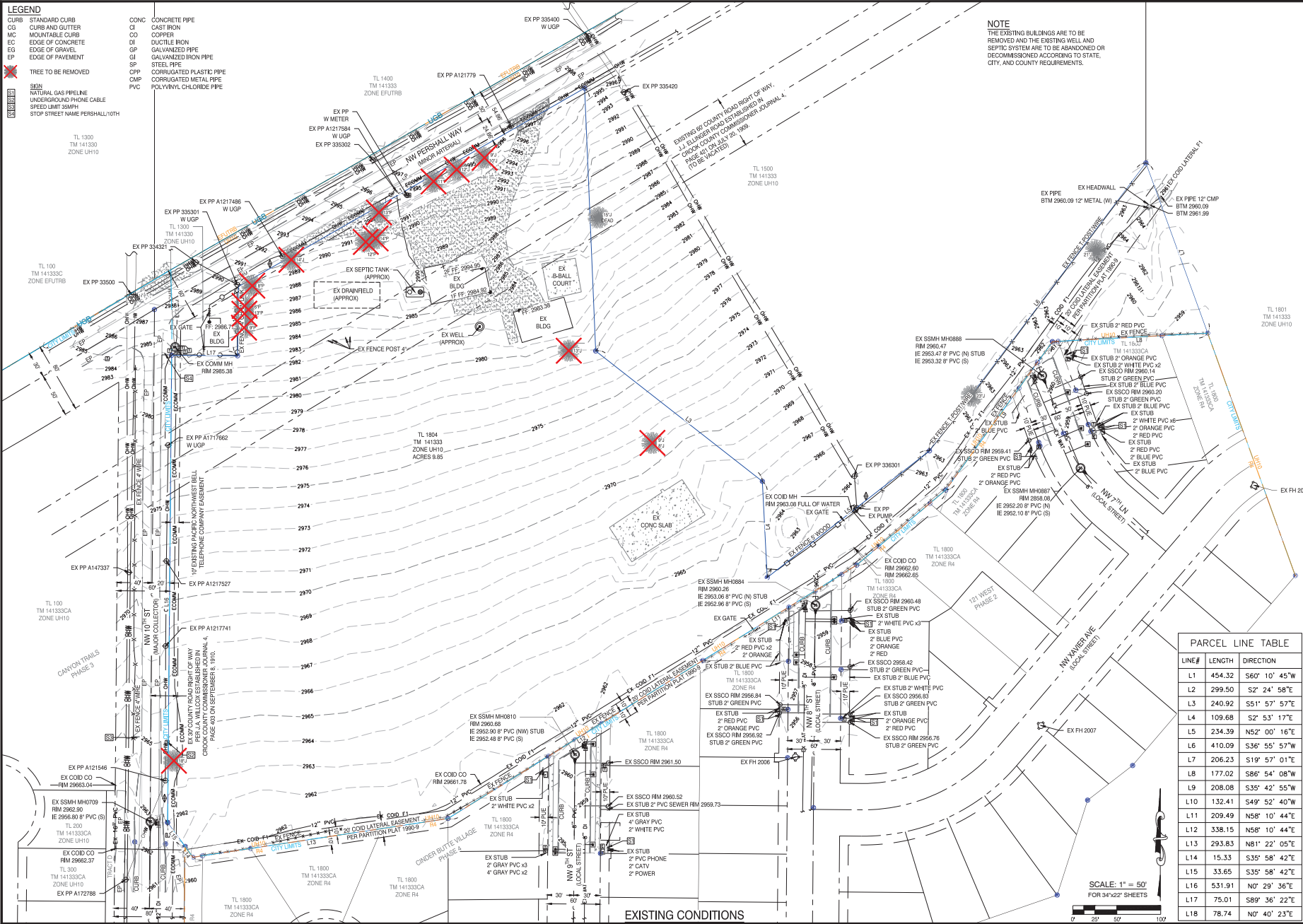
12. The applicant shall install an artistic feature at Tract C or Tract J prior to approval of the phase one plat, subject to RCAPP approval, or alternatively, the applicant shall donate \$100 per each dwelling unit in a plat prior to approval of that plat.
13. Prior to issuance of site development approval for phase one, the applicant shall provide an approved water rights division plan, or alternatively, confirmation from COID that no such plan is necessary.
14. The conflicting portion of the J.J. Ellinger Road easement, recorded in the Crook County Commissioners' Journal and dated July 20, 1909, shall be vacated prior to approval of the phase one plat.
15. The applicant shall submit the HOA CC&Rs for City review and approval prior to approval of the phase one plat. The HOA CC&Rs shall be recorded with the phase one plat and shall contain standards for the maintenance of the private alley and all other common areas, including the 35-foot URA landscape buffer area. Additionally, the HOA CC&Rs shall not restrict middle housing per ORS 93.277, as amended, and shall prohibit the use of residential units as short-term or vacation rentals.
16. The applicant's alternative urban-rural interface design shall be properly installed and maintained. The applicant shall plant the maximum possible number of trees within the 35-foot URA landscape buffer area, using only those tree species that are suited to serve as a visual barrier. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable as a visual barrier given anticipated site and planting conditions. Prior to issuance of site development approval for phase two, the applicant must provide written assurance that they will be able to plant the agreed upon number and species of trees.
17. A public access easement over Tract E shall be provided with or prior to the approval of the phase two plat.
18. A trail at least ten feet in width shall be provided following the entire length of the irrigation lateral prior to issuance of certificate of occupancy for any dwelling in phase two, subject to COID review and approval.
19. Lots 18 and 19 shall each be provided with at least one parking space and a paved private driveway at least 12 feet in width from the abutting street, unless the driveway would conflict with RC Section 8.2820. Additionally, the applicant shall be required to orient the front elevation of all dwellings on Lots 18 and 19 towards the abutting public street to the east, and in exchange, the applicant may reduce the western rear setback to 10 feet. Finally, the applicant shall include a notation on the final plat that creates Lots 18 and 19 stating, "In compliance with the original subdivision authorization, Lots 18 and 19 shall not be partitioned or further divided except as provided for by middle housing."

//////////////////////////////////// **END OF CONDITIONS** //////////////////////////////////////



- LEGEND**
- CURB STANDARD CURB
  - CG CURB AND GUTTER
  - MC MOUNTABLE CURB
  - EC EDGE OF CONCRETE
  - EG EDGE OF GRAVEL
  - EP EDGE OF PAVEMENT
  - TR TREE TO BE REMOVED
  - SGN NATURAL GAS PIPELINE
  - UIC UNDERGROUND PHONE CABLE
  - SL SPEED LIMIT 35MPH
  - STP STOP STREET NAME PERSHALL/10TH
  - CMC CONCRETE PIPE
  - CI CAST IRON
  - CO COPPER
  - IM DUCTILE IRON
  - GI GALVANIZED PIPE
  - GI GALVANIZED IRON PIPE
  - SP STEEL PIPE
  - CPP CORRUGATED PLASTIC PIPE
  - CMP CORRUGATED METAL PIPE
  - PVC POLYVINYL CHLORIDE PIPE

**NOTE**  
THE EXISTING BUILDINGS TO BE REMOVED AND THE EXISTING WELL AND SEPTIC SYSTEM ARE TO BE ABANDONED OR DECOMMISSIONED ACCORDING TO STATE, CITY, AND COUNTY REQUIREMENTS.



**PARCEL LINE TABLE**

LINE#	LENGTH	DIRECTION
L1	454.32	S60° 10' 45\"/>
L2	299.50	S2° 24' 58\"/>
L3	240.92	S51° 57' 57\"/>
L4	109.68	S2° 53' 17\"/>
L5	234.39	N52° 00' 16\"/>
L6	410.09	S36° 55' 57\"/>
L7	206.23	S19° 57' 01\"/>
L8	177.02	S86° 54' 08\"/>
L9	208.08	S35° 42' 55\"/>
L10	132.41	S49° 52' 40\"/>
L11	209.49	N58° 10' 44\"/>
L12	338.15	N58° 10' 44\"/>
L13	293.83	N81° 22' 05\"/>
L14	15.33	S35° 58' 42\"/>
L15	33.65	S35° 58' 42\"/>
L16	531.91	N0° 29' 36\"/>
L17	75.01	S89° 36' 22\"/>
L18	78.74	N0° 40' 23\"/>

DATE: \_\_\_\_\_

REVISION: \_\_\_\_\_

DRAWING STATUS:  EXISTING COND  MASTER PLAN

DATE: 4/7/24

DATE: 3/19/25

**H.A. MCCOY**  
ENGINEERING & SURVEYING, LLC  
10000 W. 10th Street, Suite 100, Overland Park, KS 66204  
Tel: 913.241.1234 Fax: 913.241.1235  
www.hamccoy.com

PROJECT: CINDERVIEW WEST

PROJECT LOCATION: REDMOND, OR

CLIENT: WOODHILL HOMES

SHEET TITLE: EXISTING CONDITIONS

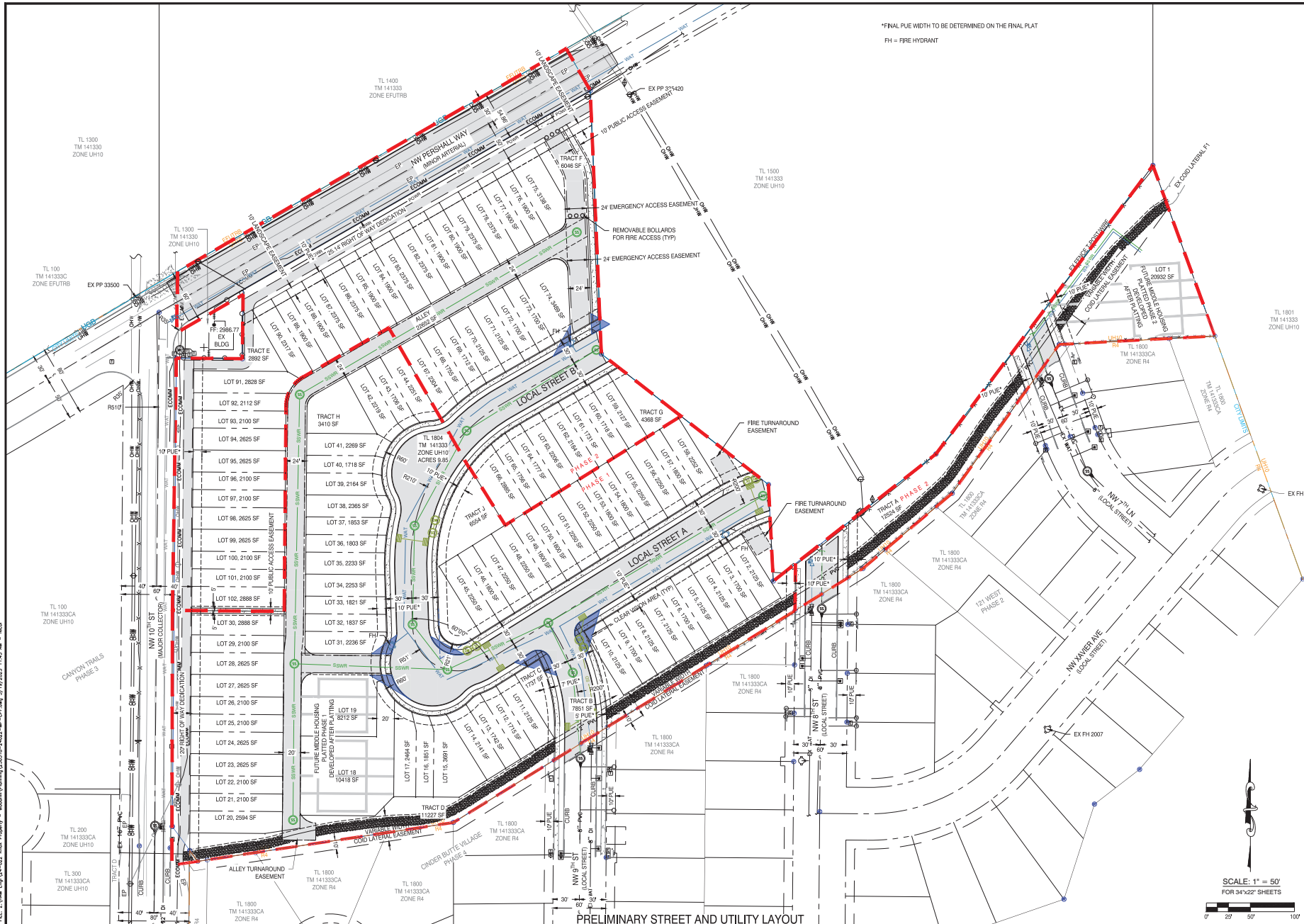
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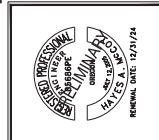
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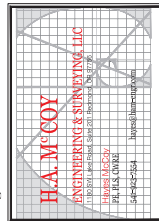
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\*FINAL PUE WIDTH TO BE DETERMINED ON THE FINAL PLAT  
FH = FIRE HYDRANT



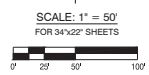
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NO. REVISION:	
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DATE:	4/29/24
DATE:	3/19/25



PROJECT: CINDERVIEW WEST  
PROJECT LOCATION: REDMOND, OR  
CLIENT: WOODHILL HOMES

SHEET TITLE: PRELIMINARY STREET AND UTILITY LAYOUT







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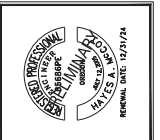
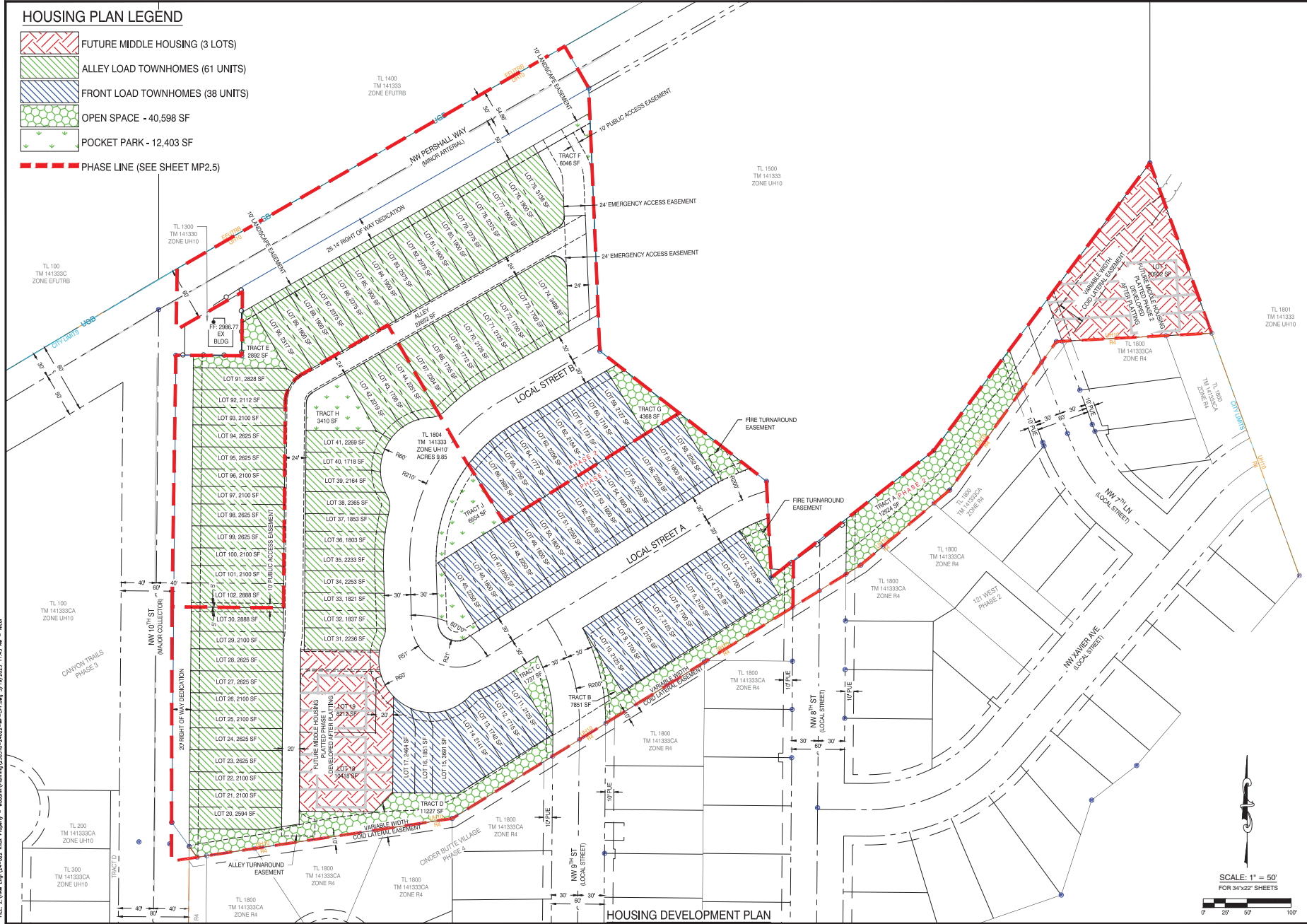


PRELIMINARY STREET AND UTILITY LAYOUT

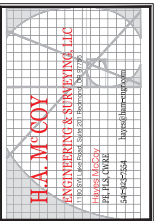


# HOUSING PLAN LEGEND

-  FUTURE MIDDLE HOUSING (3 LOTS)
-  ALLEY LOAD TOWNHOMES (61 UNITS)
-  FRONT LOAD TOWNHOMES (38 UNITS)
-  OPEN SPACE - 40,598 SF
-  POCKET PARK - 12,403 SF
-  PHASE LINE (SEE SHEET MP2.5)



DATE:	
REVISION:	
No.	1
DATE:	4/29/24
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CLIENT: WOODHILL HOMES

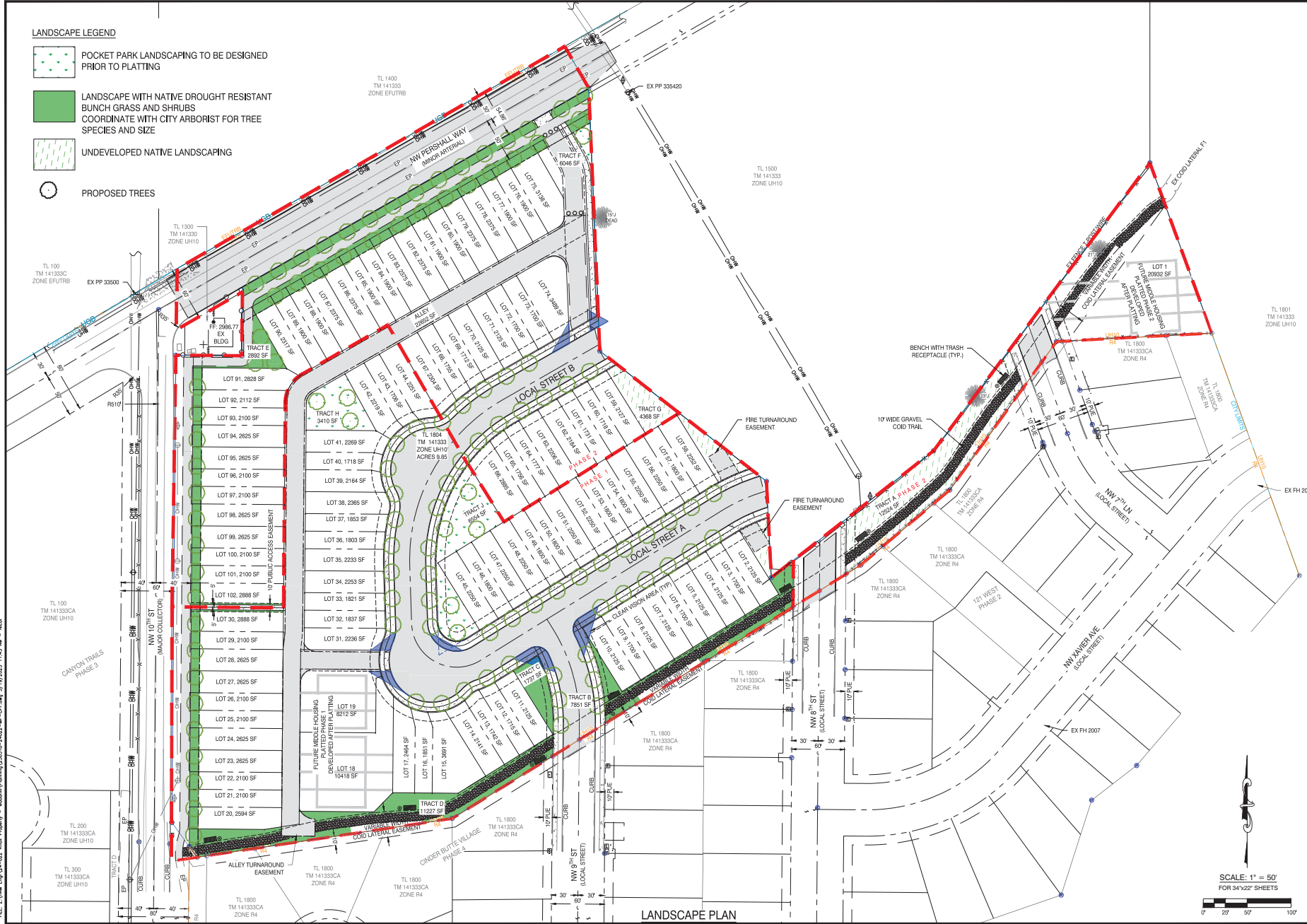
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DRAWING: MP2.2

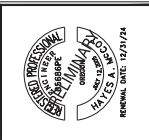
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**LANDSCAPE LEGEND**

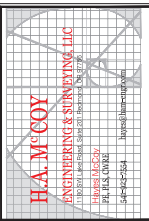
-  POCKET PARK LANDSCAPING TO BE DESIGNED PRIOR TO PLATTING
-  LANDSCAPE WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE
-  UNDEVELOPED NATIVE LANDSCAPING
-  PROPOSED TREES



LANDSCAPE PLAN



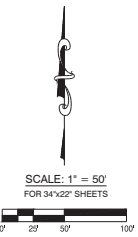
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REVISION:	
No.	DATE
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2	3/19/25
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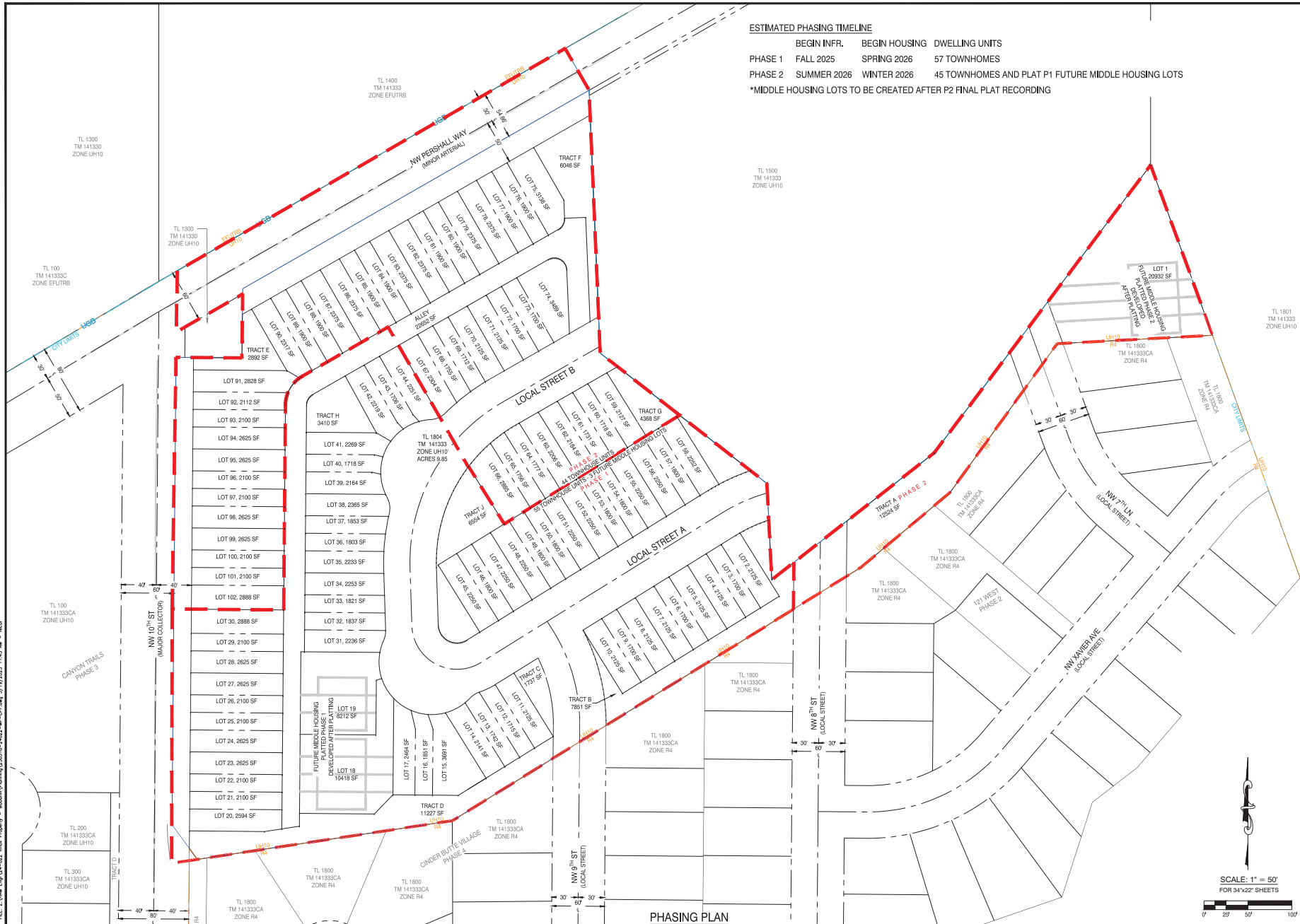
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PROJECT LOCATION: REDMOND, OR  
CLIENT: WOODHILL HOMES

SHEET TITLE: LANDSCAPE PLAN

JOB NO. 24-022  
DRAWN BY: CFP  
DRAWING: MP2.3



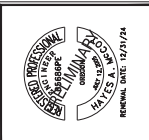
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**ESTIMATED PHASING TIMELINE**

	BEGIN INFR.	BEGIN HOUSING	DWELLING UNITS
PHASE 1	FALL 2025	SPRING 2026	57 TOWNHOMES
PHASE 2	SUMMER 2026	WINTER 2026	45 TOWNHOMES AND PLAT P1 FUTURE MIDDLE HOUSING LOTS

\*MIDDLE HOUSING LOTS TO BE CREATED AFTER P2 FINAL PLAT RECORDING



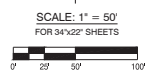
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DATE:	3/19/25



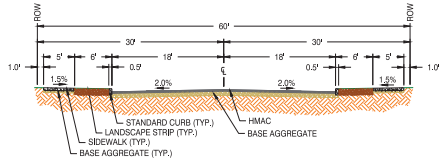
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 PROJECT LOCATION: REDMOND, OR  
 CLIENT: WOODHILL HOMES

SHEET TITLE: PHASING PLAN

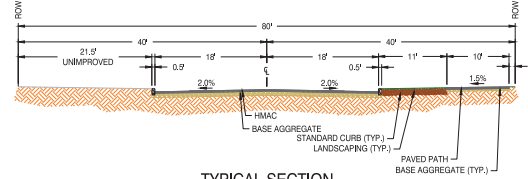
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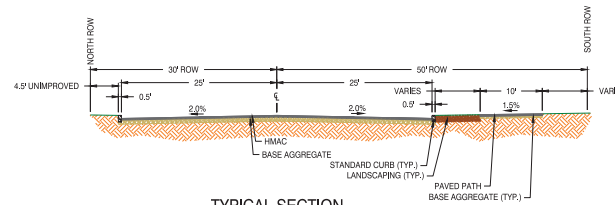
PHASING PLAN



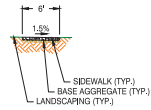
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 LOCAL STREET - FULL IMPROVEMENT  
 LOCAL STREETS A AND B  
 NW 7TH LN  
 NW 8TH ST  
 NW 9TH ST  
 NTS



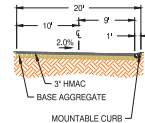
**TYPICAL SECTION**  
 MAJOR COLLECTOR: PARTIAL IMPROVEMENT  
 NW 10TH ST  
 NTS



**TYPICAL SECTION**  
 MINOR ARTERIAL: PARTIAL IMPROVEMENT  
 NW PERSHALL WAY  
 NTS

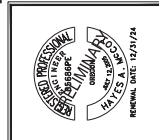


**TYPICAL SECTION**  
 SIDEWALK  
 LOTS 30 AND 31 AND TRACT F  
 NTS

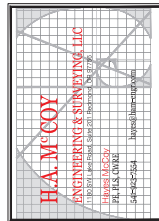


**TYPICAL SECTION**  
 PAVED ALLEY  
 NTS

TYPICAL STREET SECTIONS



DATE:	
REVISION:	
No.	1
DATE:	4/29/24
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






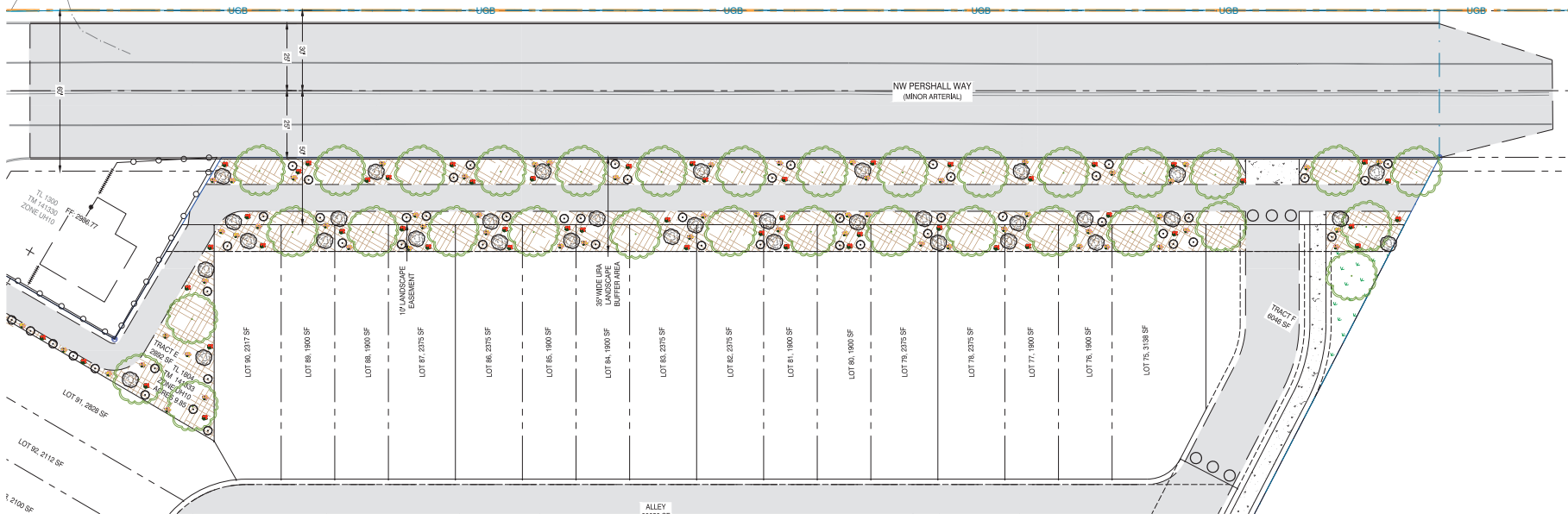
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 PROJECT LOCATION: REDMOND, OR  
 CLIENT: WOODHILL HOMES

SHEET TITLE:  
 TYPICAL STREET SECTIONS

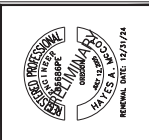
JOB NO. 24-022  
 DRAWN BY: CPF  
 DRAWING:  
**MP2.5**

LANDSCAPE LEGEND

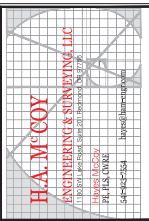
-  POCKET PARK LANDSCAPING TO BE DESIGNED PRIOR TO PLATTING.
-  DECORATIVE LANDSCAPE ROCK WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE
-  ROCKY MOUNTAIN MAPLE (LOW WATER) OR APPROVED EQUAL
-  GOLDEN CURRANT (LOW WATER) OR APPROVED EQUAL
-  LITTLE BLUESTEM (LOW WATER) OR APPROVED EQUAL
-  KINNICKINNICK (VERY LOW WATER) OR APPROVED EQUAL



URA LANDSCAPE BUFFER DETAIL



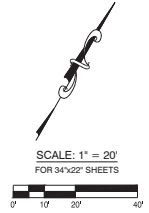
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No.:	REVISION:
1	1
2	2
3	3
4	4
5	5



PROJECT: CINDERVIEW WEST  
 PROJECT LOCATION: REDMOND, OR  
 CLIENT: WOODHILL HOMES

SHEET TITLE: URA LANDSCAPE BUFFER DETAIL

JOB NO. 24-022  
 DRAWN BY: CPF  
 DRAWING: MP2.6



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Applicable Criteria

**ARTICLE I – ZONING STANDARDS**

**RESIDENTIAL USE ZONES**

**CHAPTER 8.115 – GENERAL RESIDENTIAL R-4 ZONE**

**CHAPTER 8.130 – URBAN HOLDING UH-10 ZONE**

**CHAPTER 8.135 – TABLE A, RESIDENTIAL ZONES, USES PERMITTED**

**CHAPTER 8.140 – TABLE B, MINIMUM STANDARDS**

**CHAPTER 8.142 – TOWNHOUSE DEVELOPMENT AND DESIGN STANDARDS**

**MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS**

**CHAPTER 8.270 – MASTER DEVELOPMENT PLANS**

**SUPPLEMENTARY PROVISIONS**

**CHAPTER 8.305 – ESTABLISHMENT OF CLEAR VISION AREAS**

**CHAPTER 8.310 – EXCEPTIONS TO CLEAR VISION AREAS**

**CHAPTER 8.385 – NEIGHBORHOOD MEETING**

**OFF-STREET PARKING & LOADING REQUIREMENTS**

**CHAPTER 8.500 – OFF STREET PARKING**

**CHAPTER 8. 505 – OFF STREET PARKING AND LOADING**

**LANDSCAPING REQUIREMENTS**

**CHAPTER 8.520 – LANDSCAPE PLAN STANDARDS**

**CHAPTER 8.530 – LANDSCAPE DESIGN STANDARDS**

**CHAPTER 8.540 – STREET TREE STANDARDS**

**CHAPTER 8.760 – CRITERIA FOR AMENDMENTS**

**CHAPTER 8.765 – TENTATIVE APPROVAL**

**ARTICLE III – LAND DIVISION**

**TENTATIVE SUBDIVISION PLAN**

**CHAPTER 8.2200 – PRE-APPLICATION MEETING**

**CHAPTER 8.2202 – NEIGHBORHOOD MEETING**

**CHAPTER 8.2205 – APPLICATION SUBMISSION**

**CHAPTER 8.2210 – SCALE OF TENTATIVE SUBDIVISION PLAN**

**CHAPTER 8.2215 – INFORMATIONAL REQUIREMENTS**

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**CHAPTER 8.2220 – PHASED DEVELOPMENT PLAN**

**CHAPTER 8.2225 – APPROVAL OF PHASED DEVELOPMENT PLAN**

**CHAPTER 8.2230 – DEVELOPMENT FOLLOWING APPROVAL**

**CHAPTER 8.2235 – APPROVAL CRITERIA FOR TENTATIVE SUBDIVISION PLANS**

**CHAPTER 8.2240 – FUTURE SUBDIVISION**

**CHAPTER 8.2245 – RESUBMISSION OF DENIED TENTATIVE SUBDIVISION PLANS**

**DESIGN STANDARDS AND IMPROVEMENTS**

**CHAPTER 8.2700 – COMPLIANCE REQUIRED**

**CHAPTER 8.2705 – BLOCKS, LOTS AND PARCELS**

**CHAPTER 8.2710 – STREETS**

**CHAPTER 8.2715 – FUNDAMENTAL DESIGN ELEMENTS**

**CHAPTER 8.2720 – GRADING BUILDING SITES**

**SUPPLEMENTARY PROVISIONS**

**CHAPTER 8.2800 – IMPROVEMENT PROCEDURES**

**CHAPTER 8.2805 – IMPROVEMENTS IN PARTITIONS**

**CHAPTER 8.2810 – ACCEPTANCE OF IMPROVEMENTS**

**CHAPTER 8.2815 – TRANSPORTATION SYSTEM ANALYSIS**

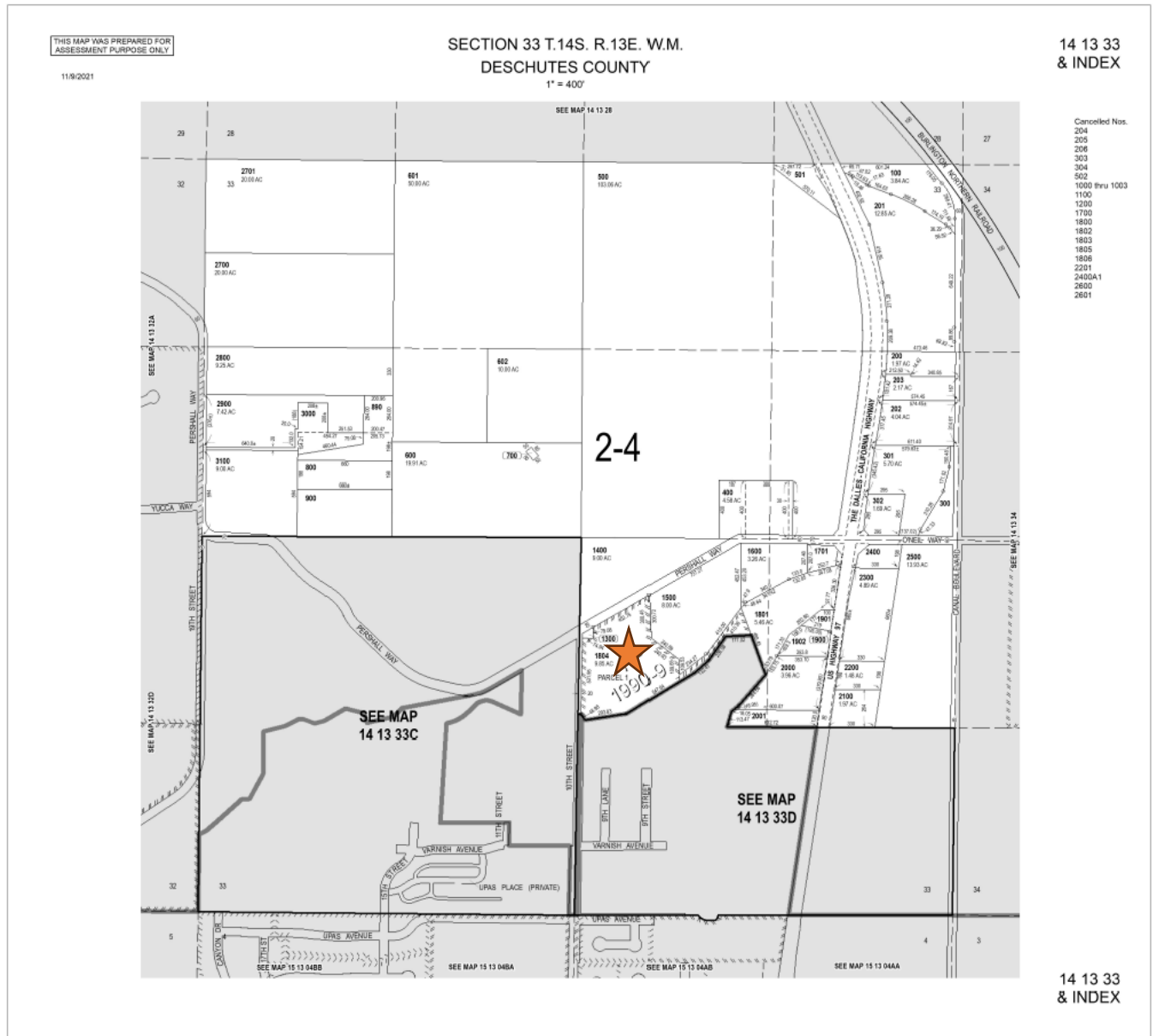
**CHAPTER 8.2820 – ACCESS MANAGEMENT STANDARDS**

**CHAPTER 8.2825 – STREET DEDICATIONS**

**OREGON REVISED STATUTES**

**ORS 222.127 – ANNEXATION WITHOUT ELECTION NOTWITHSTANDING CONTRARY CITY LAW  
UPON PETITION OF ALL OWNERS OF LAND**

1. **Location:** The site is identified as: The site is identified as: 900 NW Pershall Way; Tax Lot 1804, Deschutes County Tax Assessor's Map #141333, Redmond, Oregon 97756



2. **Zone and Comprehensive Plan Designation:** The subject property is zoned UH10 and planned R-4 General Residential on the Redmond Urban Area Comprehensive Plan and Zone map.
3. **Proposal:** Requesting approval of a 102-lot master planned subdivision approval for townhomes and future middle housing.

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## ***RESIDENTIAL USE ZONES***

### **Sec. 8.115. General Residential R-4 Zone.**

### **Sec. 8.130. Urban Holding UH-10 Zone.**

The City shall administer the provisions of Title 20 Redmond Urban Area Zoning Ordinance of the Deschutes County Code for this County zoning district.

1. *Master Development Plans.* The development and approval of an Urban Area Master Plan subject to the provisions of Section 8.270 is required as a condition of annexation, prior to or concurrent with rezoning from UH-10 to City zoning districts.
2. *Exception to Master Development Plans Requirement.* Approval of a development plan may be granted without going through a Master Development Plan process according to the following requirements:

*Non-Residential Properties.*

- A. The development plan is 12 acres or less in size; and,
- B. The development plan addresses the applicable Great Neighborhood Principles; and, the development plan includes an appropriate local grid street plan, that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,
- C. The development plan meets applicable requirements for land near the urban edge; and,
- D. The development approval is obtained through a PUD process except when the property is to be used for a public use, such as for a park or school or some other public facility; and,
- E. Annexation to the City of Redmond is proposed as part of the development plan; and,
- F. The development plan addresses all other applicable requirements of the Redmond Comprehensive Plan and Development Code; and,
- G. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan.

*Residential Properties.*

- H. The parcel is within the City of Redmond or can be annexed to the City; and,
- I. The parcel is three acres or less in size; and,
- J. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan; and,
- K. The development plan meets the applicable Great Neighborhood Principles, Land Division, and Site Plan policies; and,

- L. Significant Goal 5 resources, as defined in *Redmond Comprehensive Plan, Chapter 5*, are identified, and managed, in accordance with Redmond's Goal 5 resource protection program; and,
- M. The development plan includes an appropriate local grid street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,
- N. The development plan meets applicable requirements for land near the urban edge and meets applicable planning requirements for land near the urban rural interface; and,
- O. The development application meets all other required elements for one of the City's land use planning approval processes.

**RESPONSE: A Master Development Plan is proposed for this development.**

**Sec. 8.135. Table A, Residential Zones, Uses Permitted.**

The following uses are allowed outright or conditionally in each of the Residential zones as follows:

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

<b>Residential Uses:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	<b>R-4</b>	<b>R-5</b>	<b>RESTRICTIONS AND REQUIREMENTS</b>
Accessory Building:						
Detached sheds, shops, and garages	O	O	O	O	O	Must be located within the property and not in the yard setback areas. Moveable shipping containers, or similar, are not allowed.
Guest House	O	O	O	O	O	No kitchen; uses main houses' sewer & water
Accessory Dwelling Unit / Accessory Suite	O	O	O	O	O	Uses main houses' sewer & water or individual City Services; may have kitchen
Accessory Use	O	O	O	O	O	Includes Home Occupations
Apartments						See Multi-Family Complex / Dwelling
Bed and Breakfast	C	C	C	C	C	
Boarding or Rooming House	N	N	C	O	O	
Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
Manufactured Home	O	O	O	O	O	See Single Family Detached Dwelling
Manufactured Home Park	N	N	N	O	O	See Section 8.375
Manufactured Home Subdivision	N	N	O	O	O	Subject to compliance w/ applicable ORS
Multi Family Complex (five + units)	C	C	C	O	O	
Public-Owned Affordable Housing Developments	O	O	O	O	O	See Section 8.145
Nursing, Convalescent, and Assisted Living Facility	N	N	C	C	C	More than 15 people
Planned Unit Development	C	C	C	C	C	

Residential Care Facility	N	N	C	C	O	Defined in and regulated by ORS
Residential Care Home	O	O	O	O	O	Defined in and regulated by ORS
Single Family Detached Dwelling	O	O	O	O	O	
Single Room Occupancy Development	O	O	O	O	O	

**RESPONSE: Townhomes and plexes are permitted outright in the R-4 zone.**

**Sec. 8.140. Table B, Minimum Standards.**

The following minimum standards apply in each of the Residential zones:

<b>Standard:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3, R-3A</b>	<b>R-4</b>	<b>R-5</b>
<b>Minimum Lot size - Square Feet</b>					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
<b>Density - Units/Net Acres</b>					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
<b>Standard:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3, R-3A</b>	<b>R-4</b>	<b>R-5</b>
Planned Unit Developments (PUDs) densities in Section 8.275.					
<b>Minimum Setback Distance - Feet</b>					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
<b>Setbacks:</b>					

ADUs: Specified in Section 8.325					
Detached Accessory Structures: Specified in Section 8.323					
Cottage Clusters: Specified in Section 8.143					
Multi-family Complexes: Specified in Section 8.3035(4.E. Table A.					
Townhouses: Specified in Section 8.142					
<b>Maximum Building Height - Feet</b>					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
<b>Minimum Street Frontage - Feet</b>					
Standard Street	50	50	50	50	40
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Townhouse	20	20	20	20	20

**RESPONSE:** The proposed townhome lots are greater than 1,500 square feet in area, the subdivision density is 13.3 units per acre, and frontages are 20 feet or greater. The remaining three lots intended for future middle housing are greater than 5,500 square feet where three units are proposed and greater than 7,000 square feet where four units are proposed and have 30 feet of frontage on the cul-de-sac bulb, 20 feet of frontage for the flag lot, and 50 feet of frontage for the standard lot. Setbacks are shown on the provided plans per the zone standards listed above.

**Sec. 8.142. Townhouse Development and Design Standards.**

1. *Procedure.* New townhouses shall be reviewed for conformance with the requirements listed in this Section.
2. *Table A: Minimum Standards.*

<b>Standard:</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3, R-3A</b>	<b>R-4</b>	<b>R-5</b>
<b>Maximum Density (Units/Net Acre)</b>	20	20	23.2	25	25
<b>Minimum Lot Size (Square Feet)</b>	1,500	1,500	1,500	1,500	1,500
<b>Maximum Building Height (Feet)</b>	35	35	35	45	45
<b>Minimum Street Frontage (Feet)</b>	20	20	20	20	20
<b>Minimum Setback Distance (Feet)</b>					
Front with alley or other rear access	10	10	10	10	5
Front without alley or other rear access	10	10	10	10	10
Front garage setback from street	20	20	20	20	20
Non-street side: Common wall lot line where units are attached	0	0	0	0	0
Exterior wall at end of a townhouse structure	5	5	5	5	5
Street Side	10	10	10	10	10
Rear with garage and alley access	5	5	5	5	5
Rear without garage	10	10	10	10	10

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**RESPONSE: The proposed townhome lots are greater than 1,500 square feet in area, the townhome density is 20.6 units per acre, and frontages are 20 feet or greater. Setbacks are shown on the provided plans per the zone standards listed above.**

3. *Off-Street Parking.* Townhouses shall meet the off-street parking requirements of Section 8.500.

**RESPONSE: This standard will be addressed in Section 8.500.**

4. *Areas Owned in Common.* For townhouse projects, common areas must be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the City prior to issuance of a building permit.

**RESPONSE: CC&Rs are provided and address the maintenance of areas owned in common within the proposed subdivision.**

5. *Design Standards.* New townhouses shall meet the design standards in Subsections (A.) through (G.) of this Section.

A. *Entry Orientation.* The main entrance of each townhouse must:

1. Be within 8 feet of the longest street-facing wall of the dwelling unit, if the lot has public street frontage; and
2. Either:
  - a. Face the street (see Figure 1);
  - b. Be at an angle of up to 45 degrees from the street (see Figure 2);
  - c. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
  - d. Open onto a porch (see Figure 3). The porch must:
    - i. Be at least 25 square feet in area; and
    - ii. Have at least one entrance facing the street or have a roof.

B. *Unit Definition.* Each townhouse must include at least one of the following on at least one street-facing façade:

1. A roof dormer a minimum of four feet in width, or
2. A balcony a minimum of two feet in depth and four feet in width and accessible from an interior room, or
3. A bay window that extends from the facade a minimum of two feet, or
4. An offset of the facade of a minimum of two feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or
5. An entryway that is recessed a minimum of three feet, or
6. A covered entryway with a minimum depth of four feet, or
7. A porch meeting the standards of Subsection (A.2.d.) of this Section. Balconies and bay windows may encroach into a required setback area.

C. *Windows.* A minimum of 15 percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard.

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**RESPONSE: Townhouse design standards will be met at the time of obtaining a building permit application.**

- D. *Driveway Access and Parking.* Townhouses with frontage on a public street shall meet the following standards:
1. Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards.
    - a. Each townhouse lot has a street frontage of at least 15 feet on a local street.
    - b. A maximum of one driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.
    - c. Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot.
    - d. The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.
  2. The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in Subsection (1.).
    - a. Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse.
    - b. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot.
    - c. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses.
    - d. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access.
  3. Townhouse projects in which all units take exclusive access from a rear alley are exempt from compliance with Subsection (2.).
  4. All driveway accesses for townhouses must comply with Section 8.2820 (Access Management Standards).

**RESPONSE: Driveways and parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the standards described above.**

- E. *Screen of Mechanical Equipment.* All exterior ground mounted mechanical equipment located forward from the line of the front façade (living space and garage) of the building shall be screened from the street at the ground/eye level line of sight. Solar power, wind power, and satellite dishes necessitating placement on walls or roofs for normal operation are exempt from this provision.

**RESPONSE: Any new mechanical equipment will be screened from view.**

- F. *Landscaping.* See Sections 8.520 through 8.540 for applicable landscaping requirements.

**RESPONSE: This standard will be addressed in Section 8.520 through 8.540.**

- G. *Fences.* See Section 8.340.

**RESPONSE: No fences are proposed as part of this application.**

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## **MASTER DEVELOPMENT PLANS AND PLAN UNIT DEVELOPMENTS**

### **Sec. 8.270. 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 in the event that an applicant has applied for a Planned Unit Development application prior to or concurrent with rezoning from Urban Holding-10, the Master Development Plan approval criteria shall be those used for the Planned Unit Development application and the Great Neighborhood Principles.
2. *Purpose.* The purpose of Master Development Plan is to provide:
  - A. Orderly and efficient development of the City consistent with the City of Redmond Framework Plan and adopted Area Plans.
  - B. Compatibility or transitions with adjacent developments and the character of the area.
  - C. A complementary mix of uses and activities.
  - D. An interconnected transportation network (streets, bicycle routes, and pedestrian trails) within the master plan area and to existing and planned City streets, routes, and trails.
  - E. A range of housing choices and densities for areas planned to have residential components.
  - F. A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.
  - G. Public and semi-public facilities and services.
  - H. Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.
  - I. Transitions or buffers between urban development and rural areas.
  - J. Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.
3. *Procedures for Review.*
  - A. *General.* Master Development Plans (MDP or PMDP) shall be approved through a quasi-judicial review process. Application procedures and related fees for approval may be streamlined in order to promote timely development of urban planning for land zoned UH-10. The Community Development Director, or designee, shall inform the applicant during the mandatory pre-application stage if the proposed MDP area includes the necessary contiguous properties. The determination for the proposed plan area shall be based on utilizing the following factors:
    1. Whether there are properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;
    2. Whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting properties;
    3. Whether the total acreage of abutting or enclave properties is less than the acreage in the proposed plan area; and

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4. There is a community interest that would be served by including additional properties in the plan area.
- B. *Review and Approval Criteria for Master Development Plans (MPD) or Partial Master Development Plans (PMDP).*
1. *General.* In the review of any application for a Master Development Plan, the Planning Commission and City Council, if required, shall consider the following:
    - a. Whether the proposed Plan is generally consistent with the Framework Plan, adopted Area Plan, and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

**RESPONSE: The proposed plan takes into consideration the necessary facilities that are needed to support the development pattern established within both the Comprehensive and Framework plans. It also incorporates necessary design elements, along with improvements needed to maintain the functional character of the services that are needed to serve the contemplated densities.**

- b. Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas, and natural resources and hazards.

**RESPONSE: The proposed plan takes into consideration zoning and proposes a plan that complements the surrounding area. The proposed development will contribute to carrying out the intended land use patterns for the area. As a result, infrastructure will be extended in an orderly and efficient manner to serve the future development as contemplated for the area.**

- c. Whether the proposed Plan is functionally integrated with developed or planned areas.

**RESPONSE: This proposal has been designed to extend elements that contribute to the functional environment for the area, allowing for the creation of a functional transportation system to serve both pedestrians and vehicular traffic.**

- d. The proposed Plan meets the applicable Great Neighborhood Principles.

**RESPONSE: Elements of the Great Neighborhood Principles are expanded on below.**

- C. *Master Development Plan (MDP) or Partial Master Development Plan (PMDP) Submittal Requirements and Approval Process.*

An application for approval shall include the submittal requirements set forth in the City's Land Use Review application form as well as the elements described below.

1. *Narrative.* A narrative shall set forth the goals and objectives of the plan and describe the urban characteristics of the planned area.
2. *Neighborhood Meeting.* Proof a neighborhood meeting was conducted to provide an opportunity for the applicant to meet with surrounding property owners discuss the proposal. See Section 8.385 for meeting requirements.
3. *Development Plan Map.* A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot

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numbers, current ownership, parcel size, and other information that is pertinent to the plan.

4. *Land Use Diagram.* The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
5. *Significant Resources Inventory.* An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites.
6. *Parks and Open Space.* Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use.
7. *Air, Noise, and Water Resources.* Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, State, and Federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.
8. *Natural Hazard Areas.* Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
9. *Residential Uses.* Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
10. *Employment Uses.* Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

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11. *Transportation Analysis and Diagram.* Prepare a *Transportation Impact Analysis (TIA)* including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan (TSP)* and adopted Area or Framework Plans. The TIA shall identify and show:
    - a. The proposed classification for all streets.
    - b. The location of approved TSP improvement projects.
    - c. Any capital improvements that may need to be added to the TSP in order to serve the plan area.
    - d. Proposed bicycle pedestrian, and trail routes.
    - e. Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
  12. *Public Facilities Analysis and Diagram.* The plan shall include a conceptual layout of public facilities, including sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the City's adopted *Public Facility Plan (PFP)* and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.
  13. *North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance.* The master plan shall comply with the following policies, if applicable:
    - a. Any property newly annexed within the IAMP area shall have:
      - i. Direct Access to a local public street other than a State highway consistent with the Local Street Connectivity Plan; and,
      - ii. Any property to be annexed to the City shall relinquish all direct access rights to a State highway as a condition of development approval (when a legal alternative access exists).

**RESPONSE: Additional materials submitted in support of the proposed Master Development Plan include all the applicable elements listed above.**

14. *Great Neighborhood Principles.* MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.
  - a. *Transportation.* Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with existing or planned pedestrian facilities.

**RESPONSE: Sidewalks through the development and paths connecting to multi use trails along NW Pershall Way and NW 10th Street will allow bicycles and pedestrians to conveniently and safely traverse the proposed subdivision and surrounding area. The proposed pedestrian elements will contribute to the orderly development of the area allowing for a connection of people and places through a permanent and safe means.**

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- b. *Housing.* A mix of housing unit types and densities shall be integrated into the design of new neighborhoods consistent with zone requirements unless a variance or other planning permit is approved.

**RESPONSE: The subject property is 9.85 acres and proposed to be developed with a mixture of housing that includes townhomes and future middle housing (triplex and quadplexes). This provides for a variation of typical housing within the Redmond HAP area.**

- c. *Open spaces, greenways, recreation.* All new neighborhoods shall provide open spaces with recreation amenities that are useable to the public and are integrated to the larger community via trails or pathways. Parks and plazas shall be developed in accordance with Redmond's Parks Master Plan, or otherwise should be centrally located in the neighborhood and capable of supporting public gathering places. New neighborhoods should retain and incorporate significant geological features such as rock outcroppings or stands of clustered native trees into the design and lot layout.

**RESPONSE: This development proposes a total of 51,302 square feet of open space including 12,403 square feet of centrally located pocket parks with recreational amenities equaling 15% of the net acreage. A paved multi use trail is proposed along the development and connects to the sidewalks along all streets through the interior of the development. Specific amenities shall be designed during the engineering process. No significant natural features exist to be preserved.**

- d. *Integrated design elements.* Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the MDP. MDPs may integrate design themes with adjacent developed or planned areas.
- e. *Diverse mix of activities.* A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.

**RESPONSE: This criterion is best suited to larger more complex developments, primarily developments with recreational centers or town centers. The project will have townhomes and plexes with sloped roofs in a varied Pacific Northwest style common in other areas of Redmond. The infrastructure (streets, sidewalks, street trees, streetlights) will all be developed according to City standards and specifications which will provide continuity throughout the development.**

- f. *Public Art or Artistic Feature.* Places for the installation of public art or artistic feature is required to provide focal points, preferably, at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.

**RESPONSE: Per the annexation agreement, the owner may agree to donate funds to the Redmond Committee for Art in Public Places.**

- g. *Scenic Views.* Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock, such as in street view sheds or park areas. Streets and common, or public, open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter from signs and utilities within scenic corridors.

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**RESPONSE: The subject property is located North and East of existing and present development with available scenic views located to the west. Varied housing types and upper story development may offer view opportunities. Based on the development factors it can be found that the development takes advantage of the views to the greatest degree practical.**

- h. *Urban-Rural Interface.* Residential development adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
  - i. Provide 100-foot-wide landscaped buffers, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
  - ii. Locating lower density development at the urban-rural interface; or
  - iii. Other appropriate and equivalent transitional elements as approved by the Review Authority.

**RESPONSE: This proposal seeks an appropriate and equivalent transitional element to be approved by the Review Authority. A 35' wide strip behind the proposed curb line on NW Pershall Way with 25' of densely vegetated landscape buffer and a 10' multi use paved path is provided between the proposed residential subdivision and the urban growth boundary. A variety of plant species with varying heights are proposed to provide screening throughout the proposed buffer zone.**

- i. *Pocket Parks/Tot Lots.* Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Examples of amenities include: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptable(s) and lighting.

**RESPONSE: This standard has been addressed in criterion 'c' above.**

- j. *Canal Trails.* If canals or laterals are present, multi-use trails at least ten feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations (e.g., every 500 feet, at trailheads or intersections with public streets).

**RESPONSE: No open canals or laterals are present on or adjacent to the subject property.**

- k. *Green Design.* Land divisions and site plans shall incorporate principles of sustainable design befitting the natural ecosystem of Central Oregon. These principles may be incorporated through the layout of individual lots and the configuration of neighborhoods and include energy efficient siting and construction of buildings, water-wise and native landscaping, and amenities to provide for walkability via shade and priority access for pedestrians, or other such similar design strategy.

**RESPONSE: The proposed open space is to be planted with drought tolerant species, shrubs, trees, and ground covers thus reducing water use. Street trees are proposed along pathways and will provide shade.**

- D. *Implementation.* Upon approval, all subsequent development located within the MDP boundaries shall be consistent with the approval.
- E. *Amendment/Modification to Master Development Plan.* Any modifications to the approved MDP shall be subject to the standards and procedures in Article II, "Modifications", and subject to the review criteria contained in this Section.
- F. *Expiration of Master Development Plan.* An approved MDP or PMDP shall be subject to the requirements of Section 8.1605 concerning expiration, unless a specific timeline is approved through the land use review process.

**RESPONSE: These standards are advisory.**

### **SUPPLEMENTARY PROVISIONS**

#### **Sec. 8.305. Establishment of Clear Vision Areas.**

Clear vision areas must be established at the intersection of two streets, an alley and a street, a driveway and a street, or a street and a railroad right-of-way. These standards apply to public and private streets, alleys, and driveways. The clear vision area is triangular shaped and extends across the corner of private property to the face of the curb at the adjacent street or alley. The two legs of the clear vision area are each measured from the point of intersection of the two corner lot lines or access easement lines. Where rounded corners are present, the two legs of the clear vision area are measured from the point of intersection that would result from extending the two corner lot lines. Measurements along a driveway are taken at the edge of pavement. No structures, fences, or sight obstructions are permitted in the clear vision area, except as permitted in Section 8.310 Exceptions to Clear Vision Areas.

Clear vision distances shall be measured as follows:

<b>Intersection at a Street and the Following:</b>	<b>Minimum Distance of Triangle Side</b>
Street	15 feet
Alley	10 feet
Driveway	10 feet
Railroad	15 feet

**RESPONSE: Clear vision areas have been established and are shown on the site plan.**

#### **Sec. 8.385. Neighborhood Meeting.**

1. *Purpose and Intent.* The purpose of the neighborhood meeting is to provide a forum for the applicant, surrounding neighbors, and interested members of the community to meet and consider a proposed land use application, and to discuss issues/concerns regarding the proposal prior to application submittal. Neighborhood meetings encourage citizen participation early in the development process, and an opportunity to revise the land use application to address the issues prior to application submittal.
2. *Applicability.* Neighborhood meetings are encouraged prior to submitting any land use application. The following application types or development proposals shall be subject to the neighborhood meeting requirements:
  - A. Master Development Plans.
  - B. Residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required.

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- C. **Wireless and Broadcast Communications Facilities.**
3. **Requirements and Procedures.** The neighborhood meeting must be held after a pre-development meeting with City Staff, but before submittal of a land use application. The applicant shall be required to hold only one meeting prior to submitting an application for a specific site but may hold more if desired. If the development proposal is revised after the neighborhood meeting, and a major modification is requested, a second neighborhood meeting with a new notice shall be required before the revised application is submitted.
- A. **Location and Time.** Neighborhood meetings shall be held in person at a location in reasonable proximity to the subject site. The meeting shall be held at a location open to the public., City Staff, and at a facility that is ADA accessible. The meeting shall be held on a weekday evening, or weekends at any reasonable time. Applicants may provide a virtual component for participants to join in the meeting. The virtual component shall not be done in lieu of the in-person requirements. ADA accommodations when requested by attendee must be provided.
- B. **Notice - Mail.** Mailed notice of the meeting shall be provided by the applicant to the neighboring property owners (within 750 feet outside city limits and 250 feet within city limits) and the Community Development Department between ten and 30 calendar days prior to the meeting. Notices must be sent first class and shall include the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. The description shall take into consideration information provided by City staff at the pre-development meeting, include project contact information, a copy of the tax map or a GIS map that clearly identifies the location of the proposed development, and a conceptual site plan.
- C. **Notice - Signage.** The applicant shall also post notice of the neighborhood meeting on the subject site or on an access easement to the site within clear view of a public street at least seven days in advance of the meeting. The sign must display the meeting date, time, and address as well as project contact information.
- D. **Meeting Requirements.** The developer must provide a sign-in sheet for attendees to provide their name, address, telephone number, and email address. At the meeting, the applicant shall provide a conceptual site plan and describe the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities; traffic impacts; proposed building size and height; proposed access and parking; and proposed landscaping, buffering and/or protection of natural resources as applicable. Attendees will have an opportunity to speak at the meeting and may identify any issues that they believe should be addressed. If no one arrives within 30 minutes of the scheduled start time for the meeting, the applicant may close the meeting and this requirement will be considered met upon the applicant's submittal of the documentation to that effect.
- E. **Materials Submitted with Application.** The neighborhood meeting notes that identify the major points discussed about the development, list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the applicant, and a signature sheet of attendees shall be included with the development application upon submittal.
- F. **Validity Period.** The land use application shall be submitted to the City within 180 days of the neighborhood meeting. If an application is not submitted in this timeframe, the applicant shall be required to hold a new neighborhood meeting.
- G. **Denial.** Failure of the applicant to hold a neighborhood meeting in accordance with these provisions prior to submittal of a land use application shall result in an incomplete application and the application may be rejected.

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**RESPONSE: Neighborhood meeting procedures have been adhered to and the required documentation is included with this application.**

***OFF-STREET PARKING AND LOADING REQUIREMENTS***

**Sec. 8.500. Off-Street Parking.**

1. Parking space requirements are based on the following standards according to the use (note: all required accessible parking is included in the calculation derived parking standards). Manufacturing, warehousing, and other industrial uses may base the number of required parking spaces on the number of employees. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

<b>Land use</b>	<b>Standard</b>
<b>Residential</b>	
Townhouse	1 space per DU
Triplex and Quadplex	1 space / DU

**RESPONSE: Parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the standards described above.**

**Sec. 8.505. Off-Street Parking and Loading.**

General provisions are as follows:

1. The provisions and maintenance of off-street parking and loading spaces is the continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is sited, thereby increasing off-street parking, or loading requirements, this Section must then be complied with. Businesses within the Central Business District (C-2 zone) and Downtown Overlay District (DOD) shall be exempt from this provision if there is an existing building on the subject site that prevents the addition of on-site parking. Expansions of buildings in the C-2 and DOD zone must comply with this Section.
2. Requirements for types of buildings and uses not specifically listed in these standards shall be determined by the Community Development Director, or designee, based upon the requirements for comparable uses listed.
3. In the event that several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the net floor area requirements of the several uses computed separately.
4. Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided that satisfactory legal evidence is presented to the City in the form of deeds, leases, or contracts to establish the joint use.

**RESPONSE: These standards are advisory.**

5. Off-street parking spaces for Dwelling Units (DU) shall be located on the same parcel with those dwellings, or written contract of agreement shall be provided to the City that expressly permits shared use of parking areas which are off-site.
6. All required parking spaces shall be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building unless approved by the City Engineer.

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7. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

**RESPONSE: Proposed parking for the dwelling units will be located on the same parcel and are adjacent to the buildings in which they serve. Resident and visitor parking for each unit will be located within 65' of the building served. No outdoor storage for parking is proposed.**

8. In any zone, every building having a gross floor area of 10,000 square feet or more, which is to be occupied for: manufacturing, storage, warehousing, retail sales, hotel, hospital, laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles, materials or merchandise, shall provide one off-street loading berth, plus one additional loading berth for each additional 20,000 square feet of gross floor area. Each loading berth shall be provided with paved access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet wide and 22 feet long with a height clearance of at least 14 feet. Additionally, all loading areas shall be screened from view of public streets at no less than three feet in height.
9. Interior loading docks, or loading areas or docks located inside buildings, shall be considered as being screened when securable by a powered overhead door that totally encloses the opening for vehicles being loaded / unloaded.
10. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

**RESPONSE: Proposed parking is within a residential zone; therefore, these standards do not apply.**

11. Common Parking Areas shall conform to City standards and shall be located within 220 feet of the land use.

**RESPONSE: Common parking areas are not proposed for this development.**

## **LANDSCAPING REQUIREMENTS**

### **Sec. 8.520. Landscape Plan Standards.**

1. *Applicability.* A landscape plan is required for proposal which includes any of the following:
  - A. New housing.
  - B. Development subject to Article IV Site and Design review.
  - C. Planned Unit Development.
  - D. New wireless broadcast communication facilities, as described in Section 8.415.
2. *Contents.* A landscape plan need not be prepared by a certified landscape architect unless deviations from the Landscape Design Standards of Section 8.530 are proposed. In all cases, a landscape plan must include the following to be considered complete:
  - A. *Existing Landscaping.* The existing landscaping diagram shall depict the location of existing natural features and vegetation on the subject property and adjacent right-of-way areas. Any tree with a diameter of ten inches as measured at three feet above natural grade or greater shall be clearly labeled as a significant tree; smaller trees need not be depicted. Any tree that is shown on the plan shall be identified as coniferous or deciduous and whether the tree(s) is proposed to be retained or removed as part of the development.

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**RESPONSE: Existing conditions including trees with diameters greater than ten inches are shown on the provided plan and what trees are planned to be removed.**

- B. *Proposed Landscaping.* The proposed landscaping diagram shall depict the location of the vegetation, soil preparations, and irrigation for the subject property and adjacent right-of-way areas and shall be shown in relation to proposed in relation to any provided improvements, including building footprints, frontage improvements, and utility infrastructure. Additionally, the landscape plan must identify the total required landscaping area, as required by Section 8.530(2.), in square feet.
1. *Vegetation.* The species, native or non-native status, and corresponding water use category (very-low, low, moderate, high, other) as identified in the Oregon State University Extension Office Water-Wise Gardening in Central Oregon Guide, revised June 2020, shall be depicted. The installation size, if applicable, of all vegetation shall be identified. For any tree proposed to be retained, a Tree Protection Zone (TPZ) complying with the Public Works Standards and Specifications shall also be depicted. All required replacement trees shall be clearly labeled.
  2. *Soil Preparation.* The type of amendments or treatments to the soil shall be depicted.
  3. *Irrigation.* The method of irrigation proposed for use, including all points of connection and the system components (meters, valves, backflow, quick couplers, blow out ports, main and lateral lines, sprinkler layout, etc.) shall be depicted.

**RESPONSE: Landscape areas are incorporated into the provided plan set and divided into park landscaping to be designed and approved by the planner during engineering of construction plans, native landscape areas with drought resistant bunch grass and shrubs, and undeveloped native landscaping.**

**Sec. 8.540. Street Tree Standards.**

Street trees are required wherever the subject property abuts public or private streets and shall be subject to the following:

1. *Species of Street Trees.* Street trees shall be selected from the most recent City of Redmond Approved Street Trees list.

**RESPONSE: Street tree species will be selected in coordination with the city arborist.**

2. *Amount of Required Street Trees.* The amount of street trees required to be installed shall be based on the length of the development frontage, less the clearance areas, divided by the required spacing distance. The required spacing distance is based on the species of tree and described in the City of Redmond Approved Street Trees list. Clearance areas are described in Subsection (C.) below.

Number of Trees Required = [(Length of Development Frontage) — (Clearance Areas)] / (Required Spacing Distance)

**RESPONSE: Street trees are proposed in landscape strips along the local streets and within landscape easements adjacent to the major streets and are spaced 30 feet apart.**

3. *Placement of Street Trees.* Trees shall be centered in the landscape strip or shoulder, where applicable, at the required spacing distance. The required spacing distance of street trees is based on the species of tree and described in the City of Redmond Approved Street Trees list; spacing shall be measured from the center of the trunk of the tree. The spacing distance of street trees shall be adjusted based on the following:
  - A. Clearance Areas, wherein no tree shall be planted. Clearance areas include:
    1. Clear vision areas;

2. Sight distance areas;
3. Stopping distance areas;
4. Medians less than four feet wide;
5. Utility easements;
6. City easements, unless permitted by City Engineer.

**RESPONSE: Street tree spacing deviates where clear vision is shown and resumes after clear vision areas end.**

- B. Buffers, which provide space between a tree and boundaries, infrastructure, improvements, or other physical barrier, shall be provided as described in the table below.

Physical Barrier	Required Buffer
Stop Signs	50 feet
Other Traffic Signs	20 feet
Streetlights	25 feet
Non-Streetlight Utility Poles	10 feet
Retaining Walls	5 feet
Fire Hydrants	10 feet
Water or Sewer Meter/Service, including vaults, utility boxes, sampling manholes	5 feet
Catch Basins, Sedimentation Manhole, Drywell	10 feet
Intersections	35 feet
Alleys	10 feet
Driveways	5 feet
Sidewalks, Curbs	2 feet, unless centered in landscape strip
Property Lines	2 feet
Other	Subject to City Engineer review

**RESPONSE: Street trees are buffered from physical barriers described above in the provided plan set.**

- C. Existing street trees may be factored into spacing distance and placement of street trees.

**RESPONSE: No existing trees are proposed as street trees.**

4. The Community Development Director or designee may approve alternate street tree species selections and placements. Additionally, in the event that the required amount of street trees cannot be entirely accommodated within the public or private street frontage based on the above standards and adjustments, street trees may be permitted to be located on private property within five feet of the right-of-way, utility easement boundary, or property line.

**RESPONSE: This standard is advisory.**

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## **CRITERIA FOR AMENDMENTS**

### **Sec. 8.760. Criteria for Amendments.**

The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

**RESPONSE:** *ORS 222.127 – Annexation without election notwithstanding contrary city law upon petition of all owners of land is included and addressed at the end of this document.*

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

**RESPONSE:** *The Redmond Comprehensive Plan details State-wide planning goals applicable to Redmond. By conforming with the comprehensive plan, this proposal will also conform with state-wide planning goals.*

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

**RESPONSE:** *Adherence to the Redmond Comprehensive Plan, land use requirements and policies is demonstrated through the responses within this document that addresses the applicable code for a master plan and subdivision application.*

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

**RESPONSE:** *No amendment to the planned zoning is requested.*

### **Sec. 8.765. Tentative Approval.**

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

**RESPONSE:** *This standard is procedural.*

## **TENTATIVE SUBDIVISION PLAN**

### **Sec. 8.2200. Pre-Application Meeting.**

Prior to submitting a tentative subdivision plan each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

**RESPONSE:** *Pre-development meeting was held and is identified as 711-24-000051-PLNG-PD.*

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**Sec. 8.2202. Neighborhood Meeting.**

The applicant or their representative shall conduct a neighborhood meeting that meets the requirements of Section 8.385 for residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required per Section 8.2815.

**RESPONSE: This standard has been addressed in Section 8.0385.**

**Sec. 8.2205. Application Submission.**

Any person, authorized agent, or representatives, proposing a subdivision, shall include with an application and filing fee for a subdivision, a tentative plan together with improvement plans and other supplementary material as may be required.

**RESPONSE: All required documents have been included with this submission.**

**Sec. 8.2210. Scale of Tentative Subdivision Plan.**

The tentative plan of a proposed subdivision shall be drawn on a sheet at an engineer's scale not greater than one inch per 100 feet, or as approved by the Community Development Director, or designee.

**RESPONSE: This standard is advisory.**

**Sec. 8.2215. Informational Requirements.**

The following information shall be shown on the tentative plan or provided in accompanying materials. A tentative plan must be prepared by a professional land surveyor, a registered professional engineer, or a registered landscape architect. No tentative plan shall be considered complete unless all such information is provided:

1. *General Information Required.*
  - A. Proposed name of the subdivision.
  - B. Names, address, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Oregon Secretary of State Corporation Division by the applicant. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
  - C. Date of plan preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.
  - D. Appropriate identification of the drawing as a tentative plan for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.
  - E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.
  - F. Title report or subdivision guarantee, issued within the last 90 days, and supporting documentation of all easements identified on the property.
2. *Information Concerning Existing Conditions.*
  - A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
  - B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
  - C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, designated wetlands, wooded areas, and natural hazards.

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- D. Location and direction of water courses, and the location of areas subject to flooding and high water tables.
  - E. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.
  - F. Existing sewer lines or septic tanks and drain fields, water mains, wells, fire hydrants, culverts, and other underground and overhead utilities within and adjacent to the proposed subdivision together with pipe sizes, grades, and locations.
  - G. Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to 15 percent, ten feet for slopes of 15 to 20 percent, and 20 feet for slopes greater than 20 percent.
  - H. Zoning classification of land within and adjacent to the proposed subdivision.
  - I. Names and addresses of all adjoining property owners.
  - J. Existing covenants, conditions, and restrictions.
  - K. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.
3. *Information Concerning Proposed Subdivision.*
- A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
  - B. Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.
  - C. Location of at least one temporary benchmark within the proposed subdivision boundary.
  - D. Location, approximate area and dimensions of each proposed lot, and proposed lot and block numbers.
  - E. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.
  - F. Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.
  - G. An outline of the area proposed for partial recording, if contemplated or proposed.
  - H. Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.
  - I. Description and location of any proposed community facility.
  - J. Storm water, drainage facility and grading plans.
  - K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.
  - L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.
  - M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.
4. *Narrative.* Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.
5. *Tree Survey.* A survey indicating location of all trees having ten-inch trunk diameter 4.5 feet above grade or greater, their diameter, and whether they are coniferous or deciduous on private property and in the right-of-way adjacent to the property. The plan shall show which trees are proposed for removal and the location of

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replacement trees. The plan shall show the Tree Protection Zone (TPZ) for trees to be preserved, conforming with the Public Works Standards and Specifications. The tree survey shall show the proposed improvements or potential improvements, indicated by the buildable area of a lot consistent with the maximum lot coverage area of the zone.

**RESPONSE: These standards are advisory and have been adhered to as shown on the accompanying site plan.**

### **Sec. 8.2220. Phased Development Plan.**

An applicant may propose phased development of a tentative subdivision plan by submitting a phased development plan that shall include but not be limited to, the following elements:

1. Overall development plan, including phase or unit sequence.
  - A. For development that includes a commercial component, a surety may be required when the commercial component is not sequenced in the initial phases.
2. Show compliance with all applicable land division standards and policies as described in this Article.
3. Schedule of improvements initiation and completion.
4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).
5. General program for phasing timetable projection.
6. Development plans for any common elements or facilities.

### **Sec. 8.2225. Approval of Phased Development Plan.**

The Review Authority shall review a phased development plan at the same time the tentative plan is reviewed. The Review Authority may approve, modify, or disapprove the phased development plan and shall set forth findings for such decision. The Review Authority may also attach conditions necessary to bring the plan into compliance with all applicable land use standards and policies.

### **Sec. 8.2230. Development Following Approval.**

1. Once a phased development plan is approved, the plan shall be binding, upon both the City and the applicant. The applicant shall submit a final plat for each phase per Section 8.2305.
2. The Review Authority may attach conditions to any changes proposed that are deemed necessary to ensure compliance with the Comprehensive Plan and implementing regulations.

**RESPONSE: All phases of the proposed subdivision are included. This standard is met.**

### **Sec. 8.2235. Approval Criteria for Tentative Subdivision Plans.**

1. The Review Authority shall approve, approve with conditions, or deny a proposed tentative subdivision plan. Approval, or approval with conditions shall be based on compliance with the following criteria:
  - A. Proposal is in compliance with ORS Chapter 92.
  - B. Proposal complies with the standards of this Code, including but not limited to:
    1. Section 8.2705, Blocks, Lots and Parcels.
    2. Section 8.2710, Streets.
    3. Section 8.2715, Fundamental Design Standards.
    4. Section 8.2720, Grading of Building Sites.
    5. Section 8.2815, Transportation System Analysis.

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6. Section 8.2820, Access Management Standards.
  7. Any other applicable standards.
- C. Proposal complies with the standards of the zoning district in which the project is located.
  - D. The proposal is in conformance with any applicable approved area plan, master plan, and/or framework plan.
  - E. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.
  - F. The proposed subdivision will provide required transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities consistent with the Public Works Standards and Specifications.
  - G. The subdivision will not exceed the operational capacity of public facilities and services as identified in the City's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.
  - H. A water rights division plan has been approved by the applicable irrigation district.

**RESPONSE: This document serves to address how the proposal complies with the above standards.**

#### **Sec. 8.2240. Future Subdivision.**

On any Residential zoned property, if the subdivision results in a lot greater than twice the minimum lot size in the underlying zone, the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.

**RESPONSE: Future middle housing lots are depicted on the provided plan set with the intended future divisions to take place on the lots.**

#### **Sec. 8.2245. Resubmission of Denied Tentative Subdivision Plans.**

1. A tentative plan that was previously denied for an area or tract of land shall be resubmitted in accordance with this Chapter, and shall be reviewed in the same manner as any other tentative plan.

**RESPONSE: This application is not a resubmittal of a previously denied application. This standard is not applicable.**

### ***DESIGN STANDARDS AND IMPROVEMENTS***

#### **Sec. 8.2700. Compliance Required.**

1. Any land division or development shall be in compliance with the design and improvement standards and requirements of this Section, and all other applicable provisions, as set forth in this Chapter.

#### **Sec. 8.2705. Blocks, Lots and Parcels.**

1. *Blocks.* The resulting or proposed length, width and shape of blocks shall take into account the requirements for adequate building lot sizes, street widths, access needs and topographical limitations.
  - A. No block shall be more than 660 feet in length between street center lines unless it is adjacent to an arterial street, or unless topography or the location of adjoining streets justifies an exception and is so approved by the reviewing authority. In MUN, MUE and MULW zones, block lengths shall be an average of 330 feet, except where required to meet grid street or access management requirements.

**RESPONSE: All streets and block lengths within the subdivision comply with the 660-foot maximum block length.**

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- B. The recommended minimum length of a block along an arterial street is 1,320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way.

**RESPONSE: The block length along NW Pershall Way is 360 feet and a 10 foot wide paved multi use path is proposed in the right-of-way.**

- C. A block shall have sufficient width to provide for two tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.

**RESPONSE: The subject property is adjacent to a minor arterial and major collector. Two tier blocks are proposed in the interior of the site with a proposed alley separating block tiers along the perimeter adjacent to the major roadways.**

- D. Where appropriate at approved cul-de-sacs, dead-end streets, or along blocks approved at more than the maximum block length standard, pedestrian and bicycle access corridors shall be required to be constructed between lots to minimize travel distance between subdivisions, parks, school, and collector or arterial streets. Access corridors shall be located to provide a reasonably direct connection between likely pedestrian destinations and shall be consistent with the City of Redmond Bicycle Refinement Plan where applicable. A reasonably direct connection is a route which minimizes out of direction travel for people likely to use the connection considering terrain, safety, and likely destination. The Review Authority may determine based on evidence in the record that construction of a separate access corridor is inappropriate or impractical. Such evidence may include but is not limited to:
  - 1. When the nature of abutting existing development makes construction of an access corridor impractical.
  - 2. When the access corridor would cross a natural area with significant natural habitat and construction would be incompatible with protection of natural values.
  - 3. When the access corridor would cross topography where slopes exceed 30 percent or where path grade would exceed 12 percent slope; or
  - 4. When a cul-de-sac or dead-end street abuts rural resource land at the urban growth boundary. In industrial zones, this standard may be waived at the discretion of the Review Authority, when it is determined that the City's grid street standards should not be applied to the industrial development.

**RESPONSE: Pedestrian and bicycle corridors are proposed between the alley, Pershall and 10th Street to provide reasonably direct connections between streets and blocks.**

- 2. *Lots and Parcels.* The size, width, and orientation of newly created lots and parcels shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots and parcels shall be generally rectangular in shape and shall be consistent with the lot size provisions of the zoning standards and the density requirements as established in the City of Redmond Comprehensive Plan. Notwithstanding these requirements, the following exceptions may apply:
  - A. In areas beyond the City Limits where public sewer is not currently available, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall be sufficient to permit adequate sewage disposal. Any problems posed by soil structure and water table as related to sewage disposal by septic tank shall be addressed and resolved in the applicant's initial plan.
  - B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the Review Authority. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
  - C. In steep terrain, increased lot or parcel sizes may be required to avoid excessive cuts, fills, and steep driveways.

**RESPONSE: The proposed lots are designed in an appropriate fashion and are very roughly rectangular in shape as far as practicable. Some deviation from a rectangular lot is required around the eyebrows and**

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where the property shape is irregular. The lots are sufficiently large enough to serve the intended uses (townhouse and future middle housing developments). All lots comply with the minimum lot size standard for the zone. The proposal meets the above standards, subject to the conditions of approval.

3. *Frontage.* Each newly created lot and parcel shall abut upon a public street other than an alley for at least 50 feet (at least 25 feet in Mixed Use zones). Lots fronting on the bulb of a cul-de-sac the minimum frontage shall be 30 feet. Flag lots shall have no less than 20 feet of street frontage measured at the property line. Townhouse frontage shall be at least 20 feet. Vehicular access shall be provided as specified in Section 8.2820, Access Management Standards, of this Chapter, or as specified in Section 8.2705(6.) below, for residential lots and parcels abutting collector and arterial streets. All lot and parcels shall be addressed from the primary public street frontage, not including alleys.

**RESPONSE:** All townhouse and flag lot frontages are a minimum of 20 feet. The lot on the cul-de-sac bulb has a frontage of 30 feet. The remaining standard lot has a frontage of 50.44 feet.

4. *Side Lot or Parcel Lines.* All side lot lines shall be at right angles to street lines or radial to curved streets wherever practical except as provided for in Subsection (10.) of this Section.

**RESPONSE:** The side lot lines of the proposed lots are as near to right angles as practical as allowed by this standard. The proposal is in general compliance with this standard.

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.

**RESPONSE:** There are no double frontage lots proposed within the subdivision.

6. *Residential Lots and Parcels Abutting Collector and Arterial Streets.* Lots and parcels created adjacent to Collector and Arterial streets shall be oriented so that the front elevation of the residential development faces the Collector or Arterial Street. Vehicular access shall be provided pursuant to Section 8.2820, Access Management Standards, of this Chapter. In instances where direct vehicular driveway access to lot or parcel from the Collector or Arterial Street is not permissible, alley access shall be provided to the rear of the lot or parcel in accordance with the design standards included in Section 8.2710(3.) of this Chapter.

**RESPONSE:** The lots designated for townhome development along NW Pershall Way, a minor arterial, and NW 10th Street, a major collector, have exclusive rear load access and meet the minimum setback requirement as shown on the site plan.

7. *Corner Lots and Parcels.* Corner lots and parcels shall be five feet more in width than other lots and parcels and also shall have sufficient extra width to meet the additional side yard requirements of the zoning district in which they are located.

**RESPONSE:** Landscape tracts are located at intersection corners of the proposed subdivision. Side yard requirements are able to be met in all proposed lots.

8. *Special Building Setback Lines.* If special building setback lines, in addition to those required by the applicable zoning, are to be established in a development, they shall be shown on the final plat of the development and included in the deed restrictions.

**RESPONSE:** No special building setbacks are proposed for this subdivision; therefore, this standard does not apply.

9. *Large Building Lots; Re-division.* In the case where lots or parcels are of a size and shape that future redivision is possible, the Review Authority, may require that the blocks be of a size and shape so that they may be redivided into building sites, and the development approval and site restrictions may require provision for the extension and opening of streets at intervals which will permit a subsequent redivision of any tract of land into lots or parcels of smaller sizes than originally platted, and in conformance with the density provisions established in the City of Redmond Comprehensive Plan for the existing or intended Zone. A plan indicating the ability for re-division according to these standards may be required as part of the initial land division process.

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**RESPONSE: This standard is advisory.**

10. *Curvilinear Street and Block Design.* Although a basic grid street design with minimum and maximum block lengths are requirements of this Section, a curvilinear street/block design is encouraged for the purpose of adding interest to new subdivision development.

**RESPONSE: Due to the awkward shape of the subject property and the inability to take access from collector and arterial streets, curvilinear streets are required through the proposed subdivision.**

11. *Flag Lots.* A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:
- A. Flag poles shall be no less than 20 feet wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.

**RESPONSE: Proposed flag poles are 20 feet wide minimum.**

- B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
- C. Each flag lot shall contain a minimum 12-foot-wide paved driveway.

**RESPONSE: One flag lot is proposed. Setbacks are shown on the provided site plan. Driveways shall be determined at the time of engineering or home construction.**

- D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.

**RESPONSE: 20 feet of frontage minimum is proposed for flag lots.**

- E. Front and/or rear yard setbacks may be reduced to no less than ten feet subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property owner and is subject to the review and approval of the Community Development Director, or designee. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.

**RESPONSE: No reduced setbacks are proposed.**

- F. No flag lot shall be partitioned or further divided, except as provided for by middle housing.

**RESPONSE: The proposed flag lots are intended for future middle housing and therefore the exception to this standard.**

- G. The "pole" of the flag lot shall be no longer than 150 feet measured from the street intersection to the beginning of the base of the flag.

**RESPONSE: The proposed "pole" is 65 feet in length from the right-of-way intersection to the base along the longest property line.**

- H. The "pole" of the flag shall not be included in the minimum lot size calculation.

**RESPONSE: The lot size excluding the "pole" exceeds the minimum lot size. Lot 18 is 9,321 square feet for a future quadplex.**

- I. Flag lots shall be exempt from street tree requirements unless the street frontage portion of the flag lot is 30 feet or greater.
- J. Flag lots are prohibited along or abutting the Dry Canyon Rim.

**RESPONSE: These standards are advisory.**

- K. Two off-street parking spaces shall be provided for single family detached dwellings; and one space per unit for middle housing on a flag lot.

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**RESPONSE: Parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the standards described above.**

**Sec. 8.2710. Streets.**

1. *General.* Streets shall be in conformance with the City of Redmond Transportation System Plan as specified herein.
  - A. Except along Arterial Street, public streets shall be spaced a maximum of 660 feet between centerlines. The purpose is to provide a street grid pattern of through streets to facilitate traffic movement. Street designs shall conform to topography and other existing natural and man-made conditions. Illustrative examples of other conditions include the dry canyon, main COI canal, Highway 97, and the Burlington Northern Railroad tracks.

**RESPONSE: Streets are developed consistent with the City of Redmond Transportation System Plan.**

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and pedestrian pathways outside the development. Such facilities shall serve existing and planned parks, schools, or other public lands within a neighborhood.

**RESPONSE: All proposed streets and sidewalks connect to other streets and sidewalks as shown in the provided plans.**

- C. To the maximum extent possible, new local streets shall align and connect with existing local streets and collectors, and in certain special cases arterial streets. Cul-de-sac streets shall be permitted only where no feasible connection with an adjacent street exists, or if the local street connection would be to an arterial street and the function of the arterial street may be diminished as determined through the land use review process, or the block length would be less than that which is permitted by Section 8.2705(1.B.).

**RESPONSE: The extensions of new local streets maintain their current alignments with existing streets. The proposed eyebrows are the only reasonable solution for efficient development of the site allowing safe access to the various housing.**

- D. Consideration should be given to alternative street designs other than required herein in the City's non-residential land use zones to allow for more effective developments. Such designs may be considered and approved during the subdivision or partition process without need for variance.
        - E. All proposed or required streets and alleys shall comply with Section 8.2820 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

**RESPONSE: The proposed streets are designed in accordance with City of Redmond's TSP and other applicable associated standards. Access management standards are addressed under Section 8.2820 later in this document.**

2. *Existing Streets.* Whenever existing streets, adjacent to or within a tract, are of inadequate width per Public Works Standards and Specifications and the City's approved Transportation System Plan additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Review Authority shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.

**RESPONSE: A traffic impact analysis is provided as part of this application to address the impact this development will have on traffic. Through the pre-development review adequate improvements have been recommended and the proposed subdivision is designed to meet those recommendations.**

3. *Existing Access Easements.* Whenever existing unpaved access easements, adjacent to or within a tract, the Review Authority may require paving to City standards at the time of the land division by the applicant.

**RESPONSE: This standard is advisory.**

4. *Minimum Right-of-Way and Roadway Standards.* The minimum street right-of-way widths shall be in conformance with Table 1 below. Additional right-of-way may be required at intersections to accommodate intersection widening and roundabouts.

<b>Table 1 - Minimum Right of Way Width Standards</b>	
<b>Functional Classification</b>	<b>Minimum Right of Way Width</b>
Minor Arterial	100 feet
Major Collector	80 feet
Minor Collector	60 feet
Industrial Collector	80 feet
Industrial Local	60 feet
Local Residential	60 feet
Alley	20 feet
Cul-de-sacs	108 feet

Street surfacing, sidewalks or multi-use paths, travel lanes, medians, planter strips, curbs and bicycle lanes must be installed in conformance with the Public Works Standards and Specifications and the Transportation System Plan. Oregon Department of Transportation (ODOT) facilities must meet ODOT design standards.

**RESPONSE: All proposed new local streets meet the minimum 60' requirement for right-of-way. Right-of-way dedications for NW Pershall Way and NW 10th Street are provided to meet the required distance from centerline for the respective classifications.**

5. *Future Extension of Streets.* When necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a permanent turn around if they are 150 feet or less in length, although, an adequate temporary turn around to ensure emergency vehicle access must be provided if such streets are greater than 150 feet in length.

**RESPONSE: The future extension of streets has been incorporated into the proposed subdivision plan.**

6. *Collector and Arterial Street Access.* Notwithstanding the provisions of Section 8.2705 of this Chapter, if a land division abuts or contains an existing or proposed collector or arterial street, the Review Authority, may require other treatments, including but not limited to frontage roads, necessary for adequate protection of residential properties and to afford separation of through and local traffic. Provision may be made for emergency access. All frontage roads shall comply with the City of Redmond Transportation System Plan.

**RESPONSE: Consistent with the annexation agreement, the applicant shall construct a multiuse path along NW Pershall Way and NW 10th Street. No other special treatments are required.**

7. *Streets Adjacent to Railroads, Freeways and Parkways.* When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on either side of such right-of-way at a distance suitable for use of the land between the required street and the abutting railroad, freeway, or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width between the railroad right-of-way and residential property. The land strip must be occupied by the fire-resistant materials, and may contain a fence, a trellis, a wall, or small decorative or artistic feature. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to a passive-style park or thoroughfare use by bicycles and/or pedestrians. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for approach grades to a future grade separation and right-of-way widths of the cross street.

**RESPONSE: The subject property does not abut a railroad, freeway, or parkway. This standard does not apply.**

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8. *Continuation of Streets.* Subdivision or partition streets which constitute the continuation of streets in contiguous territory shall be aligned so that their center lines coincide. Where straight line continuations are not possible, such center lines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Review Authority, where such continuation is necessary to maintain the function of the street or desirable in the surrounding area.

**RESPONSE: The project includes the extension and alignment of NW 7th Street, NW 8th Street, and NW 9th Street.**

9. *Street Names.* Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the County. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Redmond Fire and Rescue and Deschutes County.

**RESPONSE: The unnamed local streets shall be named by Redmond Fire & Rescue and shown on the final plat.**

10. *Sidewalks.* Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition that comply with the City of Redmond Transportation System Plan. In the case of collectors, arterials, special industrial districts or in steep terrain, the Review Authority may approve a subdivision or partition without sidewalk if alternative pedestrian routes are available or provided by the developer. Sidewalks shall be required along routes to existing or future school and park sites.

**RESPONSE: Sidewalks are proposed along all local streets and a 10 foot wide paved multi use path is proposed along NW 10th Street and NW Pershall Way.**

11. *Bicycle Facilities and Multi-Use Pathways.* Bicycle facilities and multi-use pathways are required to be installed within the subdivision or partition that comply with the City of Redmond Transportation System Plan.

**RESPONSE: Multi use paved paths are proposed along NW 10th Street and NW Pershall Way and are connected to the subdivision via sidewalk and alley access.**

12. *Intersection Angles.* Street intersections shall be as near right angles as possible except where topography or existing conditions requires a lesser angle, but in no case shall the acute angle be less than as permitted by the adopted Public Works Standards and Specifications.

**RESPONSE: The proposed street intersections are as near right angles as possible to meet this requirement.**

13. *Alignment.* Staggered street alignment shall whenever possible, leave a minimum of 200 feet distance between the center line of the streets, but in no case be less than as permitted by Public Works Standards and Specifications.

**RESPONSE: There are no streets within the proposed site plan that utilize a staggered alignment.**

14. *Narrow Streets.* Local streets designed at widths less than 36 feet may be permitted subject to the following:

- A. The narrow street is internal to a Subdivision or Planned Unit Development with street connections on both ends.
- B. All lots adjoining the narrow streets are at least 5,000 square feet and have a minimum 50 feet of frontage.
- C. Sidewalks, curbs, and street trees conforming with Public Works Standards and Specifications shall be installed.
- D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted Public Works Standards and Specifications.
- E. Covenants, Conditions, and Restrictions (CC&Rs) and a Homeowners Association (HOA) are established for the development. The CC&Rs must effectuate the HOA as responsible for parking enforcement.

**RESPONSE: No narrow streets are proposed. This standard does not apply.**

15. *Private Steets.* Private streets must be approved by the City Engineer. The City Engineer may require private streets to meet public standards. Private streets must comply with fire code and access management standards and will only be permitted when accompanied by CC&Rs that designate an HOA as responsible for maintenance and repair.

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**RESPONSE: No private streets are proposed. This standard does not apply.**

**Sec. 8.2715. Fundamental Design Standards.**

1. *Lighting.* The subdivider or partitioner shall provide underground wiring to the City standards and a base for any proposed ornamental streetlights at locations approved by the affected utility company.

**RESPONSE: Street lighting is reviewed for compliance by the Engineering Department as a part of the public improvement process.**

2. *Multiple Access Points.* Whenever possible, a minimum of two points of access to the subdivision or partition shall be provided to provide assured access for emergency vehicles and ease resident evacuation.

**RESPONSE: Access to the site is provided by NW 9th Street, NW 7th Street, and a fire access with removable bollards on NW Pershall Way.**

3. *Water/Sewer.* All subdivisions and partitions shall provide water and sewer lines constructed to City standards and specifications approved by the City Engineer. All lots or parcels shall be served from the City of Redmond water and sewer systems or by water and sewer systems acceptable to the City. Water and sewer mains and service lines shall be installed prior to the curbing and paving of new streets in all new subdivisions or partitions.

**RESPONSE: As proposed, each lot shall be connected to City Water and Sewer services.**

4. *Underground Utilities.* All permanent utility service, cell service, and minor power transmission lines that are within or immediately adjacent to lots in a subdivision or parcels in a partition shall be provided from underground facilities unless otherwise approved by the Review Authority. The subdivider, partitioner, or developer shall be responsible for complying with requirements of this Section and shall:
  - A. Obtain a permit from Public Works for placement for all underground utilities within the public right-of-way.
  - B. Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with rules and regulations of the Public Utility Commission of the State of Oregon.
  - C. All underground utilities, water lines, sanitary sewer lines and storm drains installed in streets shall be constructed prior to the surfacing of such streets to the extent practicable, and water and sanitary sewer service lines shall be placed to such lengths as will negate the necessity for disturbing the street improvements when service connections are made.

**RESPONSE: All new utilities are proposed underground.**

5. *Preservation of Natural Features.* Existing natural features (i.e., rock outcrops) add character to the development and shall be preserved to the greatest extent practicable.

**RESPONSE: There are no natural features on the proposed site. Several trees greater than ten inches in diameter are proposed to remain in the dedicated right-of-way for NW Pershall Way.**

6. *Preservation and Replacement Trees.* All deciduous or coniferous existing trees having a ten-inch trunk diameter 4.5 feet above grade or greater are considered significant and shall be preserved or replaced at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 4.5 feet above grade. This criterion shall be met in the submitted landscape plan. Street trees are counted as replacement trees. Trees removed for installation of public infrastructure are not required to be replaced, however they should be preserved where possible. The Community Development Director, or designee, may prohibit removal of significant trees located within the setback along the perimeter of the parcel to be developed, located adjacent to water features, or that provide screening or buffering to existing development where not located within the proposed or potential building footprint. An alternate restoration plan may be approved by the Community Development Director, or designee.

**RESPONSE: Three trees with diameters greater than ten inches are proposed to be removed. 87 new trees are proposed along the new local streets and in the landscape easements along NW Pershall Way and NW 10th Street.**

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7. *Easements.*

- A. *Utility Easements.* Easements shall be provided along property lines when necessary for the placement of underground utilities and to provide the subdivision or partition with electric power, communication facilities, street lighting, sewer lines, water lines, gas lines, or drainage. Such easements shall be labeled "Public Utility Easement" on the tentative and final plat; they shall be at least 12 feet in width and centered on lot lines where possible, unless determined otherwise by the City Engineer or designate. Excepting utility pole guylines easements along the rear of lots adjacent to unsubdivided land may be reduced to ten0 feet in width, unless determined otherwise by the City Engineer or designate.

**RESPONSE: Easements for utilities will be created in the Final Plat and are shown on the submitted Tentative Plat to meet the standard described.**

- B. *Drainage.* If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

**RESPONSE: No water course exists on the subject property. This standard does not apply.**

8. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: 1/2 of the park dedicated to turf areas, benches, trees, shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

**RESPONSE: The proposed subdivision falls within the R-4 zone and has provided three pocket park areas greater than 3,000 square feet individually and totaling 12,403 square feet for 102 proposed lots. Specific amenities with the pocket parks shall be designed during the engineering process.**

9. *Urban-Rural Interface.* Residential subdivisions adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
- A. Provide landscaped buffers at least 100 feet wide, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
- B. Locating lower density development at the urban-rural interface; or
- C. Other appropriate and equivalent transitional elements as approved by the Review Authority.

**RESPONSE: This proposal seeks an appropriate and equivalent transitional element to be approved by the Review Authority. A 35' wide strip behind the proposed curb line on NW Pershall Way with 25' of densely vegetated landscape buffer and a 10' multi use paved path is provided between the proposed residential subdivision and the urban growth boundary. A variety of plant species with varying heights are proposed to provide screening throughout the proposed buffer zone.**

### **Sec. 8.2720. Grading of Building Sites.**

Grading of building sites shall conform to the City of Redmond Public Works Standards and Specifications.

**RESPONSE: The applicant will supply a final grading and drainage plan to the Engineering Department for review and approval after the Subdivision Application.**

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## **SUPPLEMENTARY PROVISIONS**

### **Sec. 8.2800. Improvement Procedures.**

In addition to other requirements, public or private improvements to be installed by the applicant either as a requirement of these standards or other applicable regulations or at his or her own option, shall conform to the requirements of this Article:

1. *Plan Review and Approval.* Improvement work shall not be commenced until plans thereof have been reviewed and approved by the Community Development Director, or Hearings Body, or a designated representative thereof. To the extent necessary for evaluation of a proposed development, such improvement plans may be required before approval of the tentative plat or preliminary map or drawing.
2. *Public Improvements as Platted.* Public improvements shall be designed, installed, and constructed as platted and approved by the City Engineering Division, and plans shall be filed with the final plat at the time of recordation or upon completion.
3. *Inspection.* Improvements shall be constructed under the inspection and approval of a city Inspector. Expenses incurred thereby shall be borne by the applicant/owner. The inspector may require changes in sections and details of the improvements if unusual conditions arise during construction to warrant such changes.
4. *As-Built Plans.* A map showing the completed public improvements shall be filed with the Community Development Department upon completion of the improvements.

**RESPONSE: The applicant can meet these standards by complying with the conditions of approval.**

### **Sec. 8.2805. Improvements in Partitions.**

The same improvements may be required to be installed to serve each building site of a partition as are required of a subdivision.

**RESPONSE: The proposal is a subdivision. This standard is not applicable.**

### **Sec. 8.2810. Acceptance of Improvements.**

Improvements shall be considered for acceptance after final inspection, after the improvements have been completed.

**RESPONSE: The applicant can meet these standards by complying with the conditions of approval.**

### **Sec. 8.2815. Transportation System Analysis.**

It shall be the burden of the developer to evaluate transportation system impacts when a proposed development involves either a Subdivision, Site and Design Review, Planned Unit Development, Master Development Plan, Comprehensive Plan and Zone Map Amendment, a change or expansion of use, or any other development that the City Engineer deems necessary. Transportation System Analyses are not required for residential site plan review for up to four units or Partitions.

Transportation System Analyses are approved based on the information presented in the report and must not be older than 180 days from approval at the time the land use application is deemed complete. If the associated land use application is not deemed complete prior to the expiration, the City may require the approved report be updated.

**RESPONSE: A TIA and approved TSA are provided as part of the application materials.**

### **Sec. 8.2820. Access Management Standards.**

Access management standards apply to new developments, redevelopments, subdivisions, and partitions.

*Location of Access Points.*

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1. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.

**RESPONSE: All access in the proposed subdivision is proposed to be taken from local streets. Alley access connected to NW Pershall Way is proposed for fire and protected with removable bollards.**

2. Every lot or parcel shall be limited to one point of access, subject to the following exceptions:
  - A. *Single Family Dwellings, Accessory Dwelling Units, Plexes, Mixed-Use Developments.*
    1. Lots with multiple frontages on local roadways or alleys may be permitted one access per frontage, provided the driveways meet all other required standards.
    2. Lots with accessory structures requiring vehicular access, such as a shop or detached garage, may be permitted two access points, provided the lot frontage is on a local roadway, the driveways are separated by a minimum of 10 feet, and the driveways meet all other required standards.

**RESPONSE: Access to individual lots and parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the standards described above.**

3. Lots with more than one existing access may be required to close an existing street access upon redevelopment. This standard may be waived when access to an existing, permanent garage structure would be removed, or removal of the access would result in increasing the nonconformity of the site.

**RESPONSE: One gravel access on NW Pershall Way is proposed to be closed while the second access will be converted into a fire access with removable bollards.**

4. In the event that the access management standards cannot be achieved on the subject property, shared access with adjacent property may be permitted. When a driveway serves more than one lot, the developer must record an access and maintenance easement/agreement to benefit each lot prior to building permit issuance. Shared access points should be centered on property boundaries when possible.

**RESPONSE: No shared access is proposed.**

5. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.

*Design of Access Points.*

6. The City Engineer or designee may require access locations to align with existing driveways on the opposite side of the roadway, be located as far from driveways on the same side of the street or intersections as possible, or to be right-in/right-out. Right-in/right-out may be required when the access is located within 300 feet of a signalized intersection or roundabout.

**RESPONSE: Access is taken via extending existing dead end streets stubbed to the subject property.**

7. Property-tight driveway aprons excluding the wings must be located a minimum of three feet from property lines, and curb-tight driveway aprons excluding the wings must be located a minimum of six feet from property lines, unless the access is approved to be shared.

**RESPONSE: Driveways shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the access management standards for local streets described above.**

8. A minimum of 24 feet of backing distance shall be provided and shall be measured from the rear end of a perpendicular parking stall or garage door face to the opposite end of a paved alley or roadway. If the abutting alley or street is unpaved, the measurement shall be taken to the opposite end of the right-of-way. If the backing distance is demonstrated onsite, the measurement shall be taken to the nearest barrier, such as a property line, retaining wall, fence, or edge of driveway.

**RESPONSE: Parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the access management standards for local streets described above.**

9. Corner clearance shall be provided and is measured from the edge of right-of-way to the nearest edge of the access. Spacing is measured from centerline of access/intersection to centerline of access/intersection. Driveway spacing and corner clearance is required as follows:

All land use approvals shall be in compliance with the following standards.

Roadway Classification	Minimum Access Driveway Spacing	Minimum Access Clearance to Corner	Intersection Spacing (Min.)
Local Street	No Restrictions	30 ft	165 ft
Minor Collector	50 ft	80 ft	330 ft
Major Collector	165 ft	165 ft	330 ft
Minor Arterial	330 ft	330 ft	1/4 mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

**RESPONSE: Driveways shall be determined at time of engineering or home construction.**

*Additional Standards.*

10. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).

**RESPONSE: This standard will be addressed at the time the final engineering plan is submitted.**

11. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)," as amended.

**RESPONSE: The subject property is not within the IAMP. This standard does not apply.**

12. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or onsite circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.

**RESPONSE: A traffic impact analysis is provided as part of this application.**

**Sec. 8.2825. Street Dedications.**

Any person desiring to create a street not part of a subdivision or partition shall make written application to the Community Development Department.

1. *Application.* Said application shall be accompanied by the required information and appropriate filing fee. In cases where such dedication would have the effect of creating a land division, the dedication shall be treated as a new subdivision or partition as applicable.
2. *Minimum Design Standards.* The minimum standards of design and improvements for the dedication of a street shall be in compliance with the City of Redmond Public Works Standards and Specifications and all other applicable street standards and regulations as specified in Section 8.2710.
3. *Procedure.*
  - A. Upon receipt of written application and appropriate filing fee for street dedication, the Community Development Director shall refer the proposal to the City Engineer, or designee, for review and recommendation.
  - B. The City Engineer shall report his or her findings and recommendations regarding the proposed dedication to the Community Development Director.

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- C. Upon receipt by the Community Development Director of written findings and recommendations from the City Engineer, the proposal shall be submitted to the City Council for a public hearing, unless part of a proposed project undergoing Planning Commission review.
  - D. The only notice required for a hearing under this Section shall be by publication.
  - E. Following the hearing, the Council may accept or reject the proposed dedication.

**RESPONSE: The streets are proposed to be dedicated to the public within the subdivision.**

**Sec. 8.2835. City as Beneficiary to Covenants, Conditions and Restrictions.**

When Covenants, Conditions and Restrictions (CCR's), or other similar documents, are required by either the provisions of this Code or through the land use review process, the City of Redmond may require the CCR's (or other documents) include a provision or provisions that allow the City to come onto the property(s) that are subject to the CCR's for the purpose of removing, repairing or maintaining improvements and other common areas in the event such improvements or common areas are not property maintained or otherwise kept in good order. The provision(s) shall state that the City has sole and exclusive discretion to determine the need for and timing of any such removal, repair, or maintenance. The provision shall authorize the City to recover the cost of such removal, repair, or maintenance by directly billing the record owner of the property(s) subject to the CCR's or the property(s) directly benefited by the removal, repair, or maintenance. In the event a bill is not paid, the City may impose a lien on the property(s), which shall be recorded and may be enforced in the manner of an assessment lien. The inclusion of a provision or provisions described in this Section does not affect the obligations of an association, group and/or other persons or property owner(s) designated in the CCR's from any responsibilities or obligations respecting such improvements or common areas, nor shall it obligate the City to such undertake such removal, repair, or maintenance.

**RESPONSE: This standard is procedural. CC&Rs are provided as part of this application.**

***SITE AND DESIGN REVIEW STANDARDS***

**Sec. 8.3000. Purpose and Intent.**

The purpose of this Article is to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. The intent is to ensure that there is general compatibility between adjoining uses, outdoor space is designed and installed in a functional and attractive manner, vehicular access and circulation is designed and constructed consistent with maximizing public safety, adequate public utilities are available, and the structures on-site provide a consistent architectural theme. This Article further implements the policies and goals of the City of Redmond Comprehensive Plan.

**RESPONSE: This standard is advisory.**

**Sec. 8.3005. Applicability of Site and Design and Review.**

Unless exempted in Section 8.3010, Site and Design Review shall be required for any new development or use containing a structure, or multiple structures, and Mobile Food Pods.

**Sec. 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.
4. Manufactured home in an approved manufactured home park.
5. Additions to an existing building of less than 25 percent 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.
  9. Any single room occupancy development which complies with the development and design standards of Sections 8.141, 8.142, or 8.143.
  10. Supportive Shelters, as identified in Section 8.370.

**RESPONSE: Middle housing is exempt from site and design review. This proposal is by definition all middle housing.**

### **ORS 222.127**

#### **Annexation without election notwithstanding contrary city law upon petition of all owners of land**

1. This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.
2. Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:
  - a. The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015 (Definitions for ORS chapters 195, 196, 197 and ORS 197A.300 to 197A.325);
  - b. The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
  - c. At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; **and**
  - d. The proposal conforms to all other requirements of the city's ordinances.

**RESPONSE: The subject property is located within the urban growth boundary, will be subject to the comprehensive plan to the city, is contiguous to the city limits, and is designed to meet the applicable standards of the city's development code.**

3. The territory to be annexed under this section includes any additional territory described in ORS 222.111 (Authority and procedure for annexation) (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.

**RESPONSE: The subject property is part of Redmond's Highway Area Plan and annexation is necessary for the development of the planned infrastructure. The density proposed is within the standards for the planned R4 zone as described above.**

4. When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

**RESPONSE: This standard is procedural.**



**CITY OF REDMOND**  
Engineering Division

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## DEVELOPMENT REVIEW

TO: MORGAN SNYDER, *Planning Division/Community Development Dept*

FROM: EVAN MALONE, *Engineering Division/Public Works Dept*

DATE: April 1, 2025

SUBJECT: **711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB): Cinderview West**  
Knox Investments LLC/H.A. McCoy Engineering & Surveying  
Tax Lot 14-13-33-1804

Subject property located south of NW Pershall Way, east of 10<sup>th</sup> St. and north of Walnut Ave. and west of US97. 900 NW Pershall Way. The Engineering Division provides the following recommendations based on the submitted planning application and plans dated 3-27-25 per Redmond Development (COR) Code Section 8.0270, 8.0305, 8.1015(1)(C) and 8.2000-2840 and City of Redmond Public Works Standards and Specifications (CORPWSS):

1. Transportation: All public streets shall be designed, constructed and dedicated to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards and extended to the limits of each project phase unless otherwise specified or approved by the City Engineer. Five (5) ft. minimum width public utility easement (PUE) shall be dedicated along all street right-of-way per COR Standard Drawing 2-1. Street signage, lane striping, street lights and postal box installation shall be required. Barricades shall be required on all dead-end streets at phase/property boundaries and signed for future extension. All street names shall be approved by Redmond Fire and Rescue and/or Deschutes County. The proposed master plan and public street system does comply with City street and TSP standards and subject to the following: [COR Code 8.0270(2)(D), 3(B)(1)(a), 3(C)(11) & 3(C)(14)(a & j)] [COR Code 8.2220(4), 8.2235(1)(B, F & G), 8.2320(2), 8.2710(1, 2, 4, 5, & 8-11) & 8.2715(2)] [CORPWSS Development Provisions 03]

A) Local streets must be extended to and through the property limits to serve all the new lots created. Local street extensions include 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> Street. Local streets must be constructed to meet City of Redmond (COR) standard 2-1, which include a 60-ft public ROW (30-ft from centerline) with curb and sidewalks on both sides. A partial street section will be required where a full width street section is not feasible. Curbs must be constructed to meet COR standards 2-7 and sidewalks must be constructed to meet COR standards 2-21.

B) COR Design Standards Section II A. require "street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°". The angle at Local Street A and Local Street B is less than 60° and will need to be realigned to as close to a right angle as possible, unless otherwise approved by the City Engineer.

C) Stop bars shall be constructed where local roadways intersect 10<sup>th</sup> Street and Pershall Way.

D) No driveway access to 10<sup>th</sup> Street or Pershall Way is permitted, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public access easement will be required will be required over the emergency access.

E) Alleys shall be constructed to COR standards and are required to be privately owned and maintained.

F) Suitable fire access must be maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150' as required by Redmond Fire.

G) Perpendicular curb ramps that meet COR standards 2-16 will be required at all intersections serving crossings in all directions.

H) A proportionate share of \$18,695 will be paid to the City of Redmond for the construction of left turn lanes at 10<sup>th</sup> Street and Walnut Avenue prior to plat of Phase 1, unless the improvement is funded via another mechanism or if waived by the City Engineer.

I) Unless waived by the City Engineer, construct a pedestrian path that meets COR standards 2-6 or 2-21 that connects the internal local streets to Pershall Way to meet the requirements of COR Development code section 8.2705, which states "The recommended minimum length of a block along an arterial street is 1320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way."

J) 10<sup>th</sup> Street must be constructed to meet City of Redmond standards and specifications. The following mitigations will be required along the 10<sup>th</sup> Street frontage:

- 1) Dedicate the necessary Right of Way to achieve 40 ft from centerline to meet COR major collector standards along the frontage.

- 2) Construct 10<sup>th</sup> Street to meet COR Collector standards 2-1. Reconstruct the pavement to 36 ft width (18 ft from centerline). Striping will need to include two (2) 6-ft bike lanes and two (2) 12-ft travel lanes.
- 3) Construct curb on both sides of Pershall Way that meets COR standards 2-7 or 2-8 along the project frontage.
- 4) A separated 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

K) Pershall Way must be constructed to meet City of Redmond standards and specifications. The following mitigations will be required along the Pershall Way frontage:

- 1) Dedicate the necessary Right of Way to achieve 50 ft from centerline to meet COR arterial roadway standards along the property frontage.
- 2) Construct Pershall way to meet COR Arterial standards 2-1. Reconstruct the pavement to 50 ft width (25 ft from centerline). Striping will need to include two (2) 6-ft bike lanes, two (2) 12-ft travel lanes, and a 14-ft center turn lane.
- 3) Construct curb on both sides that meets COR standards 2-7 or 2-8 along the project frontage.
- 4) A 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

L) The intersection of Pershall Way and 10<sup>th</sup> Street must be constructed to meet City of Redmond standards and specifications. The following mitigations will be required at the intersection of Pershall Way and 10<sup>th</sup> Street:

- 1) Construct perpendicular curb ramps that meet COR standards 2-16 at the southeast corner of the intersection of 10<sup>th</sup> St. and Pershall Way.
- 2) COR Design Standards Section II A. require “street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°”. 10<sup>th</sup> Street and Pershall Way is less than 60° and will need to be realigned to as close to a right angle as possible within the existing Right of Way.
- 3) A left turn lane shall be constructed on Pershall Way for westbound traffic.

M) Street Storm Drainage:

- 1) Stormwater drainage systems in the public right-of-way shall be subject to current City design standards. [COR Code 8.2235(1)(F)] [CORPWSS Design Standards II(B)]
- 2) New drywells shall comply with City/DEQ pretreatment and City testing requirements. Drywell drain rock shall not extend under any street pavement section. [CORPWSS Design Standards II(B)]
- 3) The location of drywells or other UIC’s within City streets shall not conflict with existing active private water wells, community water wells or existing/future municipal drinking water wells. Identify all existing water wells that are within 500 ft. or the two-year time of travel zone of subject properties. [CORPWSS Design Standards II(B)]

N) Street Trees:

- 1) No street trees within 50 ft. of a street intersection per COR Standard Drawing 2-27.
- 2) No trees within 10 ft. of domestic water service, fire service or public storm facilities.
- 3) Trees shall not conflict with street or stop sign/control device and pedestrian crossing/ADA ramp line of sight.
- 4) No trees within driveway clear vision areas or blocking public street lighting.
- 5) Street tree species shall be selected from Redmond Parks Division approved tree list.

O) Lot/Tract Access:

- 1) Vehicular access to each new lot shall conform to City access management, corner clearance, clear vision and driveway construction standards. Driveways/curb cuts shall not conflict with water service/meters, fire vaults, fire hydrants or street catch basins. [COR Code 3.300, 8.0305 & 8.2820]
- 2) Direct vehicular access to NW Pershall Way, a minor arterial street, and NW 10<sup>th</sup> St., a major collector street, shall not be permitted from any lot, tract or alley except for gated and locked emergency/fire and permitted COID access connections unless otherwise approved by the City Engineer. [COR Code 8.2820(1)]
- 3) Corner lots and double fronting lots shall take vehicular access from the lower order street, alley or access easement. [COR Code 8.2820(1)]
- 4) Postal box installation shall be subject to US Postal Service standards and City Engineer approval. [CORPWSS Design Standards II(A)(16)]

2. Water: A twelve (12) inch City water main exists in 10<sup>th</sup> St. at the south project/property boundary. Eight (8) inch City water mains exist in 7<sup>th</sup> Ln., 8<sup>th</sup> St. and 9<sup>th</sup> St. at the south project/property boundary.

A) Connection to the City’s public water system shall be required for each new lot. [COR Code 8.2715(3)]

B) The City’s public water system shall be extended and looped within all public streets to the limits of the project/property for service to each new lot and adjacent property per City “to & through” Public Facility Requirement and current Water System Master Plan (WSMP) standards subject to the following: [COR Code 8.0270(3)(C)(12), 8.2235(1)(F & G) & 8.2715(3)] [CORPWSS Development Provisions 03]

- 1) The twelve (12) inch public water main identified as P-58/P2132 shall be extended in 10<sup>th</sup> St. along project/property frontage north from existing to Pershall Way per current WSMP.
- 2) The twelve (12) inch public water main line identified as P4518 shall be extended in Pershall Way along project/property frontage from 10<sup>th</sup> St. to the east project/property boundary per current WSMP.
- 3) Design review of the public improvement construction plans for compliance to City standards.

D) A separate domestic water service connection conforming to City standards for residential property shall be required for each new lot with meter located at the property/right-of-way line. A City approved backflow prevention device shall be required for all multi-family and non-residential properties, water services larger than one (1) inch, fire sprinkler

systems and irrigation systems. [COR Code 4.200, 4.161 & 8.2715 (3 & 4(C))]

E) Fire flow, fire hydrant locations and fire code requirements to be determined by Redmond Fire & Rescue (RFR).

1) Public water system improvements may be required as deemed necessary by the fire flow analysis mitigation plan to meet minimum fire code and fire flow requirements for the proposed development. [COR Code 8.0270(3)(C)(12) & 8.2235(1)(F & G)] [CORPWSS Design Standards II(D)(1(a) & 3(a))]

F) Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations. [CORPWSS Development Provisions 04.7.00 & 22(13)]

3. **Wastewater:** Eight (8) inch City gravity sewer mains exist in exist in 7<sup>th</sup> Ln., 8<sup>th</sup> St., 9<sup>th</sup> St. and 10<sup>th</sup> St. at the south project/property boundary. An inactive/dry section of the twenty-four (24) inch Far East Sewer Interceptor (FESI) City gravity sewer trunk main exists in Varnish Ave., 8<sup>th</sup> St. and Walnut Ave. south of subject property per current City Redmond Wastewater System Master Plan (RWSMP).

A) Subject property is located within a sanitary sewer basin planned for gravity service by FESI located south of subject property. However, the existing FESI is currently inactive and incomplete until future extension southwest and connection to the City's Water Pollution Control Facility (WPCF) in the Dry Canyon. In the absence of a complete and active FESI gravity system, connection to the existing active downstream City gravity sewer system will be subject to the following: [COR Code 8.0270(3)(C)(12), 8.2235(1)(F & G) & 8.2715(3)] [CORPWSS Development Provisions 03]

B) Connection to the City's public sewer system shall be required for each new lot. [COR Code 8.2240(5) & 8.2715(3)]

C) The City's public gravity sewer system shall be extended within public streets to the limits of the project for complete gravity service to each new lot and adjacent property per City "to & through" Public Facility Requirement and current Redmond Wastewater System Master Plan (RWSMP) standards subject to the following: [COR Code 8.0270(3)(C)(12), 8.2235(1)(F & G) & 8.2715(3)] [CORPWSS Development Provisions 03]

1) The existing eight (8) inch public sewer main in 10<sup>th</sup> St. needs to be extended north in 10<sup>th</sup> St. to the intersection of 10<sup>th</sup> St. and Pershall Way.

2) A new eight (8) inch public sewer main will need to be extended in Pershall Way from the intersection of 10<sup>th</sup> St and Pershall Way to the eastern most property limits.

3) All public gravity sewer mains shall be designed and constructed to provide a gravity service to each new lot and neighboring properties to the maximum extent and depth possible unless otherwise approved by the City Engineer.

4) Public sewer main lines and manholes shall be located in public streets whenever possible. Public sewer mains can only be located within easements if approved by the City Engineer.

5) Public sanitary sewer facilities located beyond public right-of-way will require dedication of City sewer and/or public utility easements that provide unobstructed City access and turnarounds as approved by the City Wastewater Division. [COR Code 8.2215(2)(E) & 3(B)), 8.2320(2)(B) & 8.2715(7)] [CORPWSS Development Provisions 07]

6) Sewer services shall be located to provide complete gravity service.

7) Design review of the public improvement construction plans for compliance to City standards.

D) A separate sanitary sewer service conforming to City standards shall be required for each new lot with cleanout located at the property/right-of-way or easement line. All sewer services shall be connected at right angles to the sewer mainline, and not to manholes, unless otherwise approved by the City Engineer. [COR Code 8.2715(3 & 4(C))]

E) Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations. [COR Code 4.304(3)] [CORPWSS Development Provisions 04.7.00 & 22(13)]

4. **Subdivision Grading and Drainage:** A subdivision site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase per current City standards and the following: [COR Code 8.0270(3)(C)(7 & 12), 8.2235(1)(F) & 8.2720] [CORPWSS Development Provisions 23] [CORPWSS Design Standards II(B)]

A) Lot and Tract grading shall conform to current COR Development Code 8.2720 and COR Public Works Standard and Specifications. [COR Dev Code 8.2720 & CORPWSS Design Standards II(B)(5)]

B) All storm water runoff and drainage shall be maintained on each lot or tract and shall not drain onto public streets, neighboring properties or irrigation canals/ditches except as provided for in City standards.

C) Total contributing area to the public storm system shall include all right-of-way surface runoff and 100% of the future developed lots potential contributing areas unless otherwise approved by the City Engineer.

D) The stormwater system shall be designed to pass up-gradient flow through the site without damage to the proposed development, public stormwater facilities or neighboring properties.

E) Storm water runoff from private property shall not impact public right-of-way or easements unless otherwise approved by the Public Works Director or City Engineer.

F) New on-site private drywells and other underground injection control (UIC) systems not part of the public drainage system must be registered and approved or permitted by the Oregon Department of Environmental Quality (DEQ) prior to construction or building permit issuance. Contact DEQ UIC Program Coordinator at 503-229-5945. Send copy of UIC Registration Packet to DEQ and City of Redmond, 3100 NW 19<sup>th</sup> Street, Redmond, OR, 97756.

G) Private drywells serving paved areas may not be located within public or community wellhead protection areas or 500 ft. of existing irrigation or drinking water wells. Please note that this site may be located within 500 ft. of existing private water wells. Privately owned drywells within 500 ft. of any private water well will require a general permit from

the Oregon DEQ prior to construction plan approval. Locate and identify existing water wells and wellhead protection zones that could affect the location of proposed drywells. *[CORPWSS Development Provisions 23] [OAR 340-044-0018]*  
H) Maintenance agreement required for any on-site private storm system.

5. Construction Plans: Upon land use approval, a separate set of construction drawings may be submitted directly to the Engineering Department for design review of all required and/or proposed public improvements, utilities and subdivision site grading. *[COR Code 8.2720 & 8.2800] [CORPWSS Development Provisions 04 & 23] [CORPWSS Design Standards]*



**CITY OF REDMOND**  
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October 8, 2024

Scott Ferguson  
 Ferguson & Associates, Inc.  
[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

**Re: Approval Memo for Knox Property Residential Traffic Impact Analysis (711-24-000067-PW)**

The City reviewed the Traffic Impact Analysis prepared by Ferguson & Associates, Inc. dated May 2024 Transportation mitigations for the project will be required as follows:

**General Mitigations:**

- Local streets must be extended to and through the property limits to serve all the new lots created. Local street extensions include 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> Street. Local streets must be constructed to meet City of Redmond (COR) standard 2-1, which include a 60-ft public ROW (30-ft from centerline) with curb and sidewalks on both sides. A partial street section will be required where a full width street section is not feasible. Curbs must be constructed to meet COR standards 2-7 and sidewalks must be constructed to meet COR standards 2-21.
- COR Design Standards Section II A. require “street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°”. The angle at Local Street A and Local Street B is less than 60° and will need to be realigned to as close to a right angle as possible.
- Stop bars shall be constructed where local roadways intersect 10<sup>th</sup> Street and Pershall Way.
- No driveway access to 10<sup>th</sup> Street or Pershall Way is permitted, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public access easement will be required over the emergency access.
- Alleys shall be constructed to COR standards and are required to be privately owned and maintained.
- Suitable fire access must be maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150’ as required by Redmond Fire.
- Perpendicular curb ramps that meet COR standards 2-16 will be required at all intersections serving crossings in all directions.
- A proportionate share of \$18,695 will be paid to the City of Redmond for the construction of left turn lanes at 10<sup>th</sup> Street and Walnut Avenue prior to plat of Phase 1, unless the improvement is funded via another mechanism or if waived by the City Engineer.
- Unless waived by the City Engineer, construct a pedestrian path that meets COR standards 2-6 or 2-21 that connects the internal local streets to Pershall Way to meet the requirements of COR Development code section 8.2705, which states “The recommended minimum length of a block along an arterial street is 1320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way.”

**10<sup>th</sup> Street Frontage Mitigations:**

- Dedicate the necessary Right of Way to achieve 40 ft from centerline to meet COR major collector standards.



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[www.redmondoregon.gov](http://www.redmondoregon.gov)

- Construct 10<sup>th</sup> Street to meet COR Collector standards 2-1 from the southern property limits to and through the 10<sup>th</sup> and Pershall intersection. Reconstruct the pavement to 36 ft width (18 ft from centerline). Striping will need to include two (2) 6-ft bike lanes and two (2) 12-ft travel lanes.
- Construct curb on both sides of Pershall Way that meets COR standards 2-7 or 2-8 along the project frontage.
- A separated 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

**Pershall Way Frontage Mitigations:**

- Dedicate the necessary Right of Way to achieve 50 ft from centerline to meet COR arterial roadway standards from the eastern property limits to and through the 10<sup>th</sup> and Pershall intersection. The plan submitted shows 40 feet from centerline and shall be revised to show 50 feet from centerline prior to land use submittal.
- Construct Pershall way to meet COR Arterial standards 2-1. Reconstruct the pavement to 50 ft width (25 ft from centerline). Striping will need to include two (2) 6-ft bike lanes, two (2) 12-ft travel lanes, and a 14-ft center turn lane.
- Construct curb on both sides that meets COR standards 2-7 or 2-8 along the project frontage.
- A 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

**10<sup>th</sup> Street and Pershall Way Intersection:**

- Construct perpendicular curb ramps that meet COR standards 2-16 at the southeast corner of the intersection of 10<sup>th</sup> St. and Pershall Way.
- COR Design Standards Section II A. require “street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°”. 10<sup>th</sup> Street and Pershall Way is less than 60° and will need to be realigned to as close to a right angle as possible within the existing Right of Way.
- A left turn lane shall be constructed on Pershall Way for westbound traffic.

Please contact me with any questions.

Evan Malone, PE  
Project Engineer  
City of Redmond  
[Evan.malone@redmondoregon.gov](mailto:Evan.malone@redmondoregon.gov) | 541-504-2038

**Morgan Snyder**

---

**From:** Jon Skidmore <jskidmore@coid.org>  
**Sent:** Thursday, March 27, 2025 12:36 PM  
**To:** Hayes McCoy; Morgan Snyder  
**Cc:** Baxter Davies; DanDowning; Jason Heinrick; Kelley O'Rourke  
**Subject:** Cinderview West  
**Attachments:** 1917 ROW Document.pdf

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you

Hi folks,

COID is in receipt of a courtesy copy of the proposed Cinderview West Master Plan from Hayes and the city's official notice arrived via email today. We will put together a formal set of comments addressing various items, but one issue needs to be highlighted at this point. As proposed, Lots 2 – 15, 18, and 22 encroach into the 20-foot right of way associated with the F-1 Lateral. The lots need to be configured to avoid encroachment in the easement area.

The easement extends 10-feet in either direction from the center of the pipeline that was constructed in the canal. The attached document from 1917 identifies the 20-foot easement that accompanies the lateral.

Again, we will provide additional comments but felt it was important to identify this conflict early in the process.

Thanks!

Jon Skidmore | Deputy Managing Director

Central Oregon Irrigation District | 1055 SW Lake Court Redmond, OR 97756 | 541.350.3783



# W 1/2 604 Earle Benton

Bought 6 Ac.

Resurveyed Nov. 21 1917  
 C. M. Redfield  
 R. L. Thurston  
 H. G. Gray

Center of  
**33**

Above Lateral. 28.59 Ac.



3.13  
 3.30  
 2.06  
 1.57  
 .61  
 10.67

**NW SE 33 - 14 - 13**

11 Irr. Ac.

Scale: 1" = 200'



April 9, 2025

Morgan Snyder, Long Range Planner  
City of Redmond

Subject: Comments on Redmond Planning Files 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)

Hi Morgan,

Thanks for meeting with COID staff and H.A. McCoy team to discuss the proposed master plan project. As discussed, COID's main concern is protecting the integrity of and access to the F1 Lateral. The F1 Lateral is accompanied by a 20-foot easement that extends 10-feet from centerline of the pipeline that was initially granted with the federal patent to COID.

COID's concern about the proposed subdivision is that the southernmost lots are within the 20-foot easement area and in some cases, based on the renderings provided, the lots look to encroach within a foot or two of the pipeline. COID won't support a project that has lot lines within our easements or that close to our infrastructure. In our discussion, Hayes McCoy explained that his plan is to have the lots setback from the pipeline by at least five feet and then extend a 15-foot easement on the south of the lateral to provide access to the pipeline. In total, there would be a 20-foot easement that would be recorded on the plat.

COID is willing to consider that approach. However, what is important at this stage is to make sure that the rear lot lines of Lots 2 – 20 are in fact at least five feet from the pipeline. To verify that the lots are at least five feet from the pipeline, COID requests that the location of the pipeline is surveyed. The pipeline has tracer wire on it which allows the location to be accurately located and mapped. COID requests that the rear lot lines and the pipeline are flagged on site so that distances can be verified. Further, exhibits will need to document the pipeline and lot line locations. If it can be demonstrated that the rear lot line of all lots in question are at least five feet from the centerline of the pipeline, COID can agree to the offset 20-foot easement.

In addition to this issue, COID has the following comments:

- Any public crossings over COID's canal must be coordinated with COID. This may require realigning and lowering COID's existing pipe during COID's offseason (Nov 1-March 31) to meet clearance standards
- COID requests to see the proposed Roadways over the F-1 pipe
- All crossings by franchise/ C.O.R need to be recorded as a permitted crossing
- 18-inches of clearance between bottom of COID pipe and top of crossing

- 18-feet of overhead clearance is required
- The hammer head turnaround at the end of the alley within COID's easement needs COID's sign off – is this a fire department required turn-around?
- Access into and out of COID's easement needs to be accommodated with curb cuts
- Storm drains / catch basins must not reside within COID's easement
- Bench within COID's easement need to be at the furthest edges if allowed
- Show the 10' trail exhibit typical that resides on COID's easement/ pipe
- Utilities running parallel in the NE corner of development need to be outside of COID's easement
- Lot 1 appears to be landlocked - is there a request to use COID's easement for access?
- COID requests to see the utility plan with a profile view of COID's F-1 pipe to determine if conflicts with utilities are present
- COID requests a grading plan for further comments
- There are 2 cleanouts within the proposed trail - traffic rated lids are required if the trail is located on top of the cleanouts
- SW corner of the project does not show the F-1-6 delivery nor the inlet structure under 10<sup>th</sup> street
- The water line at the SW corner of the project might be in conflict with COID's easement/ facilities
- The proposed walk path on the east side of 10<sup>th</sup> street might be in conflict with COID's F-1 pipe inlet structure
- NE corner has a transition culvert/ trail on top might be in conflict
- No new trees in COID's easement
- No fences in COID's easement
- NE should allow for turnaround radius for COID vehicles to access and clean weed rack
- COID requests that signage be installed along the proposed trail in the COID easement to inform people of COID's access needs to our infrastructure within the proposed development.

These comments are based on the discussion between COID, H.A. McCoy and city of Redmond staff from April 7, 2025 as well as the preliminary March 2025 Cinderview West master plan renderings. COID comments are subject to change as additional information is provided.

Thank you,



Jon Skidmore

Deputy Managing Director

c. Hayes McCoy, HA McCoy Engineering & Surveying



# REDMOND FIRE & RESCUE

341 NW Dogwood Avenue, Redmond, OR 97756

Phone: (541) 504-5000 Fax: (541) 526-1254

[www.rdmfire.org](http://www.rdmfire.org)

April 14, 2025

Morgan Snyder  
Long-Range Planner  
City of Redmond  
411 SW 9<sup>th</sup> street  
Redmond, OR 97756

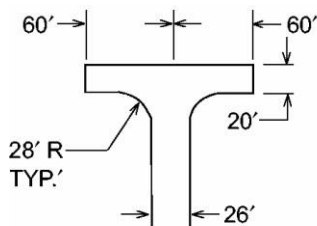
**Re: Cinderview West**  
**Tax Lot ID: 1413330001804**

Dear Morgan,

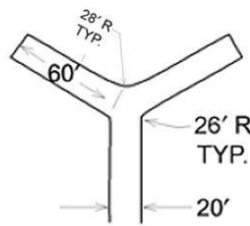
Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. These notes are provided in regard to the plans received March 27, 2024. There may be more or less requirements needed based upon the final project design, however, Redmond Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

## **FIRE APPARATUS ACCESS:**

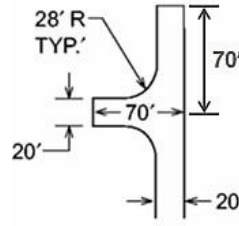
- FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
- DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds are shown below: (OFC 503.2.5 & D103.1)



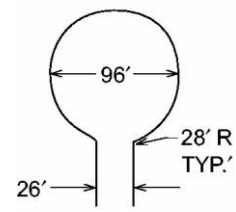
120' HAMMERHEAD



60-FOOT "Y"



ACCEPTABLE ALTERNATIVE  
TO 120' HAMMERHEAD



96' DIAMETER  
CUL-DE-SAC

3. **ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3.  
Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107)

**Currently a secondary access road is proposed off of NW Pershall Way.**

4. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)
5. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)
6. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

**Post signs along fire access roads and near turnarounds.**

7. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
1. 20-26 feet road width – no parking on either side of roadway
  2. 26-32 feet road width – parking is allowed on one side
  3. Greater than 32 feet road width – parking is not restricted
8. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked “NO PARKING FIRE LANE” at 25-foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
9. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
10. **TURNOUTS:** Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. (OFC 503.2.2)

11. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced as to provide all-weather driving capabilities. (OFC 503.2.3)
12. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 30 feet and 50 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
13. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 10%.
14. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
15. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
16. **BOLLARDS:** Where secondary fire access roads are required, they shall be secured utilizing a removable bollard. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys or highways. The MaxiForce Removable Bollard MRRW-RS1-R, MRRW-RS2-R, MRSW-SS1-R, MRSW-SS2-R and MRSW-SS3-R are approved for use. [maxiforcebollards.com](http://maxiforcebollards.com) (OFC 503.5)

**Maximum of two bollards at secondary access road.**

17. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
18. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here:

## **FIREFIGHTING WATER SUPPLIES:**

19. **FIREFIGHTING WATER SUPPLY FOR INDIVIDUAL ONE- AND TWO-FAMILY DWELLINGS:** The minimum available fire flow for one and two-family dwellings served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to OFC Appendix B. (OFC B105.2)
20. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply

system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

**Provide documentation of a fire flow test.**

21. **WATER SUPPLY DURING CONSTRUCTION IN MUNICIPAL AREAS:** In areas with fixed and reliable water supply, approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

**FIRE HYDRANTS:**

22. **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where the most remote portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
23. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C)
24. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
  - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
  - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
  - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

**Fire hydrants will be required along NW 10<sup>th</sup> St and NW Pershall Way.**

25. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
26. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
27. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3-foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

## BUILDING ACCESS AND FIRE SERVICE FEATURES

28. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at 541-504-5010.

Sincerely,

*Tom Mooney*

Tom Mooney  
Fire Marshal  
Tom.mooney@rdmfire.org

Cc: File

