



CITY OF REDMOND

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REVISED **CITY COUNCIL**

July 8, 2025
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon Wedding
Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

JULY 8, 2025

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Ken Marshall, Crossing Church

III. PLEDGE OF ALLEGIANCE

IV. CITY ANNOUNCEMENTS

V. CONSENT AGENDA

- A. Minutes of May 27, 2025, Council Meeting
- B. Redmond Economic Development Inc. annual service contract for 2025/2026: \$168,182.

VI. BID AWARDS / BID REJECTIONS

- A. Contract Award to ALS Environmental for Wastewater Analytical Laboratory Services: \$625,000

VII. PUBLIC HEARINGS

- A. Ordinance #2025-12 - An ordinance approving Cinderview West Master Development Plan and Tentative Subdivision Compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

VIII. ACTION ITEMS

- A. Resolution #2025-13 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.
- B. Resolution #2025-14 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.

IX. COMMENTS FROM CITIZENS AT THE MEETING

Citizen comments are limited to three (3) minutes per person and will be accepted for a period of 30 minutes. Comments should be focused on City of Redmond business. Attendees are asked to refrain from interrupting, calling-out, or cheering during citizen comments.

X. CITY MANAGER COMMENTS

XI. COUNCIL COMMENTS

XII. MAYOR'S COMMENTS

- A. Historic Landmarks Commission - Appointment of Carol Klemz, term expiring December 31, 2027.

XIII. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities

**Redmond City Council
Regular Meeting Minutes**

May 27, 2025

Council Chambers & Remote Video Conferencing
<https://www.redmondoregon.gov/city-council>

Present: Clifford Evelyn, Ed Fitch, John Nielsen, Shannon Wedding, Cat Zwicker

Excused: Kathryn Osborne, Jay Patrick

Staff Present: City Manager Keith Witcosky, Deputy City Manager Steve Ashworth, City Attorney Keith Leitz, Deputy City Manager/Chief Financial Officer Jason Neff, City Recorder Kelly Morse, Airport Director Zachary Bass, Communications Director Heather Cassaro, Assistant City Engineer Lindsey Crowsigt, Finance Director James Wood, Network Administrator Dan Schroedl, Planning Director Kyle Roberts, Police Captain Stephen Lopez, Public Works Operations Manager Joshua Wedding, Public Works Operations Manager Ryan Kirchner, Human Resources Director Jason Bavuso, Budget Analyst Herlinda Corn, Special Projects and Natural Resource Program Manager Maria Ramirez, Principal Engineer Jake Sherman, Water Division Manager Travis Robbins

Media Present: None

EXECUTIVE SESSION

- A. Litigation – ORS 192.660(2)(h) authorizes executive sessions "to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed."**
- B. Real Property – ORS 192.660(2)(e) authorizes executive session "to conduct deliberations with persons designated by the governing body to negotiate real property transactions."**

Mayor Fitch convened the Council into Executive Session at 5:28 pm and adjourned Executive Session at 5:54 pm.

CALL TO ORDER / ESTABLISH A QUORUM

Mayor Fitch called the meeting to order at 6:00 pm.

BLESSING

Pastor Jim Matteson, Capital Ministries, led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Zwicker let the Pledge of Allegiance.

CITY ANNOUNCEMENTS

Mayor Fitch announced that the Council will discontinue proclamations and instead recognize designated observances.

A. Written Comments from Ridgeview High School Government Class

Mayor Fitch reported that Ridgeview students sent a letter supporting a traffic light at SW 35th Street and SW Highland Avenue, which was forwarded to the City's legislative delegation and the Governor's Office.

CONSENT AGENDA

- A. Minutes of April 14, 2025, Council Workshop**
- B. Amendment #01 to Contract #2023-07 to Increase the Maximum Allowable Compensation for Ricondo & Associates, Inc. to \$114,355 and Extend Contractual Term for Services for New Scope for the New Airline Operating Agreement**

- C. Authorization to Purchase Replacement Equipment for the Sewer CCTV Van from CUES, Inc.:
\$197,576.80**

Councilor Nielsen moved to approve the Consent Agenda as presented. Councilor Wedding seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

PRESENTATIONS

A. Jericho Road Annual Report

Jericho Road Representative Don Senecal presented the nonprofit's annual report, highlighting Jericho Road's mission, programs, and corporate and foundation support. Jericho Road is working to establish a service center adjacent to Oasis Village.

BID AWARDS / BID REJECTIONS

A. Redmond Wetlands Complex Project (WW2001) Construction Award to Taylor Northwest, LLC in the amount of \$76,964,000

Principal Engineer Jake Sherman highlighted the Redmond Wetlands Complex Project, noting of the four bids received, Taylor Northwest submitted the lowest bid, and the Engineer's estimate for construction was \$75 million.

Questions and comments from the Council were addressed with input from Public Works Operations Manager Ryan Kirchner.

Councilor Evelyn moved to award the construction contract for the Redmond Wetlands Complex Project to Taylor Northwest, LLC in the amount of \$76,964,000 and authorize the City Manager to sign the contract. Councilor Nielsen seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

B. Contract Award to Abbas Pump Service for Well & Pump Maintenance Repair Services Contract: \$500,000

Water Division Manager Travis Robbins requested renewal of the Well and Pump Station Maintenance Contract with WEBEDONE, Inc. also known as Abbas. He noted the contract includes minimal changes from the previous version.

Councilor Wedding moved to award a contract of up to five years to WEBEDONE, Inc. dba Abbas Pump Service for the maintenance and repair of City wells and pumps in the amount not to exceed \$500,000 and authorize the City Manager to sign the contract. Councilor Zwicker seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

C. Award On-Call Construction Inspection Services Contracts to AKS Engineering & Forestry, LLC, DOWL, and Anderson Perry and Associates, Inc. in the amount not-to-exceed \$250,000 for each contract

Assistant City Engineer Lindsey Crowsight requested approval of three separate contracts to AKS, DOWL, and Anderson Perry to provide inspection support during peak workloads. Seven proposals were received in response to the qualification-based Request for Proposal (RFP).

Councilor Nielsen moved to award three separate on-call contracts with AKS, DOWL, and Anderson Perry in the amount of \$250,000 per contract for the duration of up to five years and authorize the City Manager to sign the contracts. Councilor Wedding seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

ACTION ITEMS

A. Contract Renewal, through December 31, 2030, with CourseCo for the Management of Juniper Golf Course

Special Projects and Natural Resource Program Manager Maria Ramirez requested authorization to renew the contract with CourseCo and reviewed Council requests that were incorporated into the 2025 contract.

CourseCo Chief Executive Officer Michael Sharp briefly commented on the collaborative process.

Councilor Evelyn moved to authorize the City Manager to enter into a contract with CourseCo for the management of the Juniper Golf Course for a term ending December 31, 2030. Councilor Wedding seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

B. Two-Year Enterprise Zone Extension for i3D

Redmond Economic Development, Inc. Director Steve Curley reported the Enterprise Zone Project will add 20 jobs at 150 percent of the Deschutes County average median wage and confirmed a clawback provision is included if the jobs are not created.

Councilor Wedding moved to approve the agreement for an Oregon Enterprise Zone Extended Abatement for i3D. Councilor Nielsen seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

C. Airport Terminal Expansion

i. Procurements for Guaranteed Maximum Price Amendment #03 for the Airport Terminal Building Expansion Project in the Amount of \$98,059,847

Airport Director Zachary Bass reviewed the Skanska Guaranteed Maximum Price (GMP) Amendment #03 for the full construction of the Airport Terminal Expansion via PowerPoint and highlighted key project elements and construction cost updates. The Design Development bid estimate was \$76,286,521. Current approved construction costs total \$127.2 million with total estimated costs at \$141 million.

Councilor Nielsen moved to approve the GMP Amendment #03 for the Airport Terminal Building Expansion Project in the amount of \$98,059,847. Councilor Zwicker seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

ii. Amendment to Contract #2022-33 for Architectural and Engineering Services with RS&H in a not-to-exceed amount of \$19,500,000

Mr. Bass presented the proposed construction services and design contract amendment via PowerPoint by increasing the not-to-exceed amount from \$13 million to \$19.5 million due to scope expansion.

Councilor Wedding moved to approve an amendment to the Architectural and Engineering Services Contract 2022-33 with RS&H in the amount not to exceed \$19.5 million. Councilor Nielsen seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

iii. Approval to Award Contract 2025-33 for Airport Terminal Expansion Construction Special Inspection Services to The Wallace Group, Inc. in an amount, not to exceed, \$225,000

Mr. Bass requested approval of a Special Inspections Contract to Wallace Group not to exceed \$225,000. Three bids were received with Wallace Group being the lowest responsible bidder at \$122,334. The proposed contract amount allows flexibility due to project fluidity. The initial estimate was \$700,000.

Councilor Nielsen moved to approve Contract 2025-33 for the Airport Expansion Construction Special Inspection Services with The Wallace Group, Inc. in the not-to-exceed amount of \$225,000 and authorize the City Manager to sign the agreement. Councilor Wedding seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

ORDINANCES

A. Ordinance #2025-10: An ordinance amending the Redmond City Code Chapter 2 updating the Airport Customer Facility Charge.

Mr. Bass provided a financial overview of the Terminal Expansion Project and highlighted the current project budget of \$182 million and projected costs of \$179 million. He requested approval to remove from the Code the seven-day cap on the Customer Facility Charge for individual cars renters, following its earlier removal from the fee schedule.

The Council noted approval of \$196 million in project funding tonight and emphasized that it had reviewed revenue figures multiple times to ensure project costs are covered despite future economy uncertainty.

Councilor Zwicker moved to have a First and Second Reading of Ordinance #2025-10 by title only. Councilor Evelyn seconded the motion, which passed 5 to 0. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-absent, Wedding-yes, Zwicker-yes)

City Attorney Keith Leitz provided the First and Second Reading of Ordinance #2025-10 by title only.

Councilor Wedding moved to adopt Ordinance #2025-10. Councilor Evelyn seconded the motion.

ROLL CALL VOTE:

Ayes: Councilor Evelyn, Mayor Fitch, and Councilors Nielsen, Wedding, and Zwicker.

Nays: None

Motion Carried: 5 to 0.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond resident Trevor Johnson acknowledged the meeting was held on the unceded lands of the Confederated Tribes of the Warm Springs, Wasco, and Paiute Peoples, spoke about the importance of Pride Month, thanked the Council for its commitment to inclusivity, and urged the City to recognize June as Pride Month.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported Staff had delivered 100 hours of briefings on the nearly \$200 million in funding approved tonight, setting the course for services needed to support Redmond's continued growth. He commended Ramona Sorenson and other Staff who participated in a recent visit by students from John Tuck Elementary to learn about City functions.

COUNCIL COMMENTS

Councilor Zwicker commented on Memorial Day weekend and commended Staff for their work on the CourseCo contract.

Councilor Evelyn thanked Staff for their diligent work on Redmond projects and the citizens for their patience during project activities.

Councilor Wedding also commended Staff for their work on projects.

Councilor Nielsen noted that all City projects with funding approved tonight are necessary and carefully reviewed. He also spoke about participating in the Memorial Day observance at the cemetery, thanked all who served, and asked everyone to remember those lost.

MAYOR'S COMMENTS

Mayor Fitch expressed concern about federal funding cuts impacting local programs, such as NeighborImpact's food assistance, and encouraged residents to advocate for funding to be reinstated. He also reminded the community to use water wisely as irrigation increases with warmer weather.

ADJOURNMENT

The meeting adjourned at 6:54 pm.

Prepared by ABC Transcription Services
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and **SIGNED** by the Mayor this 8th day of July 2025.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder



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STAFF REPORT

DATE: July 8, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Keith Witcosky, City Manager
SUBJECT: Redmond Economic Development Inc. annual service contract for 2025/2026: \$168,182.

Report in Brief:

This item requests the City Council approve a one-year service contract, in an amount not to exceed \$168,182, between the City of Redmond and the Redmond Economic Development Inc. (REDI) for investments in economic development and traded sector job growth. The contract term is from July 1, 2025–June 30, 2026.

Background:

Since 1987/1988, the City of Redmond has contracted with REDI to advance the REDI Strategic Action Plan and pursue economic and business development through effective marketing, recruiting, retention/expansion, in Redmond, Oregon.

Discussion:

The service contract with REDI contains the following notable information:

- Amount: \$168,182
- Duration: July 1, 2025 – June 30, 2026. Does not auto-renew.
- Other: REDI shall make a good-faith effort to raise money from private contributions or third-party sources, an amount equal to the estimated level detailed in the Budget.
- REDI shall make annual performance reports to the City Council.

Fiscal Impact:

This service contract directs \$168,182 in City resources to REDI for investment in economic development/traded sector related activities. The sources of City dollars are:

- General Fund: \$155,589
- Redmond Municipal Airport (RDM): \$12,593

The nexus with the Airport is associated with the productive role REDI plays in securing commercial air service through the Central Oregon Air Service Team (COAST), of which they are a member.

Alternative Courses of Action:

1. Approve the contract and authorize the City Manager to sign the 2025/2026 agreement with Redmond Development Inc.
2. Do not approve the time
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to approve the Fiscal Year 2025/2026 service contract in the amount of \$168,182 between the City of Redmond and Redmond Economic Development Inc. for investment in economic development related activities."



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STAFF REPORT

DATE: July 8, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Ryan Kirchner, Public Works Operations Manager - Wastewater/Transportation/Fleet
SUBJECT: Contract Award to ALS Environmental for Wastewater Analytical Laboratory Services: \$625,000

Report in Brief:

This item requests the City Council approve an up-to-six-year, \$625,000 contract with ALS Group USA Corp., dba ALS Environmental (ALS) to provide analytical laboratory services for the City's Water Pollution Control Facility (WPCF) and associated regulatory programs. The contract includes an initial three-year term, with two (2) one-year extension options (City options), at \$125,000 per year.

Background:

Operation of the City's WPCF requires ongoing analytical testing, as mandated by Oregon Department of Environmental Quality (DEQ) permits. These tests are essential to ensure compliance with public health and environmental regulations governing wastewater discharge and pretreatment efforts.

The City performs more than 2,000 tests annually in the following categories:

- Groundwater Monitoring
- Biosolids Program
- Industrial Pretreatment & Process Monitoring
- Regulatory & Process Monitoring at the WPCF
- Stormwater Sampling

Due to the technical complexity, specialized equipment, and certified laboratory conditions required, the City contracts these services to qualified external laboratories.

The Redmond Wetlands Complex will likely become operational during the term of this contract and there is applicability for these services at that new facility.

Discussion:

A formal Request for Proposals (RFP) was issued in accordance with Redmond City Code 2.406 and Oregon Revised Statute 279B.060. Four proposals were received on April 30, 2025. All four were evaluated on technical qualifications, cost, quality assurance/quality control (QA/QC) procedures, and analytical methodology.

The two highest-ranking proposers, ALS Environmental and Neilson Research Corporation, were selected for site visits.

After comprehensive evaluation, including site visits, ALS Environmental received the highest overall score and was selected for a contract award. A Notice of Intent to Award was issued on June 3, 2025.

Following the notice, staff received a letter from Neilson Research Corporation expressing concerns about the RFP process. A debriefing meeting was held with Neilson on June 24, 2025, and staff provided a formal response memo responding to the concerns. Both the Neilson letter and the City's memo are included as attachments:

- Appendix A – Letter from Neilson Research Corporation
- Appendix B – City Staff Response Memo

The estimated annual cost of services, based on historical testing volumes, is approximately \$125,000 per year with a potential 5-year cumulative total of \$625,000.

Fiscal Impact:

This contract is included in the Fiscal Year 2025/2026 budget in the Wastewater and Stormwater Funds under the Operations Sub-Funds (53200-02-000-06-00-51) and will be included in subsequent annual budgets.

Alternative Courses of Action:

1. Approve the contract ent with ALS Group USA Corp., dba ALS Environmental (ALS), for wastewater analytical laboratory services.
2. Request additional information or revisions.
3. Decline to approve the contract.

Recommendation / Suggested Motion:

"I move to award the contract for analytical laboratory services to ALS Group USA Corp., dba ALS Environmental (ALS), in an amount not to exceed \$125,000 per year, for a total amount up to \$625,000 over five years, and authorize the City Manager to sign the contract."



NEILSON RESEARCH CORPORATION

Environmental Testing Laboratory

June 5, 2025

Mayor Ed Fitch and Members of the Redmond City Council
City of Redmond
411 SW 9th Street
Redmond, OR 97756

Re: RFP - Wastewater Analytical Laboratory Services

Dear Mayor Fitch and Council Members,

Thank you for the opportunity to participate in the City's recent RFP process for Wastewater Analytical Laboratory Services. We greatly appreciate the time and effort the City staff invested in the review, site visits, and evaluations.

After carefully reviewing the scoring summary, site visit records, and evaluation documentation provided, I would like to respectfully bring forward a number of concerns regarding the consistency of the evaluation process. Given the close scoring and the importance of this contract to the City's ongoing permit compliance, we believe these issues merit further review before the contract is awarded.

It was noted in the evaluators' comments that ALS Environmental, the firm recommended for award, had several significant findings in their most recent ORELAP audit. These included non-accredited tests being reported as accredited, no internal audits being conducted, and use of MDL data from 2020 through 2023. Each of these findings is a serious deviation from expected regulatory practices. Notably, a similar reporting issue led to the shutdown of a drinking water laboratory in Portland. In addition to the audit concerns, ALS also failed to include the required proficiency testing (PT) results in their RFP response. By contrast, Neilson Research Corporation has consistently met all ORELAP audit expectations, performed required annual internal audits, and completed MDL evaluations in accordance with current ORELAP requirements, as well as included acceptable PT results in our proposal.

Additionally, ALS did not provide key staff resumes as required by the RFP. This requirement was clearly stated and met by all other bidders, including NRC. Despite these omissions, ALS received top technical and team scores. In contrast, NRC received higher proposal evaluation scores from all five reviewers and was second overall by a narrow margin, largely due to site visit scoring, which we believe was affected by several procedural inconsistencies.

NRC was the first laboratory visited, and during the walkthrough, City staff stated they were unclear on some of the criteria and had pulled the questions from the internet. They struggled to

explain what they were looking for, and we did our best to walk them through our facility and demonstrate our processes based on what we interpreted the questions to mean. Because of this, we effectively served as a trial run for the site visit criteria, giving ALS an unearned advantage by allowing them to benefit from a clarified evaluation experience.

Further, there were factual errors in the notes and scoring. One of the evaluators did not take notes during the NRC walkthrough and later documented items that were inaccurate, including claims that NRC staff provide their own PPE and that employees are limited to three lab coats annually. In fact, NRC provides all PPE and unlimited lab coats at no cost to staff. Additionally, the site visit to our laboratory occurred during the lunch hour, when most staff were not actively working in lab areas. As a result, the evaluators did not observe a typical level of PPE usage, which may have contributed to the inaccurate assumptions recorded in the scoring.

Our waste management protocols were scored lower without any follow-up questions or opportunity for clarification. NRC holds samples for 30 days at ambient temperature after reporting, which is fully compliant with regulatory requirements. Because our QA/QC processes are designed to detect and address any issues during initial analysis, it is extremely rare that we need to rerun a sample after results are reported. During our previous contract with the City of Redmond from 2012 to 2019, we did not have to rerun a single sample. This long-standing track record highlights the reliability of our methods and the strength of our quality assurance systems.

We were also scored lower on the question regarding the use of collision cell technology and yttrium interference. During our site visit, City staff indicated they did not understand the question, and we took the time to explain what the question was referring to and provided a detailed explanation of how we utilize collision cell technology in our ICP-MS analysis. We emphasized that NRC routinely runs wastewater samples for municipalities across Oregon using this method, along with correction equations, with no interference issues. Despite this thorough response, ALS reportedly provided a similar answer but received full points, while NRC was scored lower by both reviewers. This discrepancy, especially given that we had to clarify the question for staff, raises concerns about the consistency of the evaluation process.

Another serious concern relates to the “Personnel appearance & cleanliness” criterion. During our site visit, I questioned whether this language had been reviewed by the City Attorney. After contacting BOLI, I was advised that such a question violates Oregon labor law and could be considered discriminatory. I notified City staff of this and provided our official dress code but declined to answer the question further. While I appreciate that the City later revised the wording to “professional appearance,” this change occurred after our visit and before ALS’s visit. Compounding the issue, the NRC site visit took place during the lunch hour, so the evaluators were not able to observe most of our staff actively working, which likely contributed to a misinformed assessment. ALS received full credit under the revised version of the question, while NRC was scored lower based on a version that should never have been used. Because the original question represented a form of discrimination, it should have been removed entirely, not modified and selectively applied.

Regarding the RFP scoring criteria under “Project Team, Experience and Quality of Service,” the section specifically references qualifications, recent relevant project experience, and

“membership in professional or regulatory organizations standard for the service.” Neilson Research Corporation not only met but exceeded these expectations. The resumes we submitted documented our team’s active leadership roles at both the state and national levels. I currently serve as Vice Chair of the ACIL Environmental Sciences Section, representing environmental laboratories across the country, and as Vice Chair of the ORELAP Technical Advisory Committee (OTAC). I am also the Secretary of the Oregon Environmental Laboratory Association (OELA) and a member of the Oregon Health Authority’s Drinking Water Advisory Committee. Kyle, our Laboratory Director, is the current President of OELA and serves as an associate member of The NELAC Institute (TNI) Chemistry Expert Committee. Tammy, our Quality Assurance Manager, is a member of the TNI Consumables Task Force and serves as an associate member of the TNI Quality Systems and Asbestos Committees. These roles reflect our organization’s ongoing contributions to shaping laboratory standards, policy, and practice, yet this level of professional engagement does not appear to have been adequately recognized in the scoring.

Finally, although we were required to submit resident bidder documentation and the RFP encouraged participation from veteran-owned and woman-owned businesses, there appears to have been no consideration or additional scoring for these qualifications. Neilson Research Corporation is both a resident Oregon bidder and a veteran-owned business.

Given the numerous issues outlined above, we respectfully request that the Council delay awarding the contract and conduct a thorough review of the scoring and evaluation process. We are not questioning the City’s intent, but we believe that certain elements of the evaluation may have inadvertently disadvantaged our firm, despite our longstanding regulatory compliance, full documentation, and successful past performance on this same contract from 2012 to 2019. The serious deficiencies noted in ALS’s ORELAP audit, such as the misrepresentation of accreditation status, failure to perform required internal audits, and use of outdated MDL data, represent material risks to the quality and integrity of analytical data. In addition to those audit findings, ALS failed to include required proficiency testing results in their RFP response. These are not minor oversights, but significant regulatory and procedural failures that should carry substantial weight in any fair evaluation. They should not be outweighed or even equally compared to arbitrary differences observed during a brief site visit, particularly when those observations were inconsistently applied. We urge the Council to consider whether awarding the contract to a firm with such unresolved gaps in regulatory compliance and proposal completeness is in the City’s best interest for meeting its wastewater monitoring obligations.

Thank you for your time and thoughtful consideration.

Sincerely,
NEILSON RESEARCH CORPORATION

A handwritten signature in blue ink, appearing to read "Kimberly Ramsay".

Kimberly Ramsay
President



CITY OF REDMOND Public Works Department

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MEMORANDUM

TO: Kim Ramsay
FROM: Ryan Kirchner, City of Redmond
DATE: June 27, 2025
SUBJECT: Response to Correspondence from Neilson Research Corporation – Wastewater Analytical Laboratory Services RFP

OVERVIEW

This memorandum responds to the letter submitted by Neilson Research Corporation (NRC) regarding the City's competitive Request for Proposals (RFP) process for Wastewater Analytical Laboratory Services. Following a full internal review, City staff confirm that the procurement process was conducted in accordance with all applicable regulations and procedures. The City's recommendation to award the contract remains justified and procedurally sound.

For context, NRC's letter was addressed to the City Council and expressed concerns about the RFP process. It was not submitted as a formal protest per the procedures outlined in the RFP. Therefore, this memo serves only to acknowledge and respond to those concerns.

RESPONSES TO NRC'S CONCERNS

Concern 1: ORELAP Audit Findings of ALS Environmental

NRC stated that ALS had significant regulatory issues in its most recent audit.

City Response:

ALS Environmental disclosed its most recent ORELAP audit findings and remains fully accredited. The City cannot disqualify a vendor based solely on audit findings that did not result in suspension or loss of accreditation. Audit findings are not uncommon; NRC has also received findings in prior ORELAP audits. ALS's corrective actions were reviewed and deemed acceptable.

Concern 2: Missing Proposal Requirements (e.g., PT Results, Resumes)

NRC alleged that ALS's proposal omitted required documents.

City Response:

ALS submitted all required elements to meet the RFP's minimum qualifications. While formatting differed from NRC's, the necessary information was included. Scoring reflected strengths and weaknesses as appropriate. NRC's own proposal omitted or provided insufficient detail on several items, including equipment redundancy, specific analytical procedures, project sequencing, and complete financial documentation. These were evaluated in the same manner.



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Concern 3: Scoring Inconsistencies – Technical Scores vs. Site Visit

NRC expressed concern that its higher proposal score was offset by a lower site visit score.

City Response:

The RFP clearly stated that the written proposal and site visit would be equally weighted. NRC performed well in the proposal phase, while ALS excelled in the site visit and pricing categories. ALS demonstrated more robust staffing, equipment redundancy, and facility preparedness, which aligned with the City's operational priorities.

Concern 4: Collision Cell Technology and Yttrium Interference

NRC believed it was scored unfairly despite addressing the Yttrium interference issue.

City Response:

All proposers received the same background information regarding Yttrium interference. NRC's response was technically valid. However, ALS provided a more comprehensive explanation, which merited a higher score based on the evaluation rubric.

Concern 5: Alleged Inaccuracies in Evaluator Notes

NRC stated that scoring was influenced by inaccurate or incomplete evaluator notes.

City Response:

Evaluation notes were not used as transcripts but as internal documentation to support scoring decisions. All final scores were determined through group consensus and based on observations, documentation, and professional judgment. No evidence of error, bias, or procedural misconduct was identified.

Concern 6: Question Regarding Facility Appearance and Potential Discrimination

NRC raised concerns about the appropriateness of a comment related to appearance or cleanliness.

City Response:

The evaluation referenced general facility cleanliness, organization, and professionalism—not personal appearance or employee characteristics. To avoid potential misunderstanding, the City revised its internal language. No scoring was based on any protected class or discriminatory factor, and both facilities were assessed using the same criteria.



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Public Works Department.

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Concern 7: Professional Memberships and Qualifications Not Adequately Recognized

NRC indicated that its affiliations and professional memberships were undervalued.

City Response:

While such affiliations were noted, the evaluation emphasized technical approach, experience, and alignment with the RFP scope. Scoring prioritized demonstrated capabilities over organizational memberships.

Concern 8: Veteran-Owned and Local Status Not Considered

NRC noted it did not receive credit for being a veteran-owned, local business.

City Response:

The City strongly encourages participation by veteran-owned and local firms. However, this RFP did not assign specific scoring weight to those factors per current procurement policy. Proposals were scored solely on the published criteria.

Concern 9: Previous Contracts with the City Not Considered

NRC expressed that its prior work with the City should have contributed to its score.

City Response:

While the City acknowledges its past working relationship with NRC, evaluators are bound by Oregon Revised Statutes and Administrative Rules to evaluate only the current proposal submissions. Prior contracts were not a scored criterion in this RFP.

Concern 10: Waste Sample Storage Protocol Scored Unfairly

NRC stated that its sample storage protocols were misjudged or not credited appropriately.

City Response:

NRC's sample storage practices met basic RFP standards. However, ALS offered enhanced storage protocols, including 60-day retention and refrigeration or freezing by analyte type. These practices align more closely with the City's requirements and provided added value reflected in the scoring.

Concern 11: NRC Site Visit Timing Affected Scoring

NRC asserted that its site visit occurred during lunch and evaluators could not observe operations.

City Response:

Both site visits were scheduled between 11:00 a.m. and 1:30 p.m. and conducted under the same criteria. NRC and ALS were informed of the evaluation framework one week in advance. Staffing levels were modest at both sites due to timing, and this factor was considered equally in scoring.



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Conclusion

City staff appreciate Neilson Research Corporation's long-standing service and recognize its interest in this project. After reviewing all submissions and evaluation procedures, staff confirm that the RFP process was fair, transparent, and consistent with legal and procedural requirements. The recommendation to award the contract to ALS Environmental is supported by a clear evaluation record and remains the City's professional and legally defensible course of action.

Respectfully,
City of Redmond

Ryan Kirchner

Ryan Kirchner
Public Works Operations Manager



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STAFF REPORT

DATE: July 8, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Ordinance #2025-12 - An ordinance approving Cinderview West Master Development Plan and Tentative Subdivision Compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

Report in Brief:

This item requests the City Council approve land use applications associated with the proposed 9.85-acre Cinderview West master development planned subdivision located in north Redmond. The application package comprises two land use requests:

- Master Development Plan
- Tentative Subdivision

Background:

The subject property is located in north Redmond, adjacent to the city limits and within the Redmond Urban Growth Boundary (UGB). Specifically, the property abuts NW Pershall Way, NW 10th Street, and the Cinder Butte Village subdivision and has a situs address of 900 NW Pershall Way (Tax Lot 1413330001804).

The property is 9.85 acres in size and is zoned Urban Holding (UH-10). The property has an existing single-family dwelling with a few outbuildings and has a Central Oregon Irrigation District pipe following along the southern property line.

Staff held a pre-development meeting with the applicant in April 2024 to discuss the development plans for the subject property. The proposal must comply with the City's Comprehensive Plan and Development Code. Approving this ordinance will approve the applicant's proposal and authorize the subject property to be formally annexed via adoption of Resolution #2025-13.

Area Planning History

In 2006, Redmond added more than 2,300 acres of "urbanizable" land along the city's western boundary of its UGB. At the same time, a Framework Plan was adopted by the City as part of the expanded UGB to provide general guidance for future land uses, densities, neighborhood amenities, and the necessary public facilities and services to serve the area.

Although the Framework Plan conceptually identified the general area of the subject property as future land uses to be determined, in 2007, the City adopted the Highway Area Plan that proposed a General Residential (R-4) zoning designation for the subject property. That designation was carried over to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. Although currently zoned UH-10, at the time of annexation, the subject property will be rezoned to R-4.

Discussion:

The applicant, Woodhill Homes, proposes to annex the 9.85-acre property into the city limits and create a master development planned residential subdivision. In keeping with the Comprehensive Plan and Zone Map's R-4 zoning designation, the applicant will, in two phases, create 99 townhouse lots, two quadplex lots, and one triplex lot, totaling 110 dwelling units. 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 10th Street.

Twenty-seven conditions of approval are established to ensure all development and design standards are met and that appropriate street, access, water and sewer improvements, and dedications are completed.

Staff have reviewed the applicant's 'burden of proof' and plan set and find the proposal complies with all required review criteria. The 'Conclusionary Findings' are contained in Ordinance #2025-12, Exhibit A, and indicate how the proposal complies with all applicable criteria and the Redmond Development Code. The attachments included as part of this staff report and ordinance include:

- Attachment A - Project Plans
- Attachment B - Applicant's Burden of Proof
- Attachment C - City Engineering Comments
- Attachment D - Transportation System Analysis Memo
- Attachment E - Agency Comments
- Attachment F - Public Comments
- Attachment G - Annexation Agreement

Planning Commission recommendation:

The Redmond Urban Area Planning Commission (UAPC) held a public hearing to review the applicant's proposal on May 21, 2025. Based on the evidence submitted and the findings above, the UAPC voted unanimously (4-0) to adopt a recommendation of approval for the Cinderview West project for City Council's consideration, subject to 19 conditions of approval. For the record, staff have since re-formatted the conditions of approval; however, there are no substantive changes to the conditions.

As required by the City Charter, on July 2, 2025, notices regarding this Ordinance were posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

There is no immediate anticipated fiscal impact. System Development Charges will be paid as part of development review and approval to offset infrastructure and service delivery costs.

Alternative Courses of Action:

After conducting the public hearing and considering all the evidence and testimony:

1. Approve Ordinance #2025-12.
2. Make additional modifications to Conditions of Approval, and approve Ordinance #2025-12.
3. Continue the public hearing and request additional information from the applicant.
4. Do not approve Ordinance #2025-12.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2025-12 by title only." (Voice vote)

(The City Attorney will read the ordinance by title only, twice.)

"I move to approve Ordinance #2025-12." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2025-12**

AN ORDINANCE APPROVING CINDERVIEW WEST MASTER DEVELOPMENT PLAN AND TENTATIVE SUBDIVISION COMPLIANT WITH THE 2040 GREATER REDMOND AREA COMPREHENSIVE PLAN AND ZONE MAP.

WHEREAS, the City of Redmond has adopted, and the state has acknowledged the 2040 Greater Redmond Area Comprehensive Plan and Zone Map; the City has adopted zoning and planning regulations in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the 2040 Redmond Comprehensive Plan is the product of hundreds of citizens from the public and private sector who participated in the outreach and planning process; and

WHEREAS, the 2040 Redmond Comprehensive Plan contains multiple visioning statements, including statements on improving urban form and community design; and

WHEREAS, the City of Redmond has set the action steps necessary to implement the goals and policies in the 2040 Redmond Comprehensive Plan related to the vision; and

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on May 21, 2025, and after reviewing the record and gathering public testimony, has recommended that the Redmond City Council approve the Master Development Plan and Tentative Subdivision, subject to conditions of approval; and

WHEREAS, the City Council held a public hearing on July 8, 2025, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record, and gather additional evidence and public testimony; and

WHEREAS, the City Council has received the Planning Commission's recommendation and, after receiving additional evidence and testimony, determined that the requested Master Development Plan and Tentative Subdivision is in compliance with the Redmond Development Code and would contribute to the 2040 Redmond Comprehensive Plan goals and policies; and

WHEREAS, the City Council finds that the proposed Master Development Plan and Tentative Subdivision furthers the interests of the City.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby approves the Master Development Plan and Tentative Subdivision, subject to the conditions of approval. The Decision and Conditions, Findings, and Project Plans are attached hereto as Exhibit A.

SECTION TWO: In support of the approval, the City of Redmond hereby adopts the findings, which are attached hereto as Exhibit A, which were prepared by City staff and demonstrate compliance with the Redmond Development Code, Section 8.270 – Master Development Plans, Section 8.2335 et seq – Tentative Subdivisions, and the applicable Statewide Planning Goals.

SECTION THREE: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance, which can be given without such invalid part, or parts.

PASSED by the City Council and **APPROVED** by the Mayor this 8th day of July 2025.

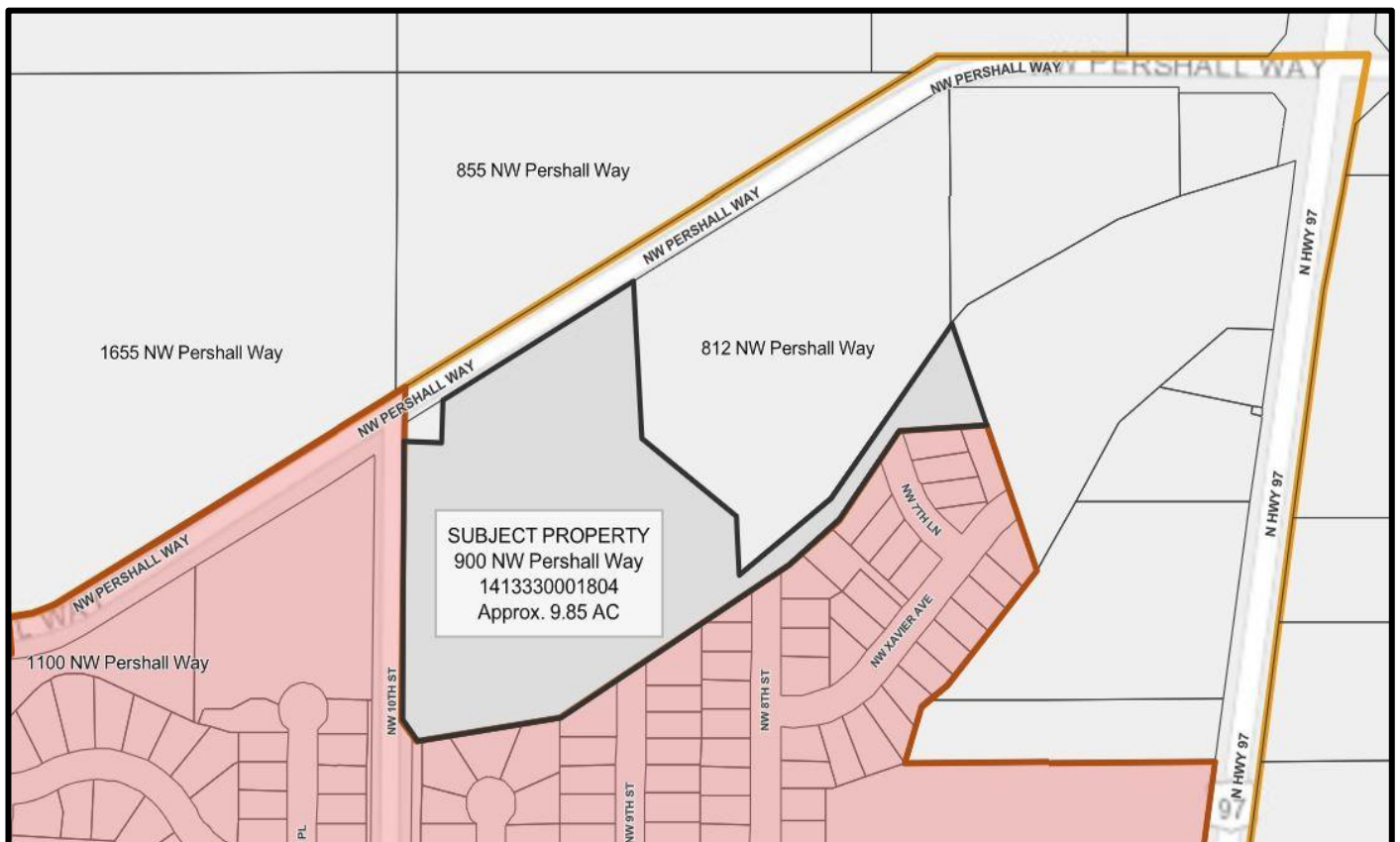
Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

CINDERVIEW WEST ANNEXATION, DEVELOPMENT PLAN, AND TENTATIVE SUBDIVISION

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 10th Street (project S3), add an eastbound right-turn lane to the NW Pershall Way and NW 10th Street intersection (project I2), add a shared-use path along NW Pershall Way (project B1), and add bike lanes within NW 10th 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 10th 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 10th 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 10th Street.

Attachments:

The following attachments are included in this document by reference.

- Attachment A – Tentative Plan, dated March 19, 2025
- Attachment B – Applicant Narrative
- Attachment C – City Engineering Comments
- Attachment D – Transportation System Analysis (TSA) Approval Memo
- Attachment E – Agency Comments
- Attachment F – Public Comments
- Attachment G – Annexation Agreement

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) was held May 21, 2025. Notice of RUAPC 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.

The final hearing will be held before the Redmond City Council and is scheduled for July 8, 2025. Notice of RUAPC public hearing was mailed to relevant agencies and surrounding property owners within 250 feet of the subject property on June 16, 2025, posted on the subject property on June 18, 2025, and published in the *Bend Bulletin* on June 27, 2025.

Comments:

Written comments have been received by the City of Redmond Engineering Division (attachment C), COID and Redmond Fire and Rescue (attachment E), and the public (attachment F). These comments have been addressed throughout the staff findings. No other testimony has 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 and NW 10th Street. 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

Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
Non Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
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:

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
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				
Density - Units/Net Acres					
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
Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Planned Unit Developments (PUDs) densities in Section 8.275.					
Minimum Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20

Setbacks:					
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					
Maximum Building Height - Feet					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
Minimum Street Frontage - Feet					
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 Redmond Code, 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
Maximum Density (Units/Net Acre)	20	20	23.2	25	25
Minimum Lot Size (Square Feet)	1,500	1,500	1,500	1,500	1,500
Maximum Bulidng Height (Feet)	35	35	35	45	45
Minimum Street Frontage (Feet)	20	20	20	20	20

[...]

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 10th Street as a major collector, a separated bicycle and pedestrian facility following along both roads, as well as the northward continuation of NW 8th 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), Redmond Wastewater System Master Plan (RWSMP) 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 10th 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 10th 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, WSMP, and 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 RWSMP.

- 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. 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 10th Street), the extension of three adjacent local residential streets (NW 7th Lane, NW 8th Street, and NW 9th Street), the construction of two new local residential streets (Local Street A and Local Street B), the construction of two intersections (between NW 9th 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 7th Lane, NW 8th Street, and NW 9th Street), the multi-use path within the NW Pershall Way ROW, NW 10th 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 10th Street is within 660 feet of the Pershall Way and 10th 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 10th Street (project S3), add an eastbound right-turn lane to the NW Pershall Way and NW 10th Street intersection (project I2), add a shared-use path along NW Pershall Way (project B1), and add bike lanes within NW 10th Street (project B3). The proposal includes improvements to NW Pershall Way and NW 10th Street that will satisfy the TSP requirements if constructed in compliance with 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 10th 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 10th Street. 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.

Table 1 - Minimum Right of Way Width Standards	
Functional Classification	Minimum Right of Way Width
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 10th 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 10th 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. 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 10th Street, and Tract E, which would be consistent with projects identified in the TSP. 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 9th 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. 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. 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. 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 10th 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 ten 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: This section is procedural and must be complied with following tentative plan approval.

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, which are incorporated into the conditions of approval. 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.

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

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. 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 no 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.

III. RECOMMENDATION

Recommendation:

Based on evidence submitted and the findings above, the Redmond Urban Area Planning Commission voted unanimously (4-0) to adopt 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)] for City Council consideration, 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 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.
4. Prior to final plat of Phase 1, the applicant shall improve NW 10th Street along the project frontage to Major Collector standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 40-feet from centerline, a minimum 5-foot-wide public utility easement, a separated 10-foot wide multiuse path per drawing 2-6 on the east side, street trees on the east side, curb on both sides, and full width pavement and striping. A public access easement shall be provided where the multiuse path is located on private property.
5. Prior to final plat of Phase 1, the applicant shall improve NW Pershall Way along the project frontage to Arterial standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 50-feet from centerline, a minimum 5-foot-wide public utility easement, a separated 10-foot wide

multiuse path per drawing 2-6 on the south side, street trees on the east side, curb on both sides, and full width pavement and striping. A public access easement shall be provided where the multiuse path is located on private property.

6. Prior to final plat of Phase 1, the applicant shall improve the intersection of NW Pershall Way and NW 10th Street. The existing NW 10th Street intersects NW Pershall Way at a 60-degree angle and will need to be reconstructed to intersect at a 90-degree angle. Additional right of way shall be dedicated if necessary to achieve this standard. If right of way is obtained from other properties to achieve this standard, it must be dedicated prior to engineering plan approval. Curb ramps shall be installed on the southeast corner of the intersection per drawing 2-16. A left turn lane shall be installed on NW Pershall Way on the westbound approach.
7. Prior to final plat of Phase 1, the applicant shall improve NW 9th St and other internal roadways to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides, and full width pavement.
8. Prior to plat of Phase 1, the applicant shall install a minimum 5-foot wide, mid-block, all weather path per drawing 2-21 or 2-6 that connects internal roadways to NW Pershall Way. The path shall be located in 10-foot-wide minimum dedicated right of way.
9. Prior to plat of Phase 2, the applicant shall improve NW 7th St and NW 8th St, and other internal roadways to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides, and full width pavement.
10. Prior to final plat of Phase 1, a proportionate share of \$18,695 will be paid to the City of Redmond for the construction of left turn lanes at 10th Street and Walnut Avenue, unless the improvement is funded via another mechanism.
11. Prior to plat of all affected phases, alleys shall be constructed to COR standards and are required to be privately owned and maintained. A public access easement shall be provided on all alleys.
12. Driveway access to NW Pershall Way and NW 10th Street is prohibited, 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 any such emergency access.
13. Prior to all affected phases, water mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way and NW 10th Street, and on all internal local roadways. Water mains shall be 8-inch minimum, except the water mains on NW Pershall Way and NW 10th Street shall be 12-inch minimum. Each lot shall receive one water service. 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.
14. Prior to all affected phases, 8-inch minimum gravity sewer mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way and NW 10th Street, and on all internal local roadways, unless otherwise approved by the City Engineer based on topography limitations. Each lot shall receive one sewer service. 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.

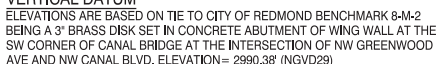
15. The applicant shall submit a Site Development permit to the Engineering Division after the land use decision is issued and all work shall meet City of Redmond Standards and Specifications.
16. Prior to the approval of plat for any phase, the applicant shall provide evidence demonstrating that all lots to be served by the private alley in that phase are guaranteed legal access to said alley, including all permanent alley accesses.
17. 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.
18. All park/open space areas shall be landscaped with drought tolerant species, consistent with the landscape design standards of RC Section 8.530. Landscaping plans for park/open space areas shall be reviewed and approved by the City prior to final plat.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.

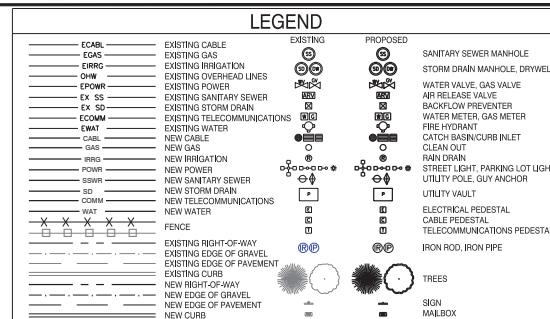
25. A public access easement over Tract E shall be provided with or prior to the approval of the phase two plat.
26. A trail at least ten feet in width shall be provided following the entire length of the irrigation lateral prior to issuance of certificate of occupancy for any dwelling in phase two, subject to COID review and approval.
27. 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. Finally, Lots 18 and 19 shall not be partitioned or further divided except as provided for by middle housing.

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

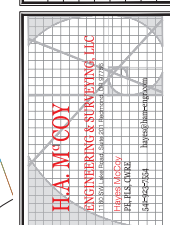
MARCH, 2025



MP1.0	COVER SHEET AND PROJECT OVERVIEW
MP1.1	EXISTING CONDITIONS
MP2.0	PRELIMINARY STREET AND UTILITY LAYOUT
MP2.1	TENTATIVE PLAT
MP2.2	HOUSING DEVELOPMENT PLAN
MP2.3	LANDSCAPE PLAN
MP2.4	PHASING PLAN
MP2.5	TYPICAL STREET SECTIONS
MP2.6	URA LANDSCAPE BUFFER DETAIL



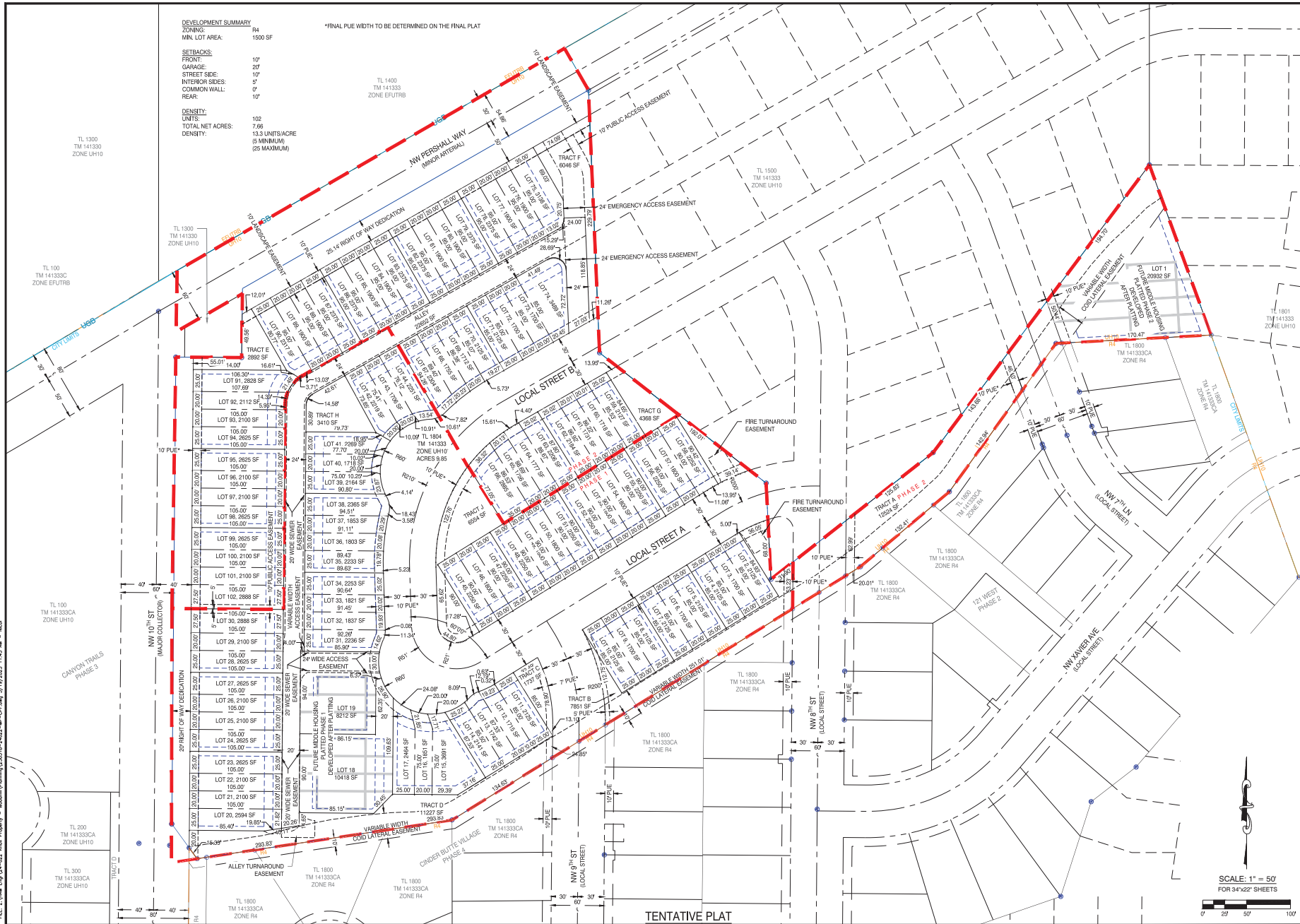
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PROJECT: CINDERVIEW WEST
PROJECT LOCATION: REDMOND, OR
CLIENT: WOODHILL HOMES

SHEET TITLE:
**COVER SHEET AND
PROJECT OVERVIEW**

JOB NO.	24-022
DRAWN BY:	CPF
DRAWING:	MP1.0



DEVELOPMENT SUMMARY
ZONING: R4
MIN. LOT AREA: 1500 SF
SETBACKS:
FRONT: 10'
GARAGE: 20'
STREET SIDE: 10'
INTERIOR SIDES: 5'
COMMON WALL: 0'
REAR: 10'
DENSITY:
UNITS: 102
TOTAL NET ACRES: 7.89
DENSITY: 13.3 UNITS/ACRE
(5 MINIMUM)
(25 MAXIMUM)

*FINAL PUE WIDTH TO BE DETERMINED ON THE FINAL PLAT



DATE: _____

REVISION: _____

No. _____

DATE: 4/29/24

DATE: 3/19/25

DRAWING STATUS: ☐ EXISTING COND. ☒ MASTER PLAN

DRAWING: _____

JOB NO. 24-022

DRAWN BY: CPF

DRAWING: _____

MP2.1

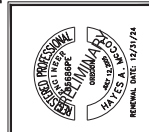
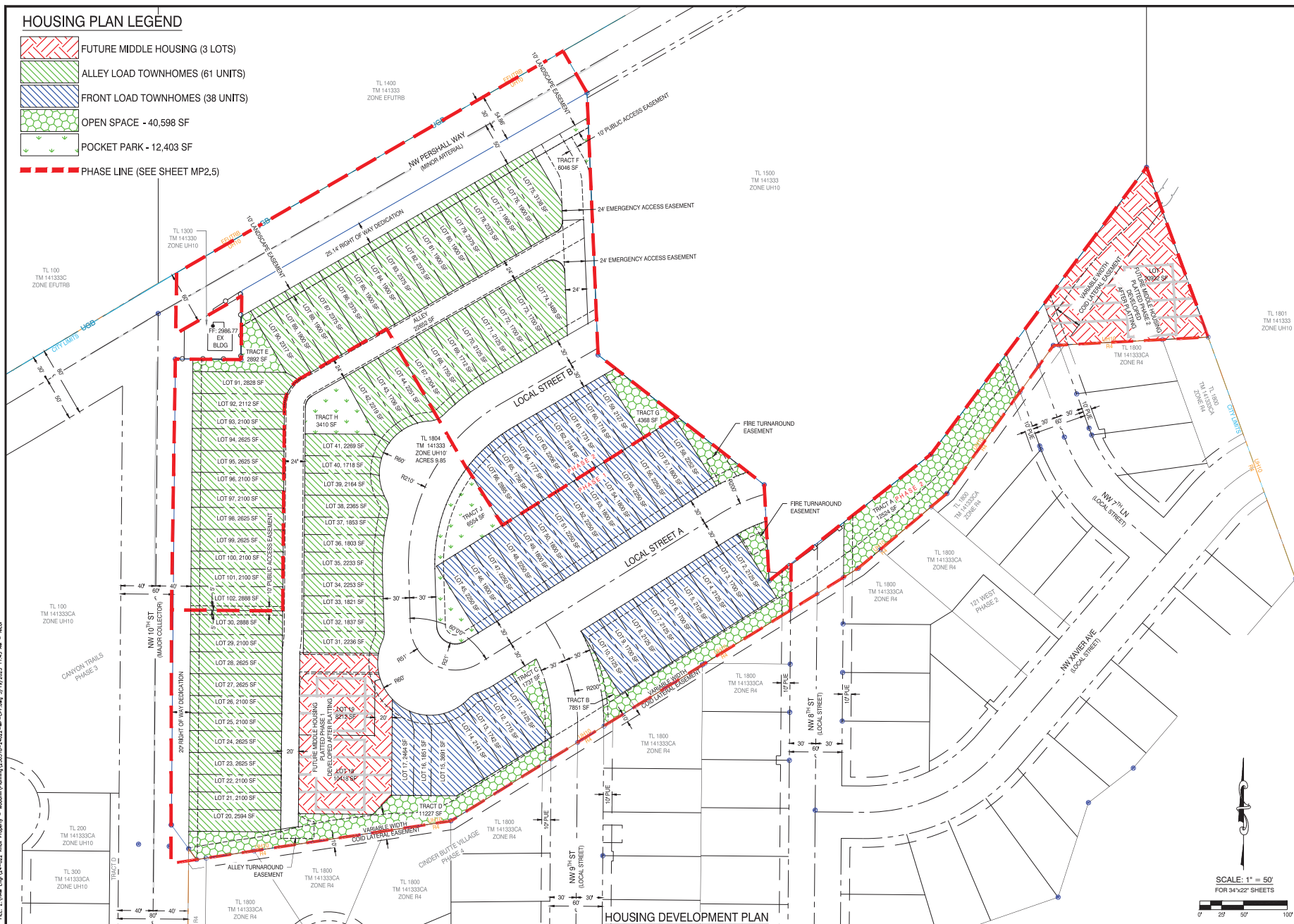
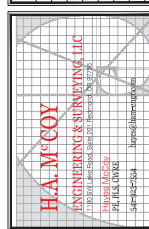
PROJECT: CINDERVIEW WEST

PROJECT LOCATION: REDMOND, OR

CLIENT: WOODHILL HOMES

SHEET TITLE: TENTATIVE PLAT

	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)

[illegible]

PROJECT:
CINDERVIEW WEST

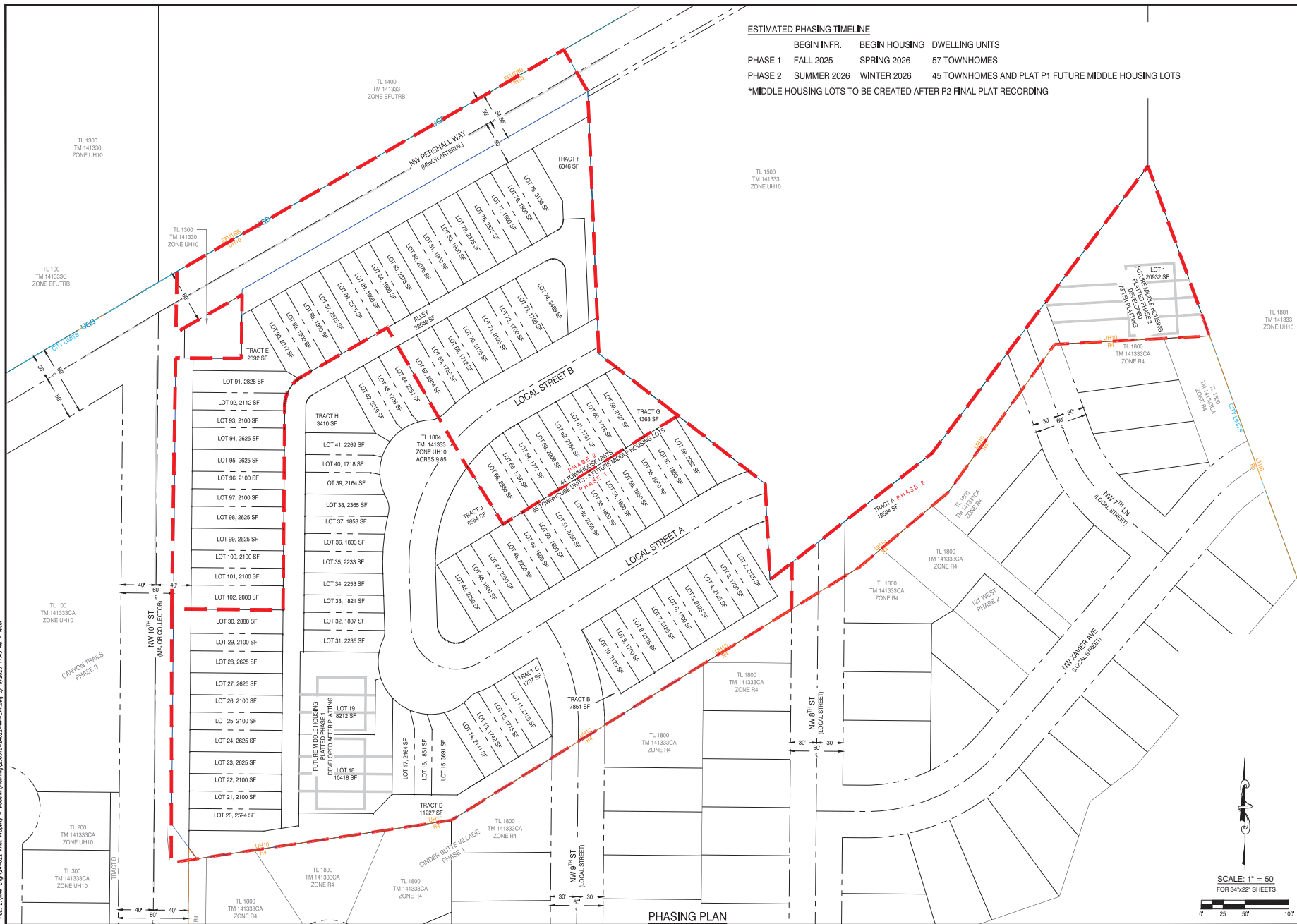
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REDMOND, OR

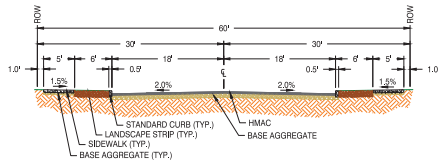
CLIENT:
WOODHILL HOMES

SHEET TITLE:
**HOUSING
DEVELOPMENT PLAN**

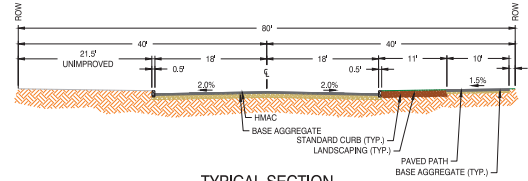
JOB NO. 24-022
DRAWN BY: CPF
DRAWING:
MP2 2

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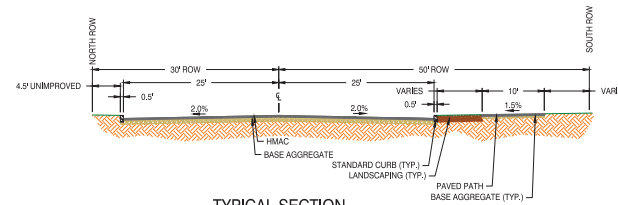




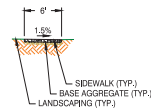
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LOCAL STREET: FULL IMPROVEMENT
LOCAL STREETS A AND B
NW 7TH LN
NW 8TH ST
NW 9TH ST
NTS



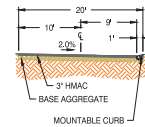
TYPICAL SECTION
MAJOR COLLECTOR: PARTIAL IMPROVEMENT
NW 10TH ST
NTS



TYPICAL SECTION
MINOR ARTERIAL: PARTIAL IMPROVEMENT
NW PERSHALL WAY
NTS



TYPICAL SECTION
SIDEWALK
LOTS 30 AND 31 AND TRACT F
NTS

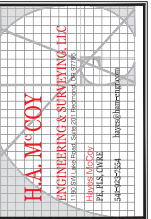


TYPICAL SECTION
PAVED ALLEY
NTS

TYPICAL STREET SECTIONS



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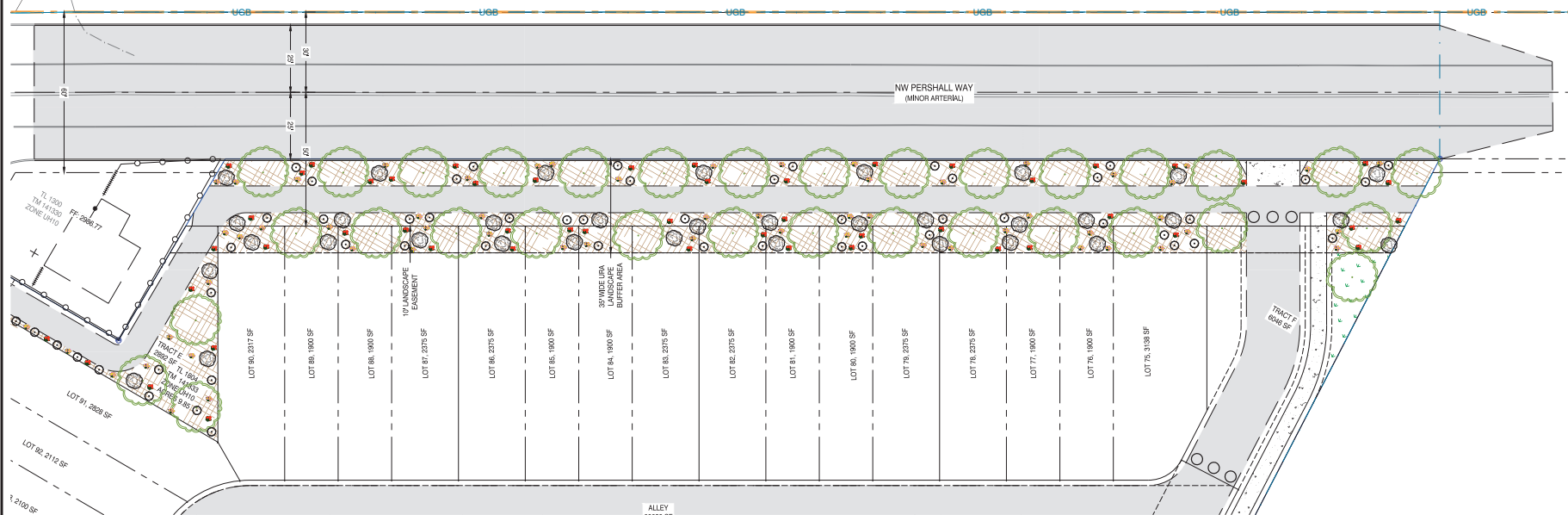


PROJECT:	CINDERVIEW WEST
PROJECT LOCATION:	REDMOND, OR
CLIENT:	WOODHILL HOMES

SHEET TITLE:	TYPICAL STREET SECTIONS
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JOB NO.	24-022
DRAWN BY:	CPF
DRAWING:	MP2.5

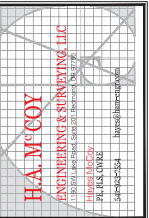
	POCKET PARK LANDSCAPING TO BE DESIGNED PRIOR TO PLATTING.
	DECORATIVE LANDSCAPE ROCK WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE
	ROCKY MOUNTAIN MAPLE (LOW WATER) OR APPROVED EQUAL
	GOLDEN CURRANT (LOW WATER) OR APPROVED EQUAL
	LITTLE BLUESTEM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



SCALE: 1" = 20'
FOR 34"x22" SHEETS



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EXISTING COND	4/29/24	△		
☒ MASTER PLAN	3/19/25	△		
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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

FILE: Z:\HAM Engr\24-022 Knox Property - Woodhill\Planning\250318-24022-MP-CPF.dwg 3/19/2025 11:43 AM - Nicol

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

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

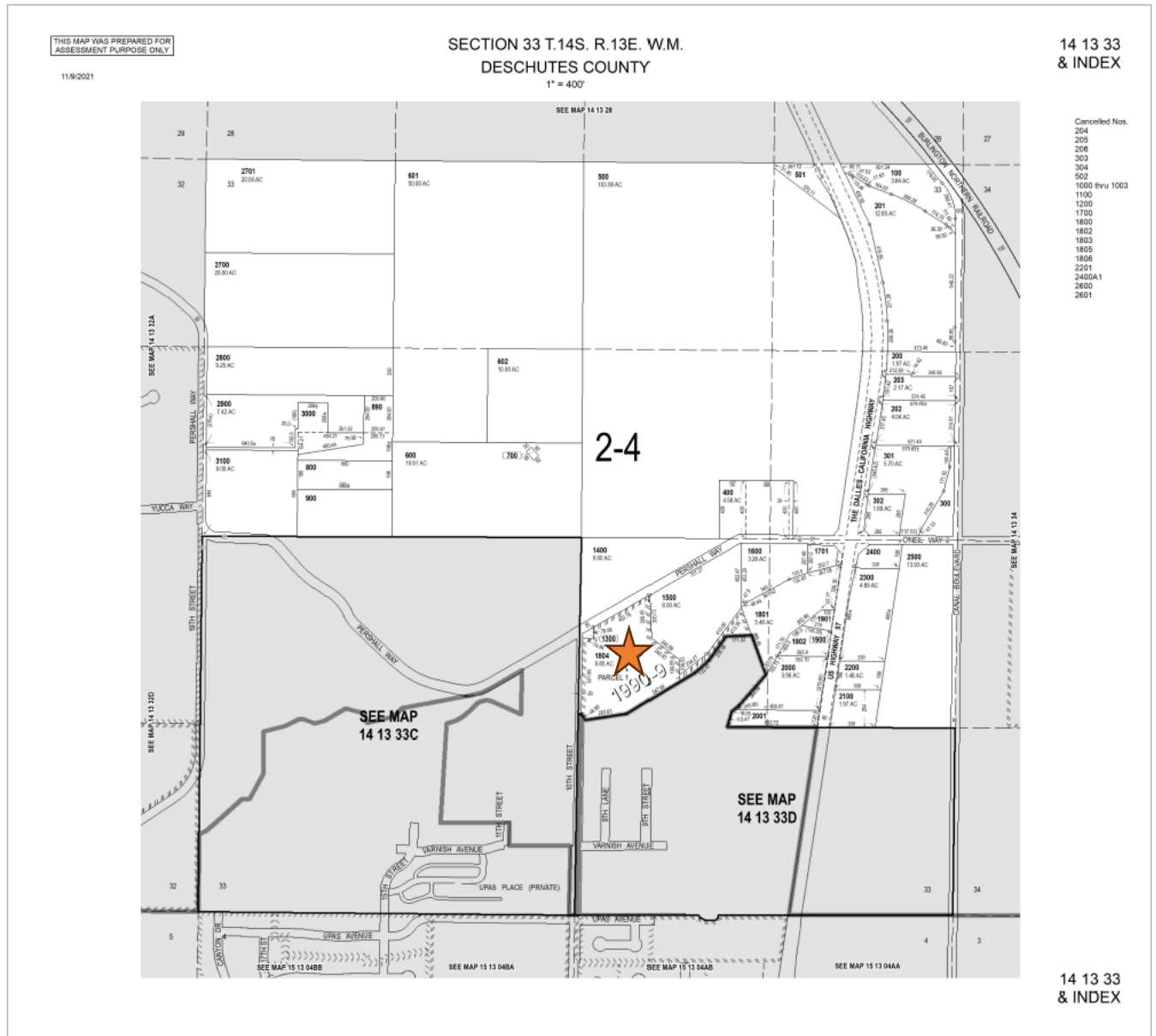
CHAPTER 8.2820 – ACCESS MANAGEMENT STANDARDS

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.

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

Residential Uses:	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
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:

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
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				
Density - Units/Net Acres					
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
Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Planned Unit Developments (PUDs) densities in Section 8.275.					
Minimum Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
Setbacks:					

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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					
Maximum Building Height - Feet					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
Minimum Street Frontage - Feet					
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.*

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Maximum Density (Units/Net Acre)	20	20	23.2	25	25
Minimum Lot Size (Square Feet)	1,500	1,500	1,500	1,500	1,500
Maximum Building Height (Feet)	35	35	35	45	45
Minimum Street Frontage (Feet)	20	20	20	20	20
Minimum Setback Distance (Feet)					
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

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.

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.

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

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.

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.

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- 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:

Intersection at a Street and the Following:	Minimum Distance of Triangle Side
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.

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.

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.

Land use	Standard
Residential	
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.

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 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.

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.

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

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

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.

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.

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.

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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.

Table 1 - Minimum Right of Way Width Standards	
Functional Classification	Minimum Right of Way Width
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.

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.

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.

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 properly 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.

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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 10th 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 7th, 8th, and 9th 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 10th Street and Pershall Way.

D) No driveway access to 10th 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.

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 10th 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) 10th Street must be constructed to meet City of Redmond standards and specifications. The following mitigations will be required along the 10th 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 10th 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 10th 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 10th Street:

- 1) Construct perpendicular curb ramps that meet COR standards 2-16 at the southeast corner of the intersection of 10th 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°". 10th 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 10th 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 10th St. at the south project/property boundary. Eight (8) inch City water mains exist in 7th Ln., 8th St. and 9th 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 10th 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 10th 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 7th Ln., 8th St., 9th St. and 10th 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., 8th 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 10th St. needs to be extended north in 10th St. to the intersection of 10th 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 10th 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 19th 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]*



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October 8, 2024

Scott Ferguson
 Ferguson & Associates, Inc.
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 7th, 8th, and 9th 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 10th Street and Pershall Way.
- No driveway access to 10th 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 10th 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."

10th 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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- Construct 10th Street to meet COR Collector standards 2-1 from the southern property limits to and through the 10th 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 10th 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.

10th Street and Pershall Way Intersection:

- Construct perpendicular curb ramps that meet COR standards 2-16 at the southeast corner of the intersection of 10th 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°". 10th 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 | 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.

40 ROAD

House

ORCHARD

1294 0.61 Ac

950

1.57 Ac.

CLOVER

1315

312

2.06 Ac

PLOWED

617

390

162

3.30 Ac.

0.74 Ac.

20' R. of N.

LAT. F-1

784

3.13 Ac.

ALFALFA

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 10th 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 10th 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

April 14, 2025

Morgan Snyder
Long-Range Planner
City of Redmond
411 SW 9th street
Redmond, OR 97756

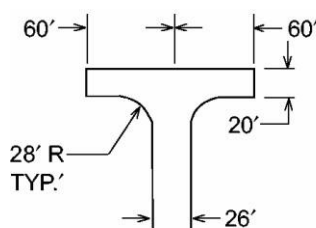
Re: Cinderview West
Tax Lot ID: 1413330001804

Dear Morgan,

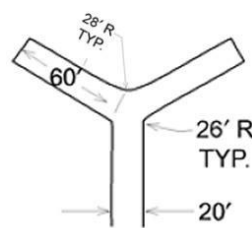
Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. These notes are provided in regard to the plans received March 27, 2024. There may be more or less requirements needed based upon the final project design, however, Redmond Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

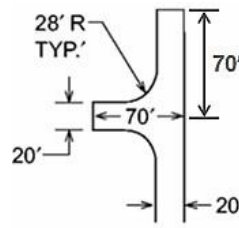
- FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if 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)



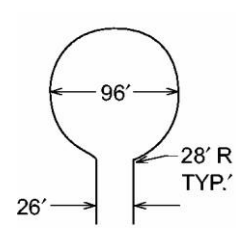
120' HAMMERHEAD



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 (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 10th 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)

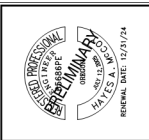
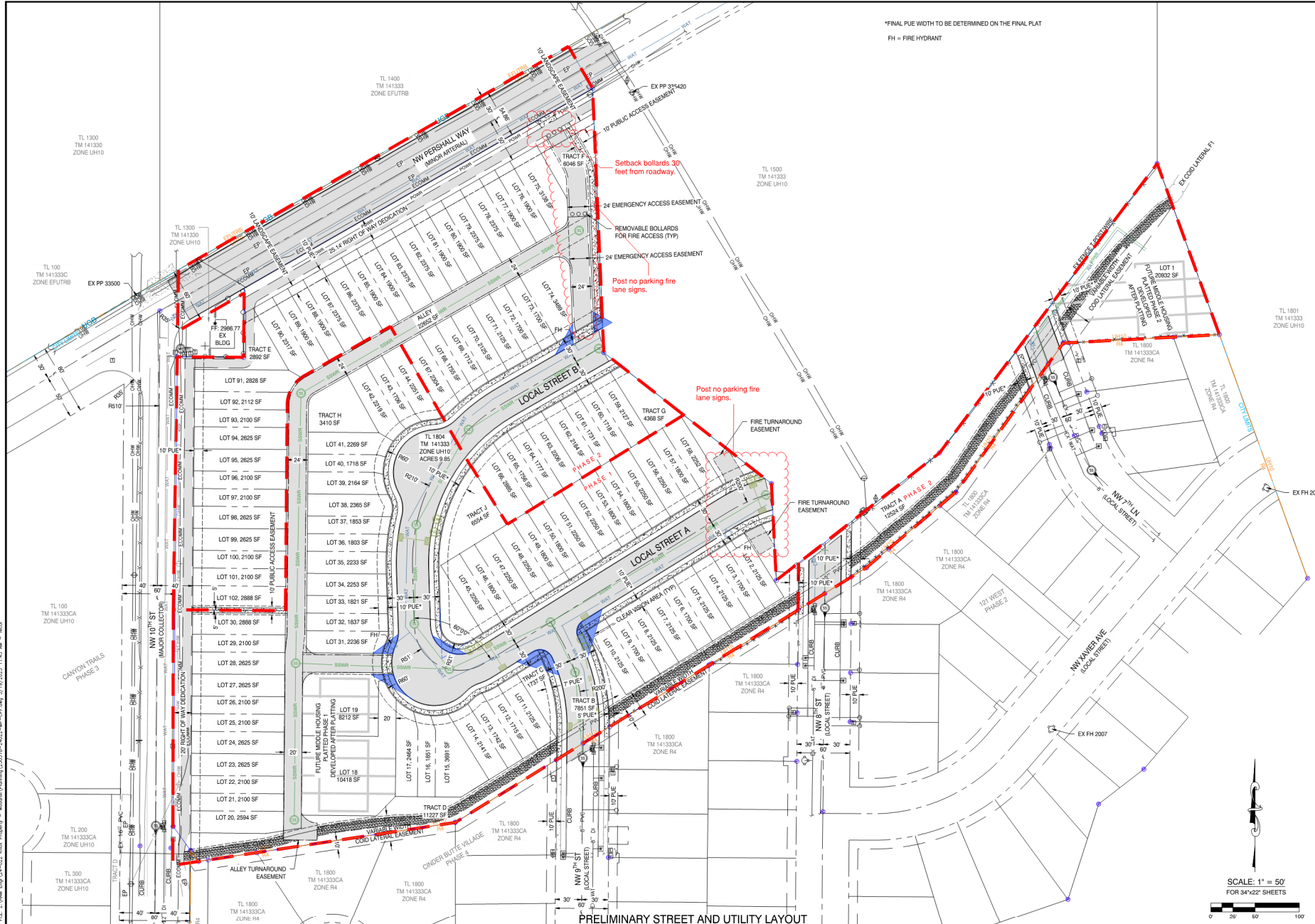
If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at 541-504-5010.

Sincerely,

Tom Mooney

Tom Mooney
Fire Marshal
Tom.mooney@rdmfire.org

Cc: File



DRAWING STATUS:	DATE:	REVISION:	No.
☒ EXISTING COND	4/29/24		
☒ MASTER PLAN	3/19/25		



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

SHEET TITLE: PRELIMINARY STREET AND UTILITY LAYOUT
JOB NO.: 24-022
DRAWN BY: CFF
DRAWING: MP2.0

Morgan Snyder

From: Brandie Foster <realtybrandie@gmail.com>
Sent: Wednesday, May 21, 2025 10:57 AM
To: Morgan Snyder
Subject: Cinderview West

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you

Good morning Morgan,

I am so sorry I can't be at the meeting this evening regarding the new subdivision discussion for Cinderview West.

While growth is inevitable and affordable growth in the form of townhomes is great, we have a transportation problem.

I realize you know this already, transportation for Redmond residents is a number one concern and you have heard plenty. I am hoping to elevate this concern to the county and or ODOT roads department, and may need your help getting this feedback to the correct person. Please feel free to forward my email to whom it may concern. I live right here!

My concern is HWY 97 at Pershall and O'neil. I use that intersection only when I have to as I live West on Pershall, just off of Yucca. So right on the edge of city roads. That HWY 97 intersection is flat out dangerous, even if making only right turns. People speed through there both north and south bound, sending most of us locals to the parkway interchange just to the south, near the new police station. Sadly, we all must then navigate 10th street, which is so crowded during the daily commute hour. If school is open, its just down right impressive for our small town.

Two problems: one is HWY 97 at Pershall, the other is Pershall as it turns to Coyner and heads west to Northwest Way. Right now, the city owns a very large parcel that is a park, currently parking cows, which once it becomes a park will be a very exciting destination for all of the folks that live on the north end of town, plus more as I am certain the park will have gathering features for sports. In addition to this park, we all realize the city is doing great work moving the sanitation for water north along Northwest Way, and will be developing a very large park there as well, which only means more traffic on Pershall and Coyner, and more traffic at the HWY 97 intersection I keep mentioning. If I am correct, this is a county road issue that is causing us all a lot of heartburn with traffic and transportation safety.

In short, let's grow! But let's grow smart. How do we leverage improvements to the HWY 97 intersection and the county roads that will see more traffic?

I recall some time back, the city published a North HWY 97 Assessment and Plan to address the overworked parkway interchange just to the south of the flashing yellow light, what happened to that? Funding? Deaf ears? Help us all improve safety at a very dangerous road as these homes are getting built. Please tell me who to call or email and I will!

Thank you so much for your work growing our city,

Brandie
541-410-0626

Brandie Foster, Broker Realtor
BSN, SRES, RENE, PSA, SRS



Mobile: 541-410-0626
realtybrandie@gmail.com
233 SW Wilson Ave Ste
102 Bend, Oregon 97702

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Morgan Snyder

From: David Spansel <davidspansel@hotmail.com>
Sent: Wednesday, May 21, 2025 4:05 PM
To: Morgan Snyder
Subject: Urgent Concern: Inadequate Access Plan for Cinderview West

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Dear Morgan Snyder,

I am writing on behalf of the residents of NW 9th St. to express serious concerns regarding the current access plan for the proposed 102-lot subdivision that designates our street as the sole entry and exit point.

Allowing only one access route into such a large development presents a range of unacceptable safety, traffic, and logistical issues:

- **Traffic Volume and Safety Risks:** The subdivision will introduce approximately 200 additional vehicles to our residential street daily. This will significantly increase traffic congestion and create dangerous conditions for the many children in our neighborhood who ride bikes, play basketball, and engage in outdoor activities along the street.
- **Parking and Overflow Issues:** The new subdivision reportedly does not allow street parking. This will likely result in overflow parking spilling into our neighborhood, compounding congestion and further reducing safe pedestrian and bicycle access.
- **Long-Term Construction Disruption:** With a project of this size, we anticipate years of construction-related traffic, including heavy equipment, contractor vehicles, and noise—all funneled through a single access point. This raises both quality-of-life and safety concerns for our residents.
- **Existing Congestion from Nearby Development:** There is already a subdivision on the cross street that routinely causes delays and impedes normal vehicle flow. Adding another dense development with no additional access routes will compound the problem to an unmanageable degree.

This is not merely an inconvenience—it is a significant planning oversight that poses ongoing hazards for current and future residents.

The only reasonable and responsible course of action is to ensure that multiple access points are created into the new subdivision before any home construction begins. This should be considered Step One of the development process.

We respectfully request that the planning commission, developers, and city officials reconsider the access plan and address these concerns before final approvals or construction begins. We are happy to discuss these issues in more detail and would appreciate being kept informed of any public hearings or opportunities for input.

Sincerely,
David Spansel

Morgan Snyder

From: Kyle Roberts
Sent: Wednesday, May 21, 2025 12:32 PM
To: Morgan Snyder
Subject: Fw: Public Hearing Today

Importance: High

FYI- comment regarding CVW.

Kyle Roberts, AICP | City of Redmond
Planning Director

phone 541.923.7758
cell 541.233.8180
email kyle.roberts@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

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DISCLOSURE NOTICE:

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From: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Sent: Wednesday, May 21, 2025 12:31
To: Ed Fitch <Ed.Fitch@redmondoregon.gov>; Keith Witcosky <Keith.Witcosky@redmondoregon.gov>
Subject: Re: Public Hearing Today

It is. Planning Commission will be hearing the Cinderview West proposal this evening. I'll pass this comment along to Morgan and the Planning Commission. Thanks.

Kyle Roberts, AICP | City of Redmond
Planning Director

phone 541.923.7758
cell 541.233.8180
email kyle.roberts@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

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DISCLOSURE NOTICE:

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From: Ed Fitch <Ed.Fitch@redmondoregon.gov>
Sent: Wednesday, May 21, 2025 12:21
To: Keith Witcosky <Keith.Witcosky@redmondoregon.gov>; Kyle Roberts <kyle.roberts@redmondoregon.gov>
Subject: Fwd: Public Hearing Today

I assume this is planning commission

Get [Outlook for iOS](#)

From: Dusty Stenkamp <dustyjstenkamp@gmail.com>

Sent: Wednesday, May 21, 2025 11:56:11 AM

To: Jay Patrick <jay.patrick@redmondoregon.gov>; Ed Fitch <Ed.Fitch@redmondoregon.gov>; Clifford Evelyn <Clifford.Evelyn@redmondoregon.gov>; Shannon Wedding <Shannon.Wedding@redmondoregon.gov>; cat.zwicker@redmondoregon.com <cat.zwicker@redmondoregon.com>; john.nielsen@redmondoregon.com <john.nielsen@redmondoregon.com>; Kathryn Osborne <kathryn.osborne@redmondoregon.gov>

Subject: Public Hearing Today

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Hello Mayor Fitch and City Council Members,

My name is Dusty Stenkamp and I live at 2092 NW Yucca Way, Redmond, OR 97756. I am emailing regarding the hearing scheduled for 5:30pm today at City Hall regarding the annexation and Subdivision in North Redmond as I am unable to attend.

My concern is the heavy traffic this new housing community at the corner of Pershall and 10th Street will cause. This intersection has already seen a very large increase due to the added housing communities in the area, which has led to frustrated and impatient drivers. Safety on the road is my main concern. This intersection is already busy and is not easy to navigate for large vehicles turning off pershall and onto 10th street. I feel this intersection needs addressing before additional traffic is added. Not to mention the soon to be park/running trails off pershall. This is also going to increase traffic and the current infrastructure in my opinion is not designed to be able to safely handle it let alone an additional 102 residential neighborhood.

Thank you for your time and consideration,

Dusty Stenkamp

541-279-6852

Morgan Snyder

From: Mathew Hogan from Fair Housing Council of Oregon <mathew.jamesfhco@gmail.com>
Sent: Wednesday, May 21, 2025 8:16 AM
To: Morgan Snyder
Subject: RE: PAPA file 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD),

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you

Good morning Morgan,

Thank you for sending the Staff Report my way. It's a great amendment, I think the board here would just like to see the section addressing Goal 10 be a bit more specific.

It currently says, " 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"

How, specifically, will 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD) meet the city's housing goals? We would like to see the numbers that reflect housing and housing needs so we can compare this proposal with Goal 10. Many cities make reference to Housing Needs Assessment (HNA) or their Buildable Lands Inventory (BLI).

This may be helpful to you, Findings Guidance. Let me know if I can help in some way, we would love to submit a positive letter in support of this amendment for the hearing later today.

 Powered by [HubSpot](#).

On Mon, May 19, 2025 at 12:28 PM, Morgan Snyder <morgan.snyder@redmondoregon.gov> wrote:

Hi Mathew,

I apologize, I got the staff report published last Wednesday but very quickly had to go home due to illness. This is the link to the document for your review:

<https://www.redmondoregon.gov/home/showpublisheddocument/26759/638828226933721433>

Thank you for your patience,



Morgan Snyder | City of Redmond

Senior Long-Range Planner

phone **541.504.3062**

email morgan.snyder@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



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From: Mathew Hogan from Fair Housing Council of Oregon <mathew.jamesfhco@gmail.com>

Sent: Thursday, May 8, 2025 9:11 AM

To: Morgan Snyder <morgan.snyder@redmondoregon.gov>

Subject: RE: PAPA file 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD),

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Thank you Morgan!

Mathew Hogan

Fair Housing Council of Oregon

Phone: (406) 439 0950

For the latest on the PAPA Project and our feedback & technical advice methodology, please read the PAPAs section at our partner website, [here](#).

On Thu, May 8, 2025 at 9:06 AM, Morgan Snyder <morgan.snyder@redmondoregon.gov> wrote:

Good morning Mathew,

I'm acknowledging that I've received your email and have added your email to the mailing list for the staff report. It should be published next week, no later than the 14th.

Thanks for your interest and for checking in!



Morgan Snyder | City of Redmond

Senior Long-Range Planner

phone **541.504.3062**

email morgan.snyder@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



WWW.REDMONDOREGON.GOV

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DISCLOSURE NOTICE:

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From: Mathew Hogan from Fair Housing Council of Oregon <mathew.jamesfhco@gmail.com>

Sent: Thursday, May 8, 2025 8:50 AM

To: Morgan Snyder <morgan.snyder@redmondoregon.gov>

Subject: PAPA file 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD),

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you

Good morning Morgan,

My name is Mathew Hogan and I am conducting outreach for the Fair Housing Council of Oregon (FHCO). I was hoping to obtain the staff report and all corresponding attachments for 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), the “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. The applicant's proposal represents a change to the combined Redmond Comprehensive Plan and Zone Map and is therefore subject to recommendation by the Redmond Urban Area Planning Commission (RUAPC), decision by the Redmond City Council, and acknowledgement by the Oregon Department of Land Conservation and Development (DLCD).“ when available. We will be reviewing the staff report predominantly for Statewide Planning Goal 10 compliance.

If we do have any commentary or concerns my colleagues and I will be in touch to advise. We hope this can be a collaborative process. Please confirm receipt of this e-mail, and I look forward to hearing from you soon.

Very Respectfully,

Mathew Hogan

Fair Housing Council of Oregon

Phone: (503) 928-8597

E-mail: Mathew.JamesFHCO@gmail.com

For the latest on the PAPA Project and our feedback & technical advice methodology, please read the PAPAs section at our partner website, [here](#).

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Morgan Snyder

From: Jessica Spansel <jessicaspansel@hotmail.com>
Sent: Wednesday, May 21, 2025 4:03 PM
To: Morgan Snyder
Subject: Cinderview West

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you

Hi Morgan,

I hope you're doing well. I was just made aware of tonight's meeting regarding the Cinderview West subdivision, and unfortunately, I won't be able to attend in person.

As a resident on NW 9th Street (the dead-end portion), I want to express serious concerns about the current plan indicating our street as the sole access point for Phase 1. With 11 existing homes already creating substantial daily traffic—over 22 vehicles—the idea of routing all construction equipment and future residential traffic for 100+ new homes (likely 200+ vehicles) through this narrow and limited area raises significant safety concerns.

Most importantly, this would drastically increase localized traffic in an area where young children play and families walk daily. The volume and type of traffic anticipated, especially during construction, simply isn't compatible with the safety and character of our neighborhood.

While we understand and support responsible community growth, we would strongly advocate for completing the planned Phase 2 street access before construction begins in Phase 1. This approach would better distribute traffic, reduce safety risks, and lessen the disruption to current residents.

Thank you for your time and consideration of these concerns. We appreciate your commitment to a safe and thoughtful development process.

Jessica Spansel
541-788-9332

Morgan Snyder

From: Michael Thille <mthille74@gmail.com>
Sent: Wednesday, May 21, 2025 10:16 AM
To: Morgan Snyder
Subject: 900 Pershall developement

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Good morning Morgan.

I live Northwest of Redmond in Rimrock West and have questions about the development on 10th and Pershall Way:

Are there any plans either with the city or the county to fix the 10th and Pershall Way intersection? Many of us use that intersection coming home because we really do not want to use the exit off of the highway at certain times of the day as it is, in my opinion, dangerous. As you are probably aware, the 10th and Pershall intersection is a little weird and not at 90 degrees and a lot more traffic is using the intersection to access the highway or coming into the new developments that have been built.

Any information will be appreciated.

v/r

Michael Thille, D.C.
mthille74@gmail.com

900 NW Pershall - Cinderview West

From Michael Thille <mthille74@gmail.com>

Date Mon 6/16/2025 10:43

To Kyle Roberts <kyle.roberts@redmondoregon.gov>

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I live in Rimrock West Estates Northwest of the city and realize that the city is creeping towards us. It also appears that these may be more affordable homes being in town homes and I am happy to see that as the cost of housing here as you know has become ridiculous.

The one issue that we who live out here are starting to have is the intersection at 10th and Pershall Way. In my opinion that intersection is not designed to handle the new traffic from all of the new homes in that area as that is the main route to the highway from Northwest Redmond. I realized this is a city/county intersection but I am wondering if the county and the city can improve that intersection and make it safer. It is a very sharp angle for those of us turning LEFT and much of the time we cannot see around that sign advertising homes in that area which makes it a little dangerous when people are coming off the highway and turning LEFT onto 10th St., at times turning the corner sharp and at an unsafe speed. I am already starting to see traffic backup on 10th St. for those of us that are waiting to turn LEFT.

I also believe there should be some concern about the traffic going past the elementary school as well. There is only one road out of that other than going out to the highway. The infrastructure needs to be improved, though I admit I am certainly not an expert in this area.

The third issue is the one that everyone knows about which is the Pershall Way/Highway 97 intersection which is just plain dangerous much of the time. Most of us who live in our area avoid turning LEFT at that intersection coming onto Pershall way most times of the day because of the traffic and the speed that everyone is driving makes it quite dangerous. During busy times the day we avoided completely even when leaving. When there is lighter traffic, if we plan on going north of Highway 97 we will always turn RIGHT and go across the overpass up by Home Depot because people coming over Cinder Butte are normally going very fast and they can be very close to us when turning LEFT to the North. The Oregon Department of Transportation needs to upgrade that intersection and do it fairly soon. 5 people I know of have died within 1/2 mile of that intersection over the past few years and there have been numerous wrecks there as well. I realize the Department of Transportation has budget issues but at the very least they can change the intersection to make it safer. Perhaps you could encourage them.

Thank you for your time and service to the community.

Michael Thille, D.C.

mthille74@gmail.com

RE: Cinderview West - located adjacent to NW Pershall Way

From Dawn Lane <msdawnlane@outlook.com>
Date Wed 6/11/2025 10:57
To Kyle Roberts <kyle.roberts@redmondoregon.gov>

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That would be great. My address is 3429 NW 11th Court, Redmond, OR 97756
Thank you,
Dawn Lane

From: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Sent: Wednesday, June 11, 2025 7:24 AM
To: Dawn Lane <msdawnlane@outlook.com>
Subject: Re: Cinderview West - located adjacent to NW Pershall Way

Also, what's your address so I can mail you notice?

Kyle Roberts, AICP | City of Redmond
Planning Director

phone 541.923.7758
cell 541.233.8180
email kyle.roberts@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

Please consider the environment before printing this email.

DISCLOSURE NOTICE:

Messages to and from this email address may be subject to Oregon Public Records Law.

From: Dawn Lane <msdawnlane@outlook.com>
Sent: Tuesday, June 10, 2025 13:01
To: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Subject: Re: Cinderview West - located adjacent to NW Pershall Way

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No I did not. Yes, please add me to the list. Can a get a copy of the meeting notes or summary?
There are a few others that are very interested in this. I will forward them an update with the information you have provided.

Thank you so much.

Get [Outlook for iOS](#)

From: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Sent: Tuesday, June 10, 2025 12:45:04 PM
To: Dawn Lane <msdawnlane@outlook.com>
Subject: Re: Cinderview West - located adjacent to NW Pershall Way

Hi Dawn,

Yes, the notice will tell you where you can go online to access the entire plan set. Because I took this application review over from Morgan, can you tell me if you had received notice about two months about the Planning Commission hearing? I want to be sure we add you to the list if you didn't.

Kyle Roberts, AICP | City of Redmond
Planning Director

phone 541.923.7758
cell 541.233.8180
email kyle.roberts@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

Please consider the environment before printing this email.

DISCLOSURE NOTICE:

Messages to and from this email address may be subject to Oregon Public Records Law.

From: Dawn Lane <msdawnlane@outlook.com>
Sent: Tuesday, June 10, 2025 09:38
To: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Subject: RE: Cinderview West - located adjacent to NW Pershall Way

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kyle,

Thank you so much for the response! Will the notice contain information about the application? If not, is there a way to obtain a copy of the application?

Thanks again,

Dawn

From: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Sent: Wednesday, June 4, 2025 10:52 AM
To: msdawnlane@outlook.com
Subject: Re: Cinderview West - located adjacent to NW Pershall Way

Hi Dawn,

I am the planner who will be taking over this project given that Morgan's last day with the City is today. I can tell you that the public hearing with City Council for this project is tentatively scheduled for Tuesday, July 8th at 6 PM. Official notice will be sent out at least 20 days prior to the hearing date.

Kyle Roberts, AICP | City of Redmond
Planning Director

phone 541.923.7758
cell 541.233.8180
email kyle.roberts@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

Please consider the environment before printing this email.

DISCLOSURE NOTICE:

Messages to and from this email address may be subject to Oregon Public Records Law.

From: Dawn Lane <msdawnlane@outlook.com>
Sent: Wednesday, June 4, 2025 8:48 AM
To: Morgan Snyder <morgan.snyder@redmondoregon.gov>
Subject: FW: Cinderview West - located adjacent to NW Pershall Way

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Morgan,

Hope all is well with you! I am just checking on the status of this project.

Thank you,

Dawn

From: Dawn Lane <msdawnlane@outlook.com>
Sent: Thursday, October 10, 2024 4:18 PM
To: Morgan Snyder <morgan.snyder@redmondoregon.gov>
Subject: Re: Cinderview West - located adjacent to NW Pershall Way

Will do, and thank you!

From: Morgan Snyder <morgan.snyder@redmondoregon.gov>
Sent: Thursday, October 10, 2024 4:11 PM
To: Dawn Lane <msdawnlane@outlook.com>
Subject: RE: Cinderview West - located adjacent to NW Pershall Way

Hi Dawn – good to hear from you again! The project has not yet been submitted, but I wouldn't be surprised if that changes in the next ~30 days, so please check back in soon!

-Morgan

From: Dawn Lane <msdawnlane@outlook.com>
Sent: Thursday, October 10, 2024 1:12 PM
To: Morgan Snyder <morgan.snyder@redmondoregon.gov>
Subject: Cinderview West - located adjacent to NW Pershall Way

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Morgan,

We spoke in August about the above-referenced project, and I was just checking to see if the application has been submitted and/or approved.

Thanks, 😊

Dawn Lane



CITY OF REDMOND | CITIZEN COMMENT/PUBLIC HEARING REGISTRATION CARD

(Testimony is limited to **3 MINUTES** and should be related to current and/or future City of Redmond business.)

Subject or Public Hearing Item #: _____

Position on Issue: () In Favor () Against () Want to receive a notice of decision (land use hearings only)

Do you live in or own a business in the city of Redmond? (X) Yes () No

Roberto Ricalday

Name

05/21/2025

Date

3517 NW 9th St

Street Address (Address is required for the record.)

Redmond

City

OR

State

97756

Zip

541-331-0990

Phone

robertoricalday@gmail.com

Email

**** Return this form to the City Recorder (at the dais on the left hand side) with any written testimony/exhibits before giving oral testimony.**

After Recording Return To:
 City of Redmond
 411 SW 9th Street
 Redmond, OR 97756

Deschutes County Official Records **2024-22987**
 D-ANXCON
 Stn=6 DR 09/05/2024 08:32 AM
 \$30.00 \$11.00 \$10.00 \$61.00 \$6.00 **\$118.00**

I, Steve Dennison, County Clerk for Deschutes County, Oregon,
 certify that the instrument identified herein was recorded in the
 Official Records.

Steve Dennison - County Clerk

ANNEXATION AGREEMENT

This Annexation Agreement is made and entered into this 15 day of August, 2024, by and between the City of Redmond, Oregon, an Oregon municipal corporation (hereinafter "City") and Knox Investments, LLC (hereinafter "Owner").

RECITALS

WHEREAS, Owner is the record owner of the property legally described on Exhibit A attached hereto and incorporated herein (hereinafter referred to as the "Property"); and

WHEREAS, the Property is within the City's Urban Growth Boundary and is proposed to be annexed to the City; and

WHEREAS, Owner desires to have the Property annexed to the City; and

WHEREAS, Owner has submitted a petition for annexation and provided the City with all required consents for annexation; and

WHEREAS, the City is willing to annex the Property on the terms and conditions, and subject to the provisions, of this Agreement; and

WHEREAS, the City will initiate zoning upon the successful annexation of said property by resolution to the City, and

AGREEMENT

NOW, THEREFORE, in consideration of the representations, promises and mutual covenants contained herein, the City and Owner agree as follows:

1. **RECITALS**: The foregoing recitals are incorporated herein as is fully set forth in this Section.
2. **ANNEXATION**:
 - a. City agrees it will initiate a resolution annexing the Property into the City once all required consents and a signed Annexation Agreement have been received by the City, and an approved master development plan with proposed zone amendments has been achieved, and all City requirements have been met. This agreement is void if the Property is not annexed to the City within 24 months after the effective date of this Agreement.
 - b. Owner may terminate this Agreement by serving written notice to the City. The notice must be received by the City at least 60 days prior to the public hearings for council consideration of the annexation. If the City receives such notice, this Agreement terminates as of the effective date of the notice. After the annexation resolution is adopted by the City, this Agreement may only be terminated or amended by written consent of Owner and City.

3. **COMPREHENSIVE PLAN/ZONING:** Prior to development, the Owner is required to receive master development plan approval for the property in compliance with the Redmond Comprehensive Plan 2040, Redmond Development Code, and Engineering Department requirements. The master development plan will identify Comprehensive Plan and Zoning designations, subject to City Council review and approval. Upon adoption of the master development plan, successful annexation, and a Comprehensive Plan Map and Zone Map adoption, the City will apply the Comprehensive Plan and Zoning designations identified in the master development plan.
4. **DEVELOPMENT:** Owner agrees as follows:
- 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.
 - 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.
- 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.
- 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.
- i. Owner shall remove all ground water rights from Property unless partial use is otherwise approved by the Redmond City Council. If required, Owner is directed to remove water rights via sale or transfer to the City. Removal shall occur prior to the platting of the first phase of development.
- 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.
- 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.
5. **AMENDMENT:** This Agreement and any exhibits attached hereto may be amended only by the mutual written consent of both parties.
6. **SEVERABILITY:** If any provision, covenant or portion of this Agreement or its application to any person, entity, property or portion of property is held invalid, or if any ordinance or resolution adopted pursuant to this Agreement or its application to any person, entity, property or portion of property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Agreement or other ordinances or resolutions passed pursuant hereto, and to that end, all provisions, covenants, and portions of this Agreement and of the ordinances and resolutions adopted pursuant hereto are declared to be severable.
7. **NO WAIVER OF RIGHT TO ENFORCE AGREEMENT:** Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.
8. **ENTIRE AGREEMENT:** This Agreement supersedes all prior agreements, negotiations and exhibits and is a full integration of the entire agreement of the parties relating to the subject matter hereof. The parties shall have no obligations other than specifically stated in this Agreement except those of general applicability.
9. **SURVIVAL:** The provisions contained in this Agreement shall survive the annexation of the

property and shall not be merged or expunged by the annexation of the property or any part thereof to the City.

10. **SUCCESSORS AND ASSIGNS:** This Agreement shall run with the land described on Exhibit A and inure to the benefit of, and be binding upon, the successors in title of the Owners and their respective successors, grantees, lessees, and assigns, and upon successor corporate authorities of the City and successor municipalities.
11. **TERM OF AGREEMENT:** This Agreement shall be binding upon the parties and their respective successors and assigns for twenty (20) years, commencing as of the date of this Agreement
12. **ENFORCEMENT:** Owner agrees that if it fails to perform as required under this Agreement, the City Council may, at the Council's option, de-annex and that Owner will not object or oppose such de-annexation in any manner or any forum.
13. **ATTORNEY FEES:** In any proceeding to enforce, apply or interpret this Agreement, each party shall bear its own attorneys' fees and costs.

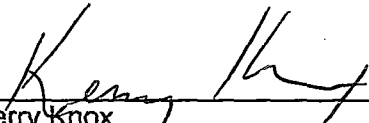
IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first above written.

CITY



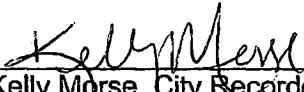
Keith Witcosky, City Manager

OWNER



Kerry Knox
Knox Investments, LLC

ATTEST:



Kelly Morse, City Recorder

STATE OF OREGON)
) ss.
County of Deschutes)

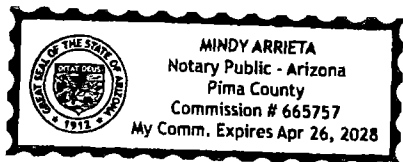
Keith Witcosky, City Manager, on behalf of the City of Redmond, who acknowledged that he had authority to sign on behalf of the City of Redmond and this instrument to be the City's voluntary act and deed, acknowledged this instrument before me this 5th day of September 2024.



[Signature]
Notary Public for Oregon

STATE OF ARIZONA)
) ss.
County of Pima)

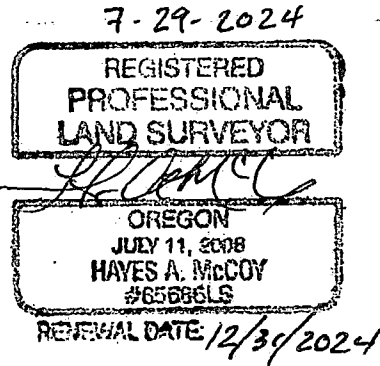
This instrument was acknowledged before me this 15th day of August 2024, by Knox Investments, LLC, by Kerry Knox, its owner, who acknowledged this instrument to be his/her voluntary act and deed.



[Signature]
Notary Public for Arizona

Exhibit A

Parcel 1 of Partition Plat 1990-9, located in the Northwest One-Quarter of the Southeast One-Quarter of Section 33, Township 14 South, Range 13 East, Willamette Meridian, Deschutes County, Oregon.





CINDERVIEW WEST

City Council Hearing of requests for annexation (711-24-000263-PLNG), master development plan (711-24-000241-PLNG), and tentative subdivision (711-24-000242-PLNG).

July 8, 2025

AERIAL VIEW

Subject Property
900 NW Pershall Way
9.85 acres

NW PERSHALL WAY

NW 10TH ST

NW 7TH LN

NW XAVIER AVE

NW HWY 97

NW 12TH ST

NW WALNUT AVE

NW 11TH CT

NW VARNISH LN

NW 10TH PL

NW 10TH ST

NW 9TH LN

NW WALNUT AVE

NW 9TH ST

NW 8TH ST

AERIAL VIEW

Cinder Pit
(County)

O'Neil
Junction
(ODOT)

Canyon Trails
Development
2023 to Current

812 NW Pershall Way
Not involved

Subject Property
900 NW Pershall Way
9.85 acres

121 West
Development
2024 to Current

Cinder Butte Village
Development
2021 to 2023



LAND USE APPROVAL REQUESTS

01

MASTER DEVELOPMENT PLAN

~9.85 ACRES IN NORTH REDMOND

02

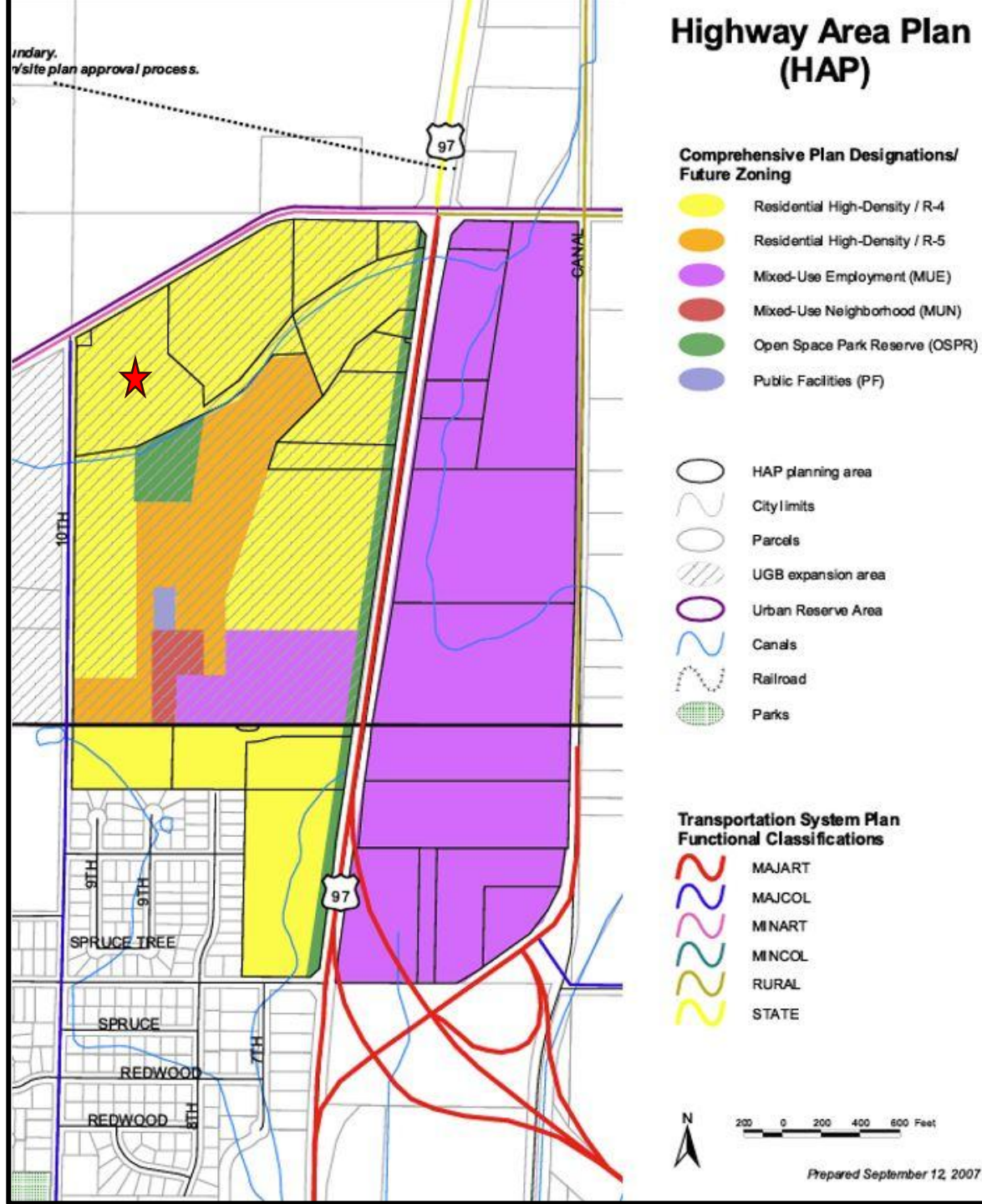
TENTATIVE SUBDIVISION PLAN

2 PHASES | 99 TOWNHOUSE LOTS | 3 PLEX LOTS | OPEN
SPACE TRACTS & TRAILS



LAND USE HISTORY

SLIDE / 5



1. 2006 UGB EXPANSION
2. 2006 FRAMEWORK PLAN
3. 2007 HIGHWAY 97 AREA PLAN

PROPOSAL INCLUDES:

99 Townhouse Lots
2 Quadplex Lots
1 Triplex Lot

~1.2 acres of park/open
space area

35-foot urban-rural
interface area.

Total of 111 dwellings
at 15 du/net acre.



PROPOSAL INCLUDES:

~1,100 feet of multi-use path.

~1,300 feet of canal trail.

Improvements to NW Pershall Way and NW 10th Street.

Extensions of NW 9th St., NW 8th St., NW 7th Ln.

Two new local streets.

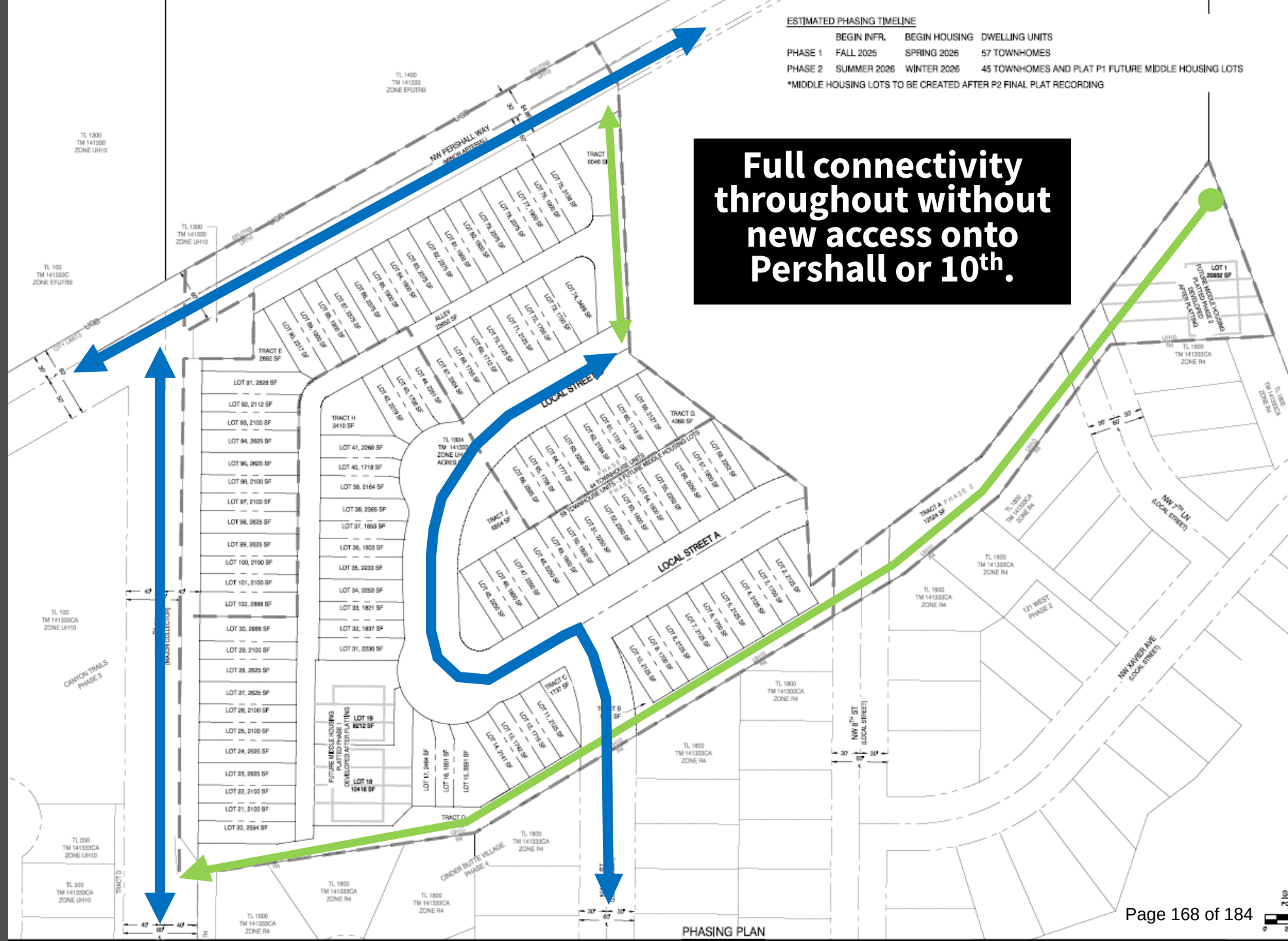
Private alley.

Emergency access road.

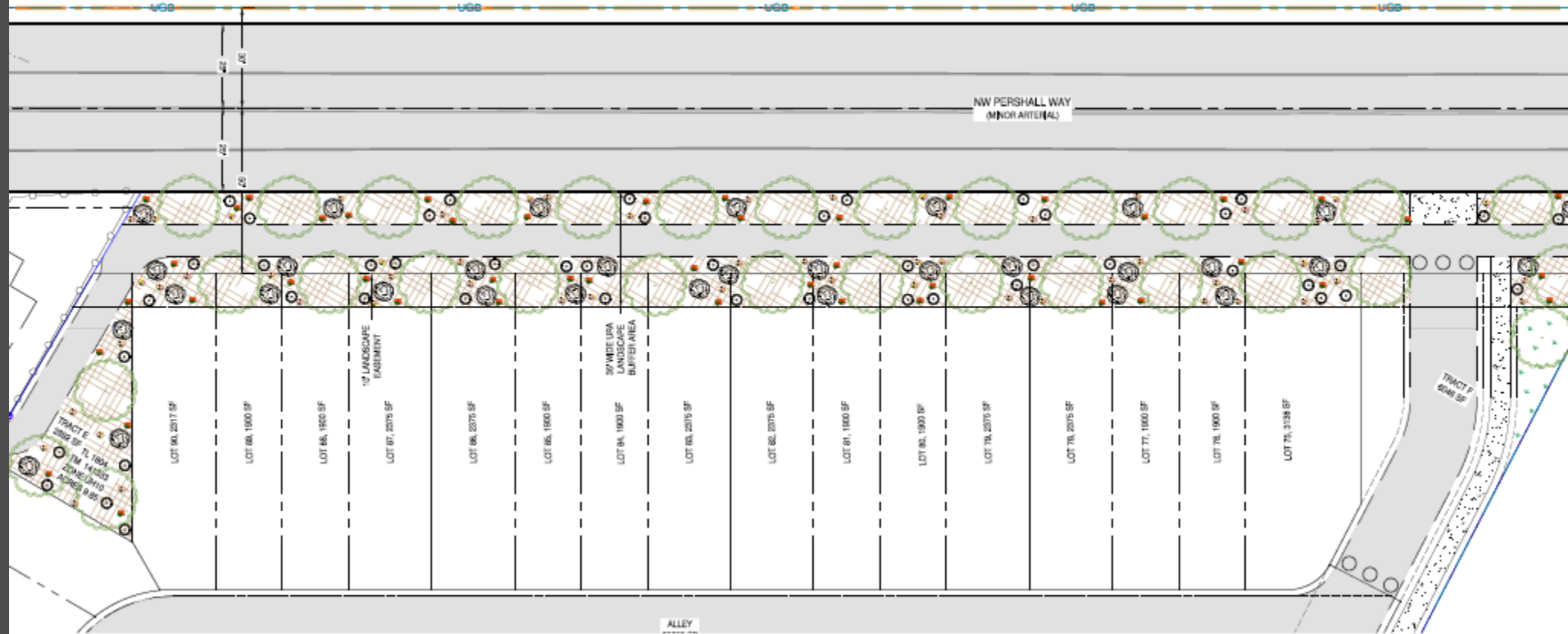


GREAT NEIGHBORHOOD PRINCIPLE

TRANSPORTATION



PROPOSED INSTEAD OF TYPICAL 100' BUFFER



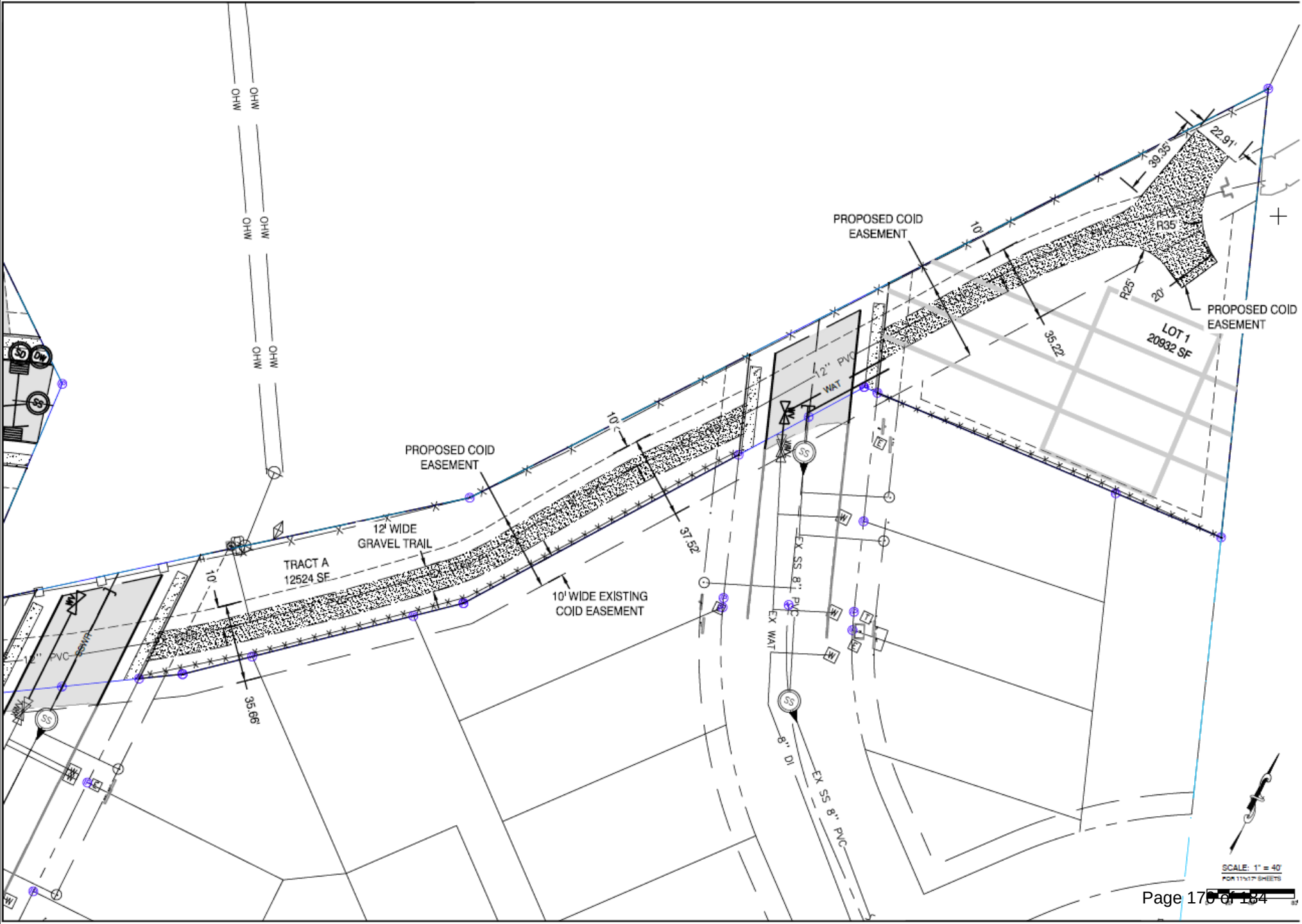
GREAT
NEIGHBORHOOD
PRINCIPLE

URBAN-RURAL
INTERFACE

35' landscape buffer, includes physical and visual barriers between Pershall, pedestrians/bikes, and homes.

GREAT
NEIGHBORHOOD
PRINCIPLE

CANAL TRAILS



ADDRESSING COMMON CONCERNS:

Comments
received from
the public

- Water capacity
- COID – Water rights and trail
- Applicant's schedule
- Construction – dust, blasting, noise
- Highway 97 – access and impacts
- 10th and Pershall intersection
- Existing and construction access



RECOMMENDATION & CONDITIONS OF APPROVAL

SLIDE / 12

- **NW 10TH/PERSHALL INTERSECTION:**

Reconstruct to intersect at a 90° angle.

- **MID-BLOCK CONNECTION:**

10-foot-wide pedestrian access to connect internal development to multiuse path adjacent to Pershall.

- **PROPORTIONATE SHARE:**

~\$19k payment for construction of left turn lanes at 10th/Walnut.

- **OPEN SPACE TRACTS:**

Detailed landscaping & amenities plan must be reviewed & approved prior to final platting.

- Tract must be privately maintained.



QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: July 8, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-13 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.

Report in Brief:

This item requests the City Council approve a resolution to annex the Cinderview West property owned by Knox Investments, LLC. The nearly 10-acre property is located in north Redmond at 900 NW Pershall Way (Tax Lot: 1413330001804).

Background:

Staff held a pre-development meeting with the applicant in April 2024 to discuss annexation and the applicant's development plans for the subject property. In addition to complying with the City's Comprehensive Plan and Development Code for annexation, the subject property must comply with ORS 222.127.

Discussion:

As required by the City's Comprehensive Plan and Development Code, approval of a Master Development Plan is required as a condition of annexation. The property owner proceeded through the land use review process for a Master Development Plan and Tentative Subdivision. The requested land use entitlements were approved through adoption of Ordinance #2025-12. The Ordinance ensures all annexation and development requirements have been met or addressed.

Fiscal Impact:

There is no immediate anticipated fiscal impact. System Development Charges will be paid as part of development review and approval to offset infrastructure and service delivery costs.

Alternative Courses of Action:

1. Adopt Resolution #2025-13
2. Request more information
3. Do not adopt Resolution #2025-13

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-13."

AFTER RECORDING RETURN TO:
City Recorder's Office
City of Redmond
411 SW 9th Street
Redmond, OR 97756

**CITY OF REDMOND
RESOLUTION NO. 2025-13**

**A RESOLUTION DECLARING CERTAIN TERRITORY AS BEING ANNEXED TO AND
INCORPORATED WITHIN THE CITY OF REDMOND.**

WHEREAS, an application has been submitted to the City of Redmond for the annexation of the property described in Exhibit "A", and

WHEREAS, the real property described in Exhibit "A" attached hereto and incorporated by reference is contiguous to the City of Redmond; and

WHEREAS, all owners of the territory described in Exhibit "A" have consented in writing to the annexation of the land described in Exhibit "A" into the City of Redmond; and

WHEREAS, the City Council finds that this annexation complies with the Redmond Urban Area Comprehensive Plan; and

WHEREAS, the City Council finds that this annexation is in the best interest of the City and of said territory described in Exhibit "A".

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY OF REDMOND AS FOLLOWS:

SECTION 1: Annexation Area: The real property described in Exhibit "A" to this resolution is hereby proclaimed to be annexed to the City of Redmond, Oregon.

SECTION 2: Record: The City Recorder shall submit to the Secretary of State of the State of Oregon a copy of this Resolution together with a copy of the statement of consent of the landowners of the property described in Exhibit "A".

The City Recorder shall also send a description by metes and bounds or legal subdivision of the new boundaries of the City of Redmond to the Deschutes County Tax Assessor and the Deschutes County Clerk within 10 days of the date of this Resolution.

SECTION 3: Zoning: Upon annexation, the parcel described in Exhibit "A" will be rezoned per Exhibit "A" in Ordinance No. 2025-12, approving the Cinderview West Master Development Plan for compliance with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

ADOPTED by the City Council and **SIGNED** by the Mayor this 8th day of July 2025.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon

County of Deschutes

On July 8, 2025, Ed Fitch, Mayor of the City of Redmond personally appeared before me

_____ who is personally known to me

_____ whose identity I proved on the basis of _____

_____ whose identity I proved on the oath/affirmation of _____,
a credible witness

to be the signer of the above document, and he/she acknowledged that he/she signed it.

Notary Public

Exhibit A

Parcel for Annexation

Located in the Northwest One-Quarter of the Southeast One-Quarter of Section 33, Township 14 South, Range 13 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

BEGINNING at a 3/4" iron pipe at the Northernmost corner of Parcel 1 of Partition Plat 1990-9 and the Southeasterly right of way line of NW Pershall Way; Thence along the Easterly line of said Parcel 1 the following courses: South 2°24'58" East 299.50 feet; South 51°57'57" East 240.92 feet; South 2°53'17" East 109.68 feet; North 52°00'16" East 234.39 feet; North 36°55'57" East 410.09 feet; South 19°57'01" East 206.23 feet to the Northeasterly corner of 121 West, Phases 1 and 2; Thence leaving said courses and along the Southerly line of said Parcel 1, the Northerly line of said 121 West, Phases 1 and 2, and the Northerly line of Cinder Butte Village, Phase 4 the following courses: South 86°54'08" West 177.02 feet; South 35°42'55" West 208.08 feet; South 49°52'40" West 132.41 feet; South 58°10'44" West 547.64 feet; South 81°22'05" West 293.83 feet; North 35°58'42" West 32.15 feet to the East right of way line of NW 10th Street; Thence leaving said courses and along the East right of way line of said NW 10th Street and the West line of said Parcel 1 North 0°29'36" East 545.46 feet to the Southwest corner lands depicted on County Survey 14306, Records of the Deschutes County Surveyor's Office; Thence leaving the East right of way line of said NW 10th Street and along the South line of said lands depicted on County Survey 14306 and the Northwesterly line of said Parcel 1 South 89°36'22" East 65.01 feet to the Southeast corner of said lands depicted on County Survey 14306; Thence along the East line of said lands depicted on County Survey 14306 and the Northwesterly line of said Parcel 1 North 0°40'23" East 78.74 feet to the Northeast corner of said lands depicted on County Survey 14306 and the Southeasterly right of way line of said NW Pershall Way; Thence along the Northerly line of said lands depicted on County Survey 14306 and the Southeasterly right of way line of said NW Pershall Way South 60°10'45" West 75.60 feet to the Northwest corner of said lands depicted on County Survey 14306 and the East right of way line of said NW 10th Street; Thence along an extension of the East right of way line of said NW 10th Street North 0°29'36" East 63.55 feet to the Northwesterly right of way line of said NW Pershall Way; Thence along the Northwesterly right of way line of said NW Pershall Way North 60°10'45" East 497.84 feet; Thence leaving the Northwesterly right of way line of said NW Pershall Way South 29°49'15" East 54.86 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is South 2°24'58" East along the Easterly line of Parcel 1 of Partition Plat 1990-9.

The above described land contains 10.37 acres, more or less.

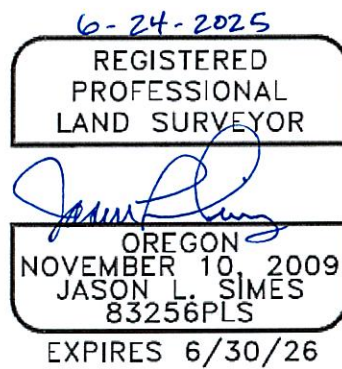
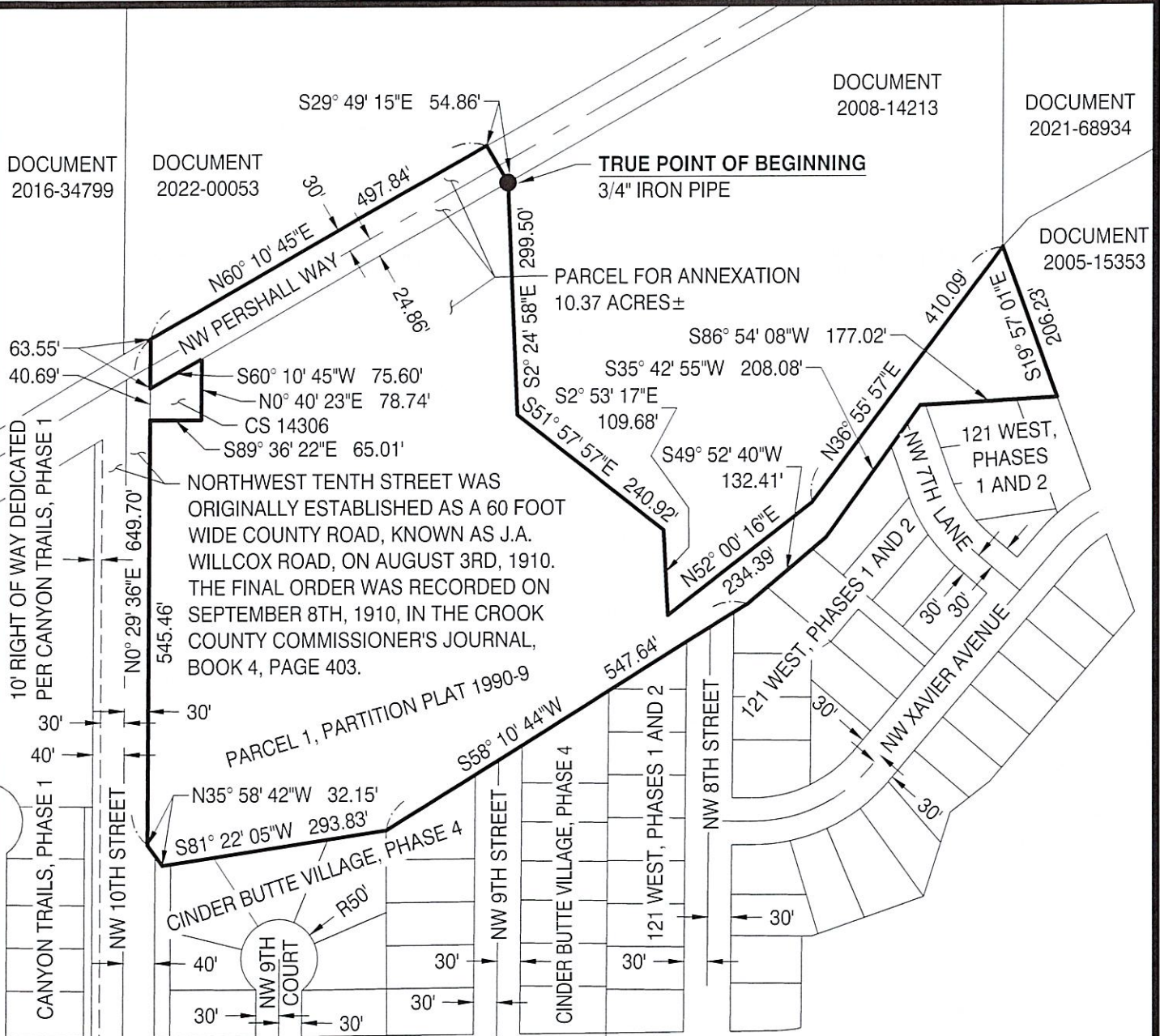


EXHIBIT B

PARCEL FOR ANNEXATION

LOCATED IN THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF
SECTION 33, TOWNSHIP 14 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
DESCHUTES COUNTY, OREGON.



H.A. M^cCOY
ENGINEERING & SURVEYING LLC

1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
(541) 923-7554

SCALE: 1" = 200'
FOR 8.5"x11" SHEETS

0 100' 200'



6-24-2025
REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jason L. Simes

OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/26

PROJECT: CINDERVIEW WEST

DRAWN BY: JJW DATE: 06/24/2025 PAGE 1 OF 1 PROJECT#: 24-022



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: July 8, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-14 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.

Report in Brief:

This item requests the City Council approve a resolution to transfer jurisdiction of a portion of NW Pershall Way Right-of-Way from Deschutes County to the City of Redmond.

Background:

In 2007, the City and Deschutes County entered into an Urban Area Growth Boundary Management Agreement. Section 10.A.5. of the agreement requires the City to request transfer of road jurisdiction when adjacent properties are annexed. The transfer of road jurisdiction allows the streets to be improved to City standards and shifts the maintenance responsibility to the City.

Discussion:

When the annexation of the Cinderview West Master Development Plan property is approved (Resolution #2025-13), in accordance with the 2007 Deschutes County-City of Redmond agreement, transfer of jurisdiction for the adjacent right-of-way is required. In this instance, it includes the existing NW Pershall Way right-of-way that is adjacent to the Cinderview West property.

To avoid creating a small segment of alternating jurisdiction, this resolution also includes jurisdictional transfer of NW Pershall Way right-of-way adjacent to the Pacific Northwest Bell Telephone property located at the corner of NW Pershall Way and NW 10th Street. This is consistent with Redmond Comprehensive Plan Policy 14-1-10.

Fiscal Impact:

The fiscal impact of this item would be maintenance associated with increasing the inventory of City streets and right-of-way. Additional street length totals approximately 28,192 square feet.

Alternative Courses of Action:

1. Adopt Resolution #2025-14
2. Request more information
3. Do not adopt Resolution #2025-14

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-14."

**CITY OF REDMOND
RESOLUTION NO. 2025-14**

**A RESOLUTION OF THE CITY OF REDMOND REQUESTING THE TRANSFER OF CERTAIN
COUNTY RIGHTS-OF-WAY FROM DESCHUTES COUNTY.**

WHEREAS, the City Council has agreed to take jurisdiction of certain County roads within the City limits; and

WHEREAS, pursuant to ORS 373.270(6), the City Council wishes to initiate transfer of such jurisdiction to the City.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
REDMOND, OREGON, AS FOLLOWS:**

SECTION 1: That the City hereby requests that Deschutes County surrender jurisdiction to the City of Redmond of certain County rights-of-way for NW Pershall Way as described in Exhibits A and B attached hereto as of 12:00 a.m., August 7, 2025.

SECTION 2: That the jurisdiction of Deschutes County over the rights-of-way described in Section 1 hereof, and for the right-of-way improvements, construction, and repair shall cease upon transfer of the property to the City of Redmond.

SECTION 3: This resolution shall be effective August 7, 2025.

ADOPTED by the City Council and **SIGNED** by the Mayor this 8th day of July 2025.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A

Jurisdictional Transfer

Within a portion of NW Pershall Way, located in the Northwest One-Quarter of the Southeast One-Quarter of Section 33, Township 14 South, Range 13 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

BEGINNING at a 3/4" iron pipe at the Northernmost corner of Parcel 1 of Partition Plat 1990-9 and the Southeasterly right of way line of said NW Pershall Way; Thence along the Southeasterly right of way line of said NW Pershall Way South 60°10'45" West 529.92 feet to the East right of way line of NW 10th Street; Thence along an extension of the East right of way line of said NW 10th Street North 0°29'36" East 63.55 feet to the Northwesterly right of way line of said NW Pershall Way; Thence along the Northwesterly right of way line of said NW Pershall Way North 60°10'45" East 497.84 feet; Thence leaving the Northwesterly right of way line of said NW Pershall Way South 29°49'15" East 54.86 feet to the **POINT OF BEGINNING**.

The Basis of Bearings is South 60°10'45" West along the Southeasterly right of way line of NW Pershall Way.

The above described land contains 28,192 square feet, more or less.

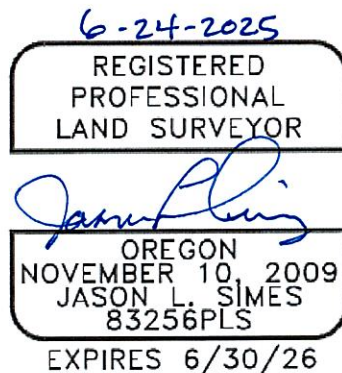
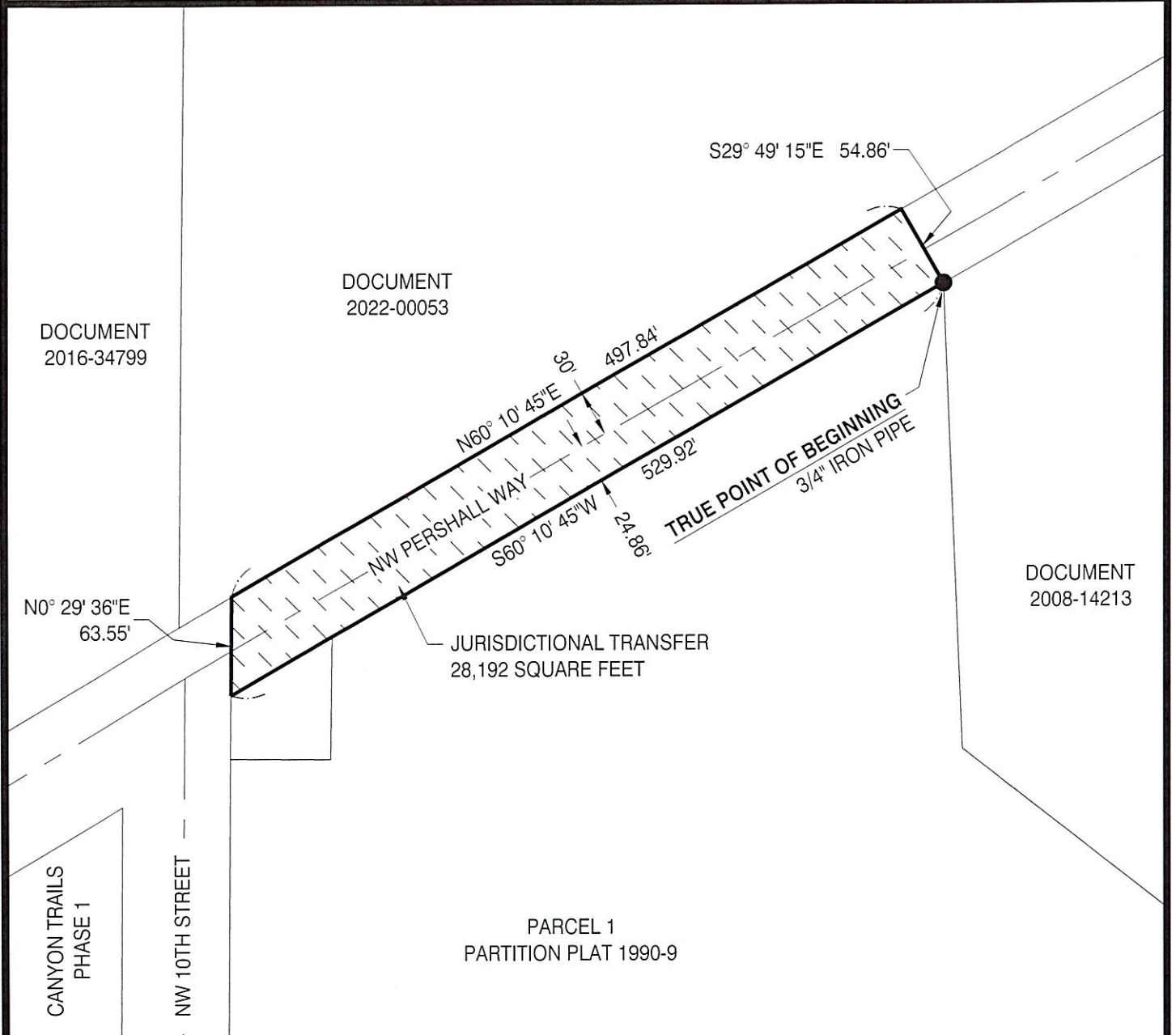


EXHIBIT B

JURISDICTIONAL TRANSFER
WITHIN A PORTION OF NW PERSHALL WAY
LOCATED IN THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF
SECTION 33, TOWNSHIP 14 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
DESCHUTES COUNTY, OREGON.



H.A. M'COY
ENGINEERING & SURVEYING LLC

1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
(541) 923-7554

SCALE: 1" = 100'
FOR 8.5"x11" SHEETS



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DRAWN BY: JJW DATE: 06/24/2025 PAGE 1 OF 1 PROJECT#: 24-022



City of Redmond Application for Boards, Advisory Committees and Commissions

Name: Carol D. Klemz
Street Address: [REDACTED]
Redmond, OR 97756

Mailing Address: Same

Preferred Phone Number: [REDACTED] Alternate Number: _____
Email Address: [REDACTED]

Do you reside within the City Limits? ☐ Yes ☒ No
If yes, how long? _____ If no, do you reside in the Urban Growth Boundary? ?

Have you previously served on any of the City's Boards/Committees/Commissions? ☐ Yes ☒ No
If yes, please indicate which one(s) and when? _____

Are you applying for a Youth Ex-Officio Position (terms are only one year)? ☐ Yes ☐ No
If yes, what school do you attend and what grade are you in? _____

Board/Committee/Commission applying for (you may apply for more than one):

- | | | | |
|---|--|---|---|
| ☐ Airport Committee | ☐ Downtown Urban
Renewal Advisory
Committee | ☐ Juniper Golf Committee | ☐ Redmond Commission
for Art in Public Places |
| ☐ Bicycle & Pedestrian
Advisory Committee
Interest: Bike ☐ Ped ☐ | ☒ Historic Landmarks
Commission | ☐ Nuisance Appeal Board | ☐ Tourism and Lodging
Committee |
| ☐ Budget Committee | ☐ Housing & Community
Development Committee | ☐ Parks Committee | ☐ Urban Area Planning
Commission |

Employment/Occupation: Retired

Please indicate why you are volunteering and what makes you a good candidate to serve. Please include any special training, experience, education, and/or qualifications you may have that are unique or specific to the board/committee/commission for which you are applying (you can include an extra sheet of paper).

I have extensive history managing family properties that were historically regulated in Pasadena, CA. I've always had a passion for history, buildings, architecture, museums, etc. I would love to help preserve our past & address modern day needs with balance & cooperation. I'm enjoying retirement & would like to give time & energy into my community. I like doing projects, organizing & helping team efforts goals. I have lots of skill sets ready to use!

My signature affirms that the information in this application is true to the best of my knowledge. I understand that misrepresentations of facts are cause for removal from any advisory committee, board, or commission I may be appointed to. I also understand that City policy requires disclosure of actual or potential conflicts of interest by persons appointed by the City. My representation related to service on this commission is subject to public

5-26-2025
Date

PLEASE RETURN YOUR COMPLETED APPLICATION TO: Kayla Duddy, Deputy City Recorder at 411 SW 9th Street, Redmond, OR 97756 or by email at kayla.duddy@redmondoregon.gov