



CITY OF REDMOND
Community Development Department

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REDMOND URBAN AREA PLANNING COMMISSION

411 SW 9th Street-COUNCIL CHAMBERS Redmond, OR 97756

Wednesday, July 23, 2025 5:30 pm

Oral comments can be provided in-person or virtually. For those who plan to provide oral comments virtually during the meeting, pre-register at planredmond@redmondoregon.gov (must pre-register before 3:00 p.m. on July 23, 2025)

Stream the meeting live at: www.redmondoregon.gov/PlanningCommissionLive

Agenda

<p>RUAPC Members</p> <p>Tobias Colvin, Chair</p> <p>Norman Schultz, Vice-Chair</p> <p>Heather DeWolf</p> <p>Mercedes Cook-Bostick</p> <p>Michael Rogers</p> <p>Tom Kuhn</p> <p>Ben Schimmoller</p> <p>Ex-Officio Vacant</p>	<p>I. CALL TO ORDER / INTRODUCTIONS</p> <p>II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA</p> <p>III. PUBLIC HEARINGS a. Colton Crossing: Annexation, Master Development Plan, Tentative Subdivision, Minor Variance (File Nos.: 711-25-000023-ANN, 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245-V)</p> <p>IV. NEXT MEETING – September 17, 2025</p> <p>V. COMMISSIONER COMMENTS</p> <p>VI. ADJOURN</p> <p>Please note that these documents are also available on the City’s website www.redmondoregon.gov; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Records Office 541-923-7751 or email kelly.morse@redmondoregon.gov</p> <p>The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or 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.</p>
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I. BACKGROUND

Site Description:

The two subject properties are located in southwest Redmond, adjacent to city limits and located within the Redmond Urban Growth Boundary (UGB). More specifically, the properties abut SW Helmholtz Way and Korbin Meadows subdivision and have situs addresses of 3530 SW Helmholtz Way (tax lot: 151330BC00600) and 3498 SW Helmholtz Way (tax lot: 151330BB00800). The northern property has an existing residence, utility building, and hobby barn. The southern property has an existing residence and hobby barn. The properties together are 13.71 acres in size and currently zoned Urban Holding (UH-10) but are planned Limited Residential (R-2) when they annex into the city.

According to Deschutes County Deed Record, Volume 252, Page 532, the property located at 3498 SW Helmholtz Way was first created and conveyed in its current configuration via Warranty Deed in June 1977 and was last conveyed in May 2025 via Warranty Deed (Deschutes County Record 2025-13681). In June 2007, Lot Line Adjustment File 06-4 (County Survey 17349) created the current configuration of the property located at 3530 SW Helmholtz Way. The property was last conveyed via Warranty Deed (Deschutes County Record 2024-14095) in June 2024.

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 properties. 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 parcels. The Framework Plan envisioned a number of neighborhood centers distributed throughout the newly urbanized lands. These centers called for high density residential and mixed use, transitioning to lower residential density moving outward to the periphery.

The Framework Plan identifies the general area of the subject properties as future residential lands. Building on that vision, in 2014, the City adopted the Southwest Area Plan that proposed a Limited Residential (R-2) zoning designation for the subject properties. That designation was carried over to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. Although currently zoned UH-10, at time of annexation, the subject properties will be rezoned to R-2.

Proposal:

The applicant, Dunlap Fine Homes submitted applications for: 1) annexation; 2) master development plan; 3) tentative subdivision; and 4) minor variance. The applicant is proposing to annex the two properties, totaling 13.71 acres into city limits and create a 44-lot master development planned residential subdivision. Additionally, the City-owned property (Forked Horn Butte, Tract C) directly to the east of the subject area will be annexed as well. In keeping with the Comprehensive Plan and Zone Map's R-2 zoning designation, the applicant will, in four phases, construct 44 single-family dwellings as well as a landscaped open space tract with a multi-use path.

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North	Urban Holding Zone (UH-10)	Rural residential development
East	Urban Holding Zone (UH-10)	Rural residential development
South	Limited Residential Zone (R-2)	Suburban residential subdivision development
West	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential development and farm use on large lot

Comments:

At the time of completion of this staff report no written comments have been received from the public by the Planning Division concerning these applications.

Attachments:

- Attachment A – Project Plans, dated May 30, 2025
- Attachment B – Applicant Burden of Proof
- Attachment C – City Department and Related Agency Comments
- Attachment D – Letters Received from the Public
- Attachment E – Transportation System Analysis Approval, dated February 3, 2025

Application Timeline:

The following items are included herein by reference in this land use decision and are located in the record for this matter and are on file with the Community Development Department, Planning Division:

- Annexation, Master Development Plan, Tentative Subdivision, and Variance applications, materials, and all required elements submitted by the applicant on March 19th, 2025
- Application deemed incomplete on April 18th, 2025
- Application deemed complete for review on June 2nd, 2025
- City department and related agency request for comments routed on June 10th, 2025
- Notice to Department of Land Conservation and Development (DLCD) posted June 12th, 2025
- Adjacent property owner notices of Planning Commission public hearing mailed on June 30th, 2025
- Planning Commission public hearing notice published in the *Redmond Spokesman* on July 10th, 2025
- Final action 120-day deadline (ORS 227.178) is September 30th, 2025¹

Applicable Criteria:

The following are the applicable sections from the Oregon Revised Statues, Oregon Administrative Rules, the City of Redmond Urban Area Comprehensive Plan, and the Redmond Development Code:

- City of Redmond Comprehensive Plan 2040
- City of Redmond Framework Plan

¹ Final action 120-day deadline only applies to the Tentative Subdivision and Variance applications.

- City of Redmond Southwest Area Plan
- City of Redmond Transportation System Plan
- City of Redmond Public Facility Master Plans
- Oregon Revised Statutes (ORS), Chapters 92, 197, 222, and 227
- Oregon Administrative Rules (OAR), 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 Development Code (last amended by Ord. 2024-14)
 - Article I – Zoning Standards
 - Section 8.065: Establishment of Zones and Districts
 - Section 8.085: Zoning of Annexed Areas
 - Section 8.135: Table A, Residential Zones, Uses Permitted
 - Section 8.140: Table B, Minimum Standards
 - Section 8.270: Master Development Plans
 - Section 8.385: Neighborhood Meeting
 - Article II – Land Use Procedures
 - Article III – Land Division Standards
 - 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 8.2220: 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
 - 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
 - Section 8.2800: Improvement Procedures
 - Section 8.2815: Transportation System Analysis
 - Section 8.2820: Access Management Standards
 - Section 8.2825: Street Dedications
 - Section 8.2830: Variances
 - Section 8.2835. City as Beneficiary to Covenants, Conditions and Restrictions

II. FINDINGS & CONCLUSIONS

Findings:

The Redmond Development Code (RC) used to evaluate these applications is the code in effect on March 19th, 2025, which was last amended by Ordinance 2024-14. RC Article I – Zoning Standards: Sections 8.065, 8.085, 8.135, 8.140, 8.270, and 8.385; and Article III – Land Division Standards: Sections 8.2200, 8.2202, 8.2220-8.2240, 8.2700-8.2720, 8.2800, 8.2815-8.2825, and 8.2830-8.2835 set forth the procedure and standards for approval. Staff findings for all applicable standards are presented below.

ARTICLE I – ZONING STANDARDS > INTRODUCTORY PROVISIONS

RC Sections 8.065 and 8.085

Sec. 8.065. Establishment of Zones and Districts.

UH-10 Urban Holding Zone. To retain large undeveloped or underdeveloped land areas for future urban development; to act as a holding category and is considered agricultural in nature as it will allow agricultural uses to continue operation until urbanization takes place. Land in the UH-10 Holding Zone requires annexation, master plan approval, a zone change and/or a comprehensive plan amendment before urban development can occur. In most instances, Master plans are required before development can occur.

R-2 Limited Residential Zone. To provide low density residential neighborhoods for single family detached residences, middle housing, and a mix of other housing types.

FINDING: The subject properties are currently located within the UH-10 zone and have an R-2 Comprehensive Plan designation. The applicant is proposing to apply city zoning consistent with the existing comprehensive plan designation and to develop a low-density residential subdivision comprised of 44 single-family dwelling lots. This proposed use is outright allowed in the R-2 zone. This standard is met.

Sec. 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 into the city with the Southwest Area Plan and Comprehensive Plan and Zone Map's R-2 zoning designation for the two properties. This standard is met.

ARTICLE I – ZONING STANDARDS > RESIDENTIAL USE ZONES

RC Sections 8.135 and 8.140

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
Single Family Detached Dwelling	O	O	O	O	O	
All "R" zones are subject to density transfer provisions. See Section 8.020, "Definitions," Density Transfer, and 8.367, "OSPR / 'R' Zone Density Transfer Provision						

FINDING: The applicant is proposing a master development planned low density residential subdivision comprised of 44 single-family dwelling lots. Single-family dwellings are outright permitted uses in the R-2 zone. This standard is met.

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:					
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: This section presents minimum dimensional and siting specification standards for residential zoning districts. Each applicable standard is addressed below:

Minimum lot size: The applicant is proposing detached single-family lots in the R-2 zone. The minimum lot size in the R-2 zone is 9,000 square feet. Lots 14-23 and 37-39 are smaller than the required minimum. The applicant has applied for a minor variance to minimum lot size requirement. Variance criteria are addressed in Section 8.2830 in this staff report.

Density: Pursuant to the RC, density calculations are based upon net acreage and exclude public right-of-way (ROW), private streets, and common driveways. The applicant is proposing 44 single-family lots over 10.12 net acres, which equates to 4.3 dwelling units per net acre. This falls within the minimum density standard of 4 units per net acre and maximum density standard of 5 units per net acre for single-family in R-2. This calculation is based on the requested minor variance that would allow for smaller lot sizes for Lots 14-23 and 37-39, which is addressed later in this report.

Setbacks and building heights: All proposed lots are adequate in size to ensure compliance with applicable setbacks for single-family dwellings. Setbacks and building heights will be evaluated on a lot-by-lot basis at the time of building permit review.

Minimum street frontage: All proposed standard single-family lots meet the minimum street frontage requirement of 50 feet. Lots 2, 3, 35, and 36 are considered flag lots with a street frontage of 15 feet each, and do not meet the minimum street frontage requirement of 20 feet. The applicant has applied for a minor variance for these lots, which is addressed later in the report.

Staff find that, with the exception of lots 14-23, 37-39, 2, 3, 35, and 36, the proposed lots comply with this Section. The stated lots require a minor variance to comply with this section's standards, which the applicant requests and is addressed later in this report.

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

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.

FINDING: This proposal includes a request for annexation and a master development plan. Accordingly, the applicant has submitted a master plan application for concurrent review. This standard is 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 proposes to extend SW Yew Avenue to serve the development. This will require the City to dedicate ROW in the adjacent City-owned Tract C of Forked Horn Butte subdivision. Therefore, per subsection (2), the City has requested that the applicant include said tract as part of this annexation request. This standard is 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: Staff has examined the applicant’s plan set and response to this standard and concurs that the proposed Colton Crossing master development plan is generally consistent with the Framework Plan, Southwest Area Plan (SWAP), Park Master Plan, and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

The Framework Plan designated the subject properties as future residential lands and the SWAP designated the properties as R-2. Furthermore, the SWAP envisioned the R-2 lands to be low

density residential neighborhoods made up of primarily single-family dwellings with densities ranging from 2-5 dwellings units per net acre.²

As identified in both the SWAP and Transportation System Plan (TSP), SW Helmholtz Way is a minor arterial street of which requires additional right-of-way dedication and being brought up to City arterial standards as properties fronting the street are annexed into city limits.

Also, identified in the TSP is a multi-use pedestrian path along the east side of SW Helmholtz Way, which the applicant has incorporated into their plans. The SWAP contemplated a general local grid street structure in the general vicinity that included the north-south connection of SW 49th Street and east-west connection of SW Yew Avenue.

Although the SWAP identified a canal trail network and locations for future City parks in the southwest area of the city, neither applies to the applicant's properties. Lastly, as required by the City's public facility plans, the existing water and wastewater mains located in SW 49th Street and SW Yew Avenue will be extended to and through the proposed subdivision. It should be noted, however, that the applicant will be required to construct a 12-inch water main along the property frontage along SW Helmholtz. Additionally, the applicant will be required to provide a cash contribution for the future 8-inch Far West Sewer Interceptor to be located along the property frontage along SW Helmholtz Way. This standard is 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: Staff has examined the applicant's plan set and response to this standard and concurs that the proposed Colton Crossing master development plan is generally suitable for the area. The proposed master development plan is consistent with the vision contemplated by the City's various long-range plans as elements of the Southwest Area Plan were adopted and incorporated into the Comprehensive Plan and its supporting plans (e.g., Transportation System Plan, Public Facility Plan, Parks Master Plan). The proposed development will extend the existing residential development pattern and existing infrastructure in an orderly fashion. This standard 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 SWAP, which serve to coordinate the development of land 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. Given this, staff find the proposal would be functionally integrated with the developed areas to the south and east. This standard is met.

² The Southwest Area Plan (SWAP) was adopted in 2014. Since then, the Redmond Development Code has increased the minimum density in R-2 and has outright permitted residential uses up to a fourplex in all residential zones. These changes supersede those outlined in the SWAP.

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

FINDING: Staff has examined the applicant's plan set and response for this standard. Staff concurs with the applicant's responses. Compliance with each Great Neighborhood Principle is addressed below.

- 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 proposed master development plan will provide additional right-of-way and improvements to the eastern half of SW Helmholtz Way where it abuts the subject properties. Additionally, the applicant is proposing to extend SW Yew Avenue to the site and through to Helmholtz. This will increase connectivity in this neighborhood and increase access to SW Helmholtz Way. The applicant is also extending SW 49th Street and creating Local Street A. The local grid streets will be built to the City standard, which will include sidewalks on both street sides. The applicant is also including a multiuse path in the open space tract. All said transportation improvements will connect to existing transportation infrastructure adjacent to the proposed master development plan. This standard 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: The applicant is proposing single-family dwellings on primarily rectangular-shaped lots with some flag lot configurations. Although the proposed master development plan is not proposing a mix of housing unit types, it is consistent with the Southwest Area Plan which designates the area as R-2 zone and planned for primarily single-family dwellings. Additionally, the Redmond Housing Needs Analysis identifies a great need for single-family in the City's limited residential zones (i.e., R-1, R-2, and R-3). This standard 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: Both the Southwest Area Plan and City's Park Master Plan do not identify the subject properties as a future site for a neighborhood or community park. However, to meet open space and recreational requirements, the applicant is proposing a 37,746 square foot landscape tract between the development and SW Helmholtz Way. The tract will contain a meandering multi-use path that will connect to the existing pathway to the south. Staff have examined the site using GIS and Google Earth and decided that there are no significant geological features or stands of native trees on-site to incorporate into the design and lot layout. This standard 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: This Great Neighborhood Principle is more applicable to larger-scale master development plans. However, the applicant intends to provide a coherent development made up of single-family dwellings with sloped roofs in a varied Pacific Northwest style. This standard is 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: This Great Neighborhood Principle is more applicable to larger-scale master development plans. However, the single-family residential development will provide an open space tract of about $\frac{3}{4}$ acre in size with a meandering multi-use pathway connecting to the adjacent pathway to the south. Additionally, the sidewalk and street network will connect to adjacent developments, which include the Korbin Meadows subdivision. The open space tracts, three in total, will not be constructed until phases 2 and 4 of the project, which staff deem reasonable given the first phase will be comprised of 10 single-family dwellings with private yards, and the third phase will be comprised of nine single-family dwellings with private yards. This standard 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: The applicant shall provide for a location for the potential installation of public art, preferably along the multi-use pathway. This standard can 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 proposed master development plan includes an open space tract on its west end, which should allow for relatively unobstructed views of the Cascade Range to the west, especially considering that the subject properties are adjacent to the Redmond Urban Area Reserve boundary. Essentially, this means that no urban development will occur west of the proposed master development plan for several decades. Additionally, the applicant states that the varied housing types and upper story development may offer view opportunities. This standard 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: To address this Great Neighborhood Principle, the applicant is proposing a 60-foot-wide landscaped open space tract located on the subject property's western edge, adjacent to SW Helmholtz Way and the Urban Area Reserve boundary. Staff believe that the applicant's proposed master development plan complies with the urban-rural interface buffer requirement for the following three reasons: 1) the subdivision will include a 60-foot-wide landscaped buffer; 2) the subdivision will be a low-density development and 3) the proposed open space tract and residential development pattern is consistent with the two existing master development planned subdivisions to the south. This standard is 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: Although the proposed master development planned subdivision is considered low density, the applicant is proposing a 37,746 square feet of landscape tracts, which will include a 10-foot-wide meandering multi-use pathway, benches, trees, and shrubs. This would exceed the minimum 3,000 square foot per 25 lots/units pocket park requirement. These open space tracts will be privately maintained and will require City review and approval of landscaping and amenities prior to final plating. This standard is not applicable.

- 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: Although there is an existing Central Oregon Irrigation District B-2-4-2 sub lateral that traverses north-south through the eastern portion of the subject properties, the applicant proposes to pipe it and place it in an easement as was done to said sub lateral in the two adjacent developments to the south. As no canals or laterals will be present, this Great Neighborhood Principle does not apply.

- 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 has stated that the proposed open space tracts will 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. As mentioned earlier, the landscape plan for the open space tracts will require review and approval at the time of final plat. This standard will be met, subject to the conditions of approval.

ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS

RC Section 8.385

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.

FINDING: As this land use proposal includes both a Master Development Plan and a development that will generate more than 200 daily trip ends, a neighborhood meeting is required. The applicant held a neighborhood meeting on June 3rd, 2024. The applicant submitted their first application in December 2024. At that time, the City requested that the applicant resubmit after the City finalized the revised annexation process; therefore, staff have deemed this acceptable. 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. Notable concerns from the public are regarding access, traffic, speeding on Helmholtz, and construction dust.

ARTICLE III – LAND DIVISION STANDARDS > TENTATIVE SUBDIVISION PLAN

RC Sections 8.2200, 8.2202, and 8.2220-8.2240

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.

FINDING: The pre-development meeting was held and is identified as File No. 711-23-000276-PDOC. This standard is met.

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.

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

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 standard 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 standard is met.

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.

FINDING: The applicant is proposing a four-phased master development planned residential subdivision and is entitling the entire project at this time. Shown on the proposed tentative subdivision plan is a phasing summary and timelines in addition to depicting phases on the tentative plan. The first phase, scheduled to have infrastructure started by spring of 2026, comprises the eastern half of the proposed development and includes part of the extension of SW 49th Street. Phase 2, projected to begin infrastructure by Spring of 2027, comprises the southwest section of the development and will include the open space tracts A and B. Although Phase 2 proposes to complete the connection of SW Yew Avenue to SW Helmholtz Way, staff will require that this occurs as part of Phase 1 due to growing neighborhood concerns about a need for access to Helmholtz Way in this part of town. Phase 3, projected to begin infrastructure by Spring of 2028, comprises the northeast section of the development, including the extension of SW 49th Street and the start of Local Street A. Phase 4, projected to begin infrastructure by Spring of 2029, comprises the northwest section of the development, including the extension of Local Street A. This standard is met.

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.

FINDING: The applicant has submitted a tentative plan for a four-phased subdivision. As stated in this standard, a phased development plan may be approved before the tentative plan for the first phase is submitted. Tentative plans submitted for each phase shall conform to the proposed tentative plan for the multiple-phased subdivision as included in this land use application package. This standard is met.

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.

FINDING: This section is procedural.

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.

FINDING: The proposed master planned subdivision is found to be in compliance with ORS Chapter 92. This finding is substantiated by way of findings addressing said ORS, plans, standards, and criteria throughout this staff report. This standard is 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: Findings for these sections are addressed later in this staff report.

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

FINDING: Lots 14-23, 37-39, 2, 3, 35, and 36 do not meet the minimum requirements of this zone.

The applicant is requesting a minor variance for these lots and is addressed later in this report. All other lots comply with the standards of the zoning district.

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

FINDING: The RUAFP designated the subject properties as future residential lands and the SWAP designated the properties as R-2. Furthermore, the SWAP envisioned the R-2 lands to be low density residential neighborhoods made up of primarily single-family dwellings with densities ranging from 2-5 dwellings units per net acre.³ The SWAP contemplated a general local grid street structure in the general vicinity that included the east-west connection of SW Yew Avenue and north-south connection of SW 49th Street. Although the SWAP identified a canal trail network and locations for future City parks in the southwest area of the city, neither apply to the applicant's properties. Staff has examined the applicant's plan set and has determined that the proposed Colton Crossing master development planned subdivision is in conformance with the RUAFP and the SWAP. This standard is met.

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

FINDING: Staff have found no existing public access easements on the subject properties. This standard is not applicable.

- 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: As identified in the Transportation System Plan (TSP), SW Helmholtz Way is a minor arterial street of which will require additional 20 feet of right-of-way dedication and being brought up to City arterial standards along the subject property's frontage. The applicant shows this dedication on the tentative plan. Additionally, as identified in the TSP, a center turn lane will be required on SW Helmholtz Way at SW Yew Avenue. Identified in the TSP is a multi-use pedestrian path along the eastside of SW Helmholtz Way, which the applicant has incorporated into their plans. The proposed subdivision will extend existing streets, SW Yew Avenue and SW 49th Street, and create new Local Street A, which will be built to City standards. In order to extend SW Yew Avenue, the City will dedicate right-of-way in City-owned Tract C of Forked Horn Butte. The proposed subdivision will also extend the existing water wastewater mains in SW 49th Street and SW Yew Avenue to and through, in addition to Local Street A. It should be noted that the applicant will be required to construct a 12-inch water main along the property frontage along SW Helmholtz Way. Additionally, the applicant will be required to provide a cash contribution for the future 8-inch Far West Sewer Interceptor to be located along the property frontage along SW Helmholtz Way. This standard is met.

³ The Southwest Area Plan (SWAP) was adopted in 2014. Since then, the Redmond Development Code has increased the minimum density in R-2 and has outright permitted residential uses up to a fourplex in all residential zones. These changes supersede those outlined in the SWAP.

- 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: As part of this land use application submittal, the applicant was required to submit an Infrastructure Allocation Analysis application to the City to ensure adequate capacity would be available to serve the development. The overall development, inclusive of planned improvements, will provide needed improvements and will ensure that adequate capacity is available to serve the entire master development planned subdivision. This standard is met.

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

FINDING: No water rights division plan has been approved by the Central Oregon Irrigation District (COID). The applicant will need to coordinate with COID on all water rights-related issues. Refer to COID comments in Attachment C for more details.

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.

FINDING: The largest single-family lot proposed is 13,091 square feet, which is not greater than twice the minimum lot size for single-family lots in the R-2 zone; therefore, this standard is not applicable.

ARTICLE III – LAND DIVISION STANDARDS > DESIGN STANDARDS AND IMPROVEMENTS
RC Sections 8.2700-8.2720

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.

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, street and block lengths comply with the 660-foot limit except between the intersection of SW Yew Avenue and SW 47th Place. This right-of-way exceeds 660 feet and placing an intersecting street is not possible due to the City’s stormwater facility and the previously developed Korbin Meadows subdivision. Development of Colton Crossing must match the street pattern of existing development to the south and is unable to extend a public street within this area. Staff finds it appropriate to grant an exception to this standard due to the location of adjoining streets.

- 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: The proposed development is adjacent to SW Helmholtz Way, an arterial street, for only 860 feet. This standard 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: The applicant’s plan set shows the only single-tiered block is along the southern boundary of the development; however, the lots will abut existing lots from the Korbin Meadows subdivision, which will create a two-tiered block. Future development abutting the subject property to the north and east will create a block of lots, which together with this proposal will ultimately result in additional two-tiered blocks. This standard 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:
 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.

FINDING: The proposed development does not include cul-de-sac, dead-end streets, or a block at more than the maximum block length standard; therefore, this standard is 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:
 - 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.

FINDING: The proposed master planned subdivision includes 44 single-family dwelling lots, as intended by the Redmond Urban Area Framework Plan and the Southwest Area Plan. Additionally, all lots are rectangular in shape, except for those abutting curves. The proposed master planned subdivision will be located in city limits and the site does not contain any steep terrain; therefore, subsections A., B., and C. of this section do not apply. This standard 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 proposed lots are for single-family dwellings, will abut a public street, and meet the minimum street frontage requirements with the exception of Lots 2, 3, 35, and 36. The applicant has applied for a minor variance for said lots, and it is addressed later in this staff report.

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: The side lot lines of Lots 7-23, 26-33, and 39-44 are at right angles to the street lines. Lots 1-6, 16-21, 24, 24, and 34-38 are radial to the street eyebrow or street curve. This standard 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: Pursuant to Section 8.020, the definition of 'double frontage lot' is "An interior lot having frontage on more than one street, or a corner lot having frontage on more than two streets." The proposed subdivision does not contain any through/double frontage lots. This standard 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 proposed subdivision does not include any lots abutting a collector or arterial street. Although the subdivision abuts SW Helmholtz Way, an arterial street, 60-foot-wide open space tracts are proposed between Lots 14, 15, 35-39 and SW Helmholtz Way. Additionally, no lot will have direct vehicular access to SW Helmholtz Way. This standard 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: Pursuant to Section 8.020, the definition of a corner lot is a lot "abutting upon two or more streets other than alleys, at their intersection, or upon two parts of the same street, such streets or parts of same street forming an interior angle of less than 135 degrees within the lot line." Per this definition, lots 6, 7, 23, 24, 29, 40, and 44 are considered corner lots. These lots exceed the minimum street frontage requirement by more than five feet and are sufficient in width to meet the street side setback requirement. This standard is met.

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 setbacks are being proposed or required. This standard 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 applicant is proposing 44 lots intended for single-family dwellings. Under the current R-2 zoning standards, re-division is possible. However, staff determines that a plan indicating the ability for re-division is not required. This standard is met.

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: The applicant proposes to include a curvilinear street design for a portion of Yew Avenue and SW 49th Street, to connect to existing grid layouts and allow for the creation of two-tiered blocks as required by the RC. This standard is met.

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: A definition of flag lot is included in Section 8.020, which states, "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, proposed Lots 2, 3, 35, and 36 are considered flag lots. The applicant is requesting a minor variance to the street frontage requirement, which is addressed later in this staff report. The poles are not longer than 150 feet in length. Excluding area of the "poles," all four of the lots meet the minimum lot size of 9,000 square feet for single-family dwellings. The lots are unable to be further divided under current standards. The applicant proposes that flag lots 2 and 3, and flag lots 35 and 36, share a driveway and maintain a shared maintenance and access agreement. Redmond Fire and Rescue has given approval for this frontage reduction. Additionally, City Engineering has given approval of this reduction, pending street tree and utility infrastructure placement (refer to Attachment C). This standard is met, subject to the conditions of approval.

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.

FINDING: The proposed subdivision will extend the existing local streets, SW Yew Avenue west and SW 49th Street north. The intersection of SW Yew Avenue and SW 49th Street is spaced approximately 315 feet from the existing intersection of SW 49th Street and SW Yew Place to the south. The spacing between SW 49th Street Local Street A is spaced approximately 345 feet from the previously described intersection. The spacing between the intersection at SW Yew Avenue and SW 49th and the intersection at SW Yew Avenue and SW 47th exceeds 660 feet but is necessary given the location of the existing connection points (i.e., SW 49th Street). This standard 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: As shown in the applicant's plan set, the proposed subdivision includes constructing streets and sidewalks that will connect to existing streets and sidewalks adjacent to the

development. As these streets are local streets, bike lanes are not proposed or required; however, a bike lane will be provided as part of the requirement to bring the eastern half of SW Helmholtz Way up to City arterial street standards along the subject property's frontage. Additionally, included within the proposed open space tracts is a ten-foot-wide meandering multi-use path that will connect to the path to the south as identified in the City's Transportation System Plan. This standard 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 applicant's proposed street layout extends SW Yew Avenue to SW Helmholtz Way and connects SW 49th Street to the subdivision to the south. The SWAP contemplated connecting SW Yew Avenue to SW Helmholtz Way as is proposed with this subdivision. There are no cul-de-sacs proposed as part of this development. This standard 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 standard 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: Compliance with the City's access management standards are discussed in Section 8.2820 below. The proposed extension of SW Yew Avenue and SW 49th Street, and the creation of Local Street A, comply with the local street standards of the RC and TSP. Additionally, 20 feet of right-of-way dedication and street frontage improvements to SW Helmholtz Way will be required to comply with the RC and TSP. This standard is 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: Adjacent to the proposed subdivision is SW Helmholtz Way, a minor arterial street, as identified in the Transportation System Plan. Currently the street has 60 feet of right-of-way; however, the City standard is 100 feet of right-of-way for an arterial street; therefore, the applicant will be required to dedicate 20 feet of right-of-way along the property frontage. In addition to dedicating needed right-of-way, the applicant will be required to construct improvements to SW Helmholtz Way along the property's frontage as a requirement of the proposed subdivision. Additionally, as identified in the TSP, a center turn lane will be required on SW Helmholtz Way at SW Yew Avenue. Lastly, in order to extend SW Yew Avenue from its current terminus, the City will dedicate 40 feet of right-of-way in City-owned Tract C of Forked Horn Butte to allow for the applicant's required off-site improvement to construct a partial local street section. This standard is 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: The only existing access easement that currently exists on the subject property is the Central Oregon Irrigation District's 20-foot-wide easement for the B-2-4-2 sub lateral of the Pilot Butte Canal that traverses north-south through the eastern portion of the property. No paving of this easement is required or proposed. This standard is met.

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.

FINDING: Adjacent to the subject property is SW Helmholtz Way, a minor arterial street as identified in the Transportation System Plan. Currently the street has 60 feet of right-of-way, which

will require the applicant to dedicate 20 feet of right-of-way along the property's frontage, as seen on the applicant's tentative plan. The applicant will be extending existing local residential streets, SW Yew Avenue and SW 49th Street, and creating Local Street A. All proposed new local streets will meet the minimum 60-foot requirement for right-of-way with the exception of a portion of SW Yew Avenue that will traverse City-owned Tract C of Forked Horn Butte. The City will dedicate 40 feet of right-of-way for said portion. Additional needed right-of-way for this portion will be dedicated at the time when the adjoining property to the north proposes development. This standard is 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 proposed subdivision includes two temporary dead-end streets (Local Street A and SW 49th Street) that are expected to be extended with future development. The applicant must coordinate with Redmond Fire and Rescue on any requirements they see fit to implement. This standard is met, subject to the conditions of approval.

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: The proposed subdivision abuts an existing arterial street, SW Helmholtz Way. The applicant is proposing a 60-foot-wide open space tract to act as a buffer from the proposed residential neighborhood. This standard 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: Although the proposed subdivision is residentially zoned, it does not abut a railroad, freeway, or parkway; therefore, this standard 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: The applicant is proposing to continue SW Yew Avenue and SW 49th Street. SW Yew Avenue will be extended via dedication of 40 feet of right-of-way provided by the City on City-owned Tract C of Forked Horn Butte subdivision and constructed by the applicant. Both of these streets include the alignment to the existing streets. This standard 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 applicant is proposing to create Local Street A. The applicant will need to coordinate with Redmond Fire and Rescue and Deschutes County on an official street name after land use approval. This standard 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 proposed subdivision will provide sidewalks on both sides of the extended SW Yew Avenue, SW 49th Street, and Local Street A. The applicant will be required to dedicate 20 feet of right-of-way along the eastern edge of SW Helmholtz Way in addition to bringing the eastern half of SW Helmholtz Way to City standards, which typically includes constructing a sidewalk; however, the proposed multi-use path will be constructed in lieu of a sidewalk. This standard is 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: The applicant is proposing to construct a meandering multi-use pathway in proposed Tracts A, B, and C. The required pathway is identified in the Transportation System Plan as project ID B1, which will be paved and at least 10 feet wide. The proposed local Street A and extensions to SW Yew Avenue and SW 49th Street are not required to have and will not include bike lanes.

However, the applicant will provide a bike lane as part of the requirement to bring the eastern half of SW Helmholtz Way up to City standards. This standard is 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 applicant's plan set, the proposed subdivision will include a street intersection at SW Yew Avenue and SW 49th Street, and at SW 49th Street and Local Street A. Both intersections are as near as right angles as possible. This standard is 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: The proposed subdivision does not include any staggered street alignments. This standard is not applicable.

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.

FINDING: The proposed subdivision does not propose narrow streets; therefore, 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.

FINDING: The proposal does not include private streets. 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.

FINDING: The applicant will provide underground wiring to City standards and will be reviewed by the City's Engineering Department as part of the public improvement review 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.

FINDING: Staff is recommending that the complete extension of SW Yew Avenue occur during phase 1. As such, with Phase 1 of the project there would be three access points to the subdivision from SW Helmholtz Way, SW Yew Avenue, and SW 49th Street. This standard is 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: All-proposed lots will be served by the City water and sewer and all main and service lines will be installed prior to curbing and paving. As required by the City's public facility plans, the existing water and wastewater mains located in SW 49th Street and SW Yew Avenue will be extended to and through the proposed subdivision as well as through local Street A. Additionally, the applicant will be required to construct a 12-inch water main along the property frontage along SW Helmholtz Way. Additionally, the applicant will be required to provide a cash contribution for the future 8-inch Far West Sewer Interceptor to be located along the property frontage along SW Helmholtz Way. This standard is 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 applicant has stated that all new utilities are proposed to be underground. The

applicant will coordinate directly with the City's Engineering Department and utility companies during construction plan review. This standard is 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: Staff has reviewed the subject properties via GIS and Google Earth and find no significant geological features to preserve or consider incorporating into the proposed subdivision's design and lot layout. This standard 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 plans and response to this standard indicate that 58 juniper trees with a diameter greater than 10 inches is proposed to be removed. One hundred eighteen new street trees are proposed; therefore, this standard is met.

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 ten feet in width, unless determined otherwise by the City Engineer or designate.

FINDING: The applicant's plan set does not depict Public Utility Easements (PUEs). The applicant's narrative states that public utility easements will be created with final plat. This standard can be met with proposed conditions of approval.

- 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 is an existing Central Oregon Irrigation District (COID) B-2-4-2 sub lateral that traverses north-south through the eastern portion of the subject property. The applicant proposes to pipe it and place it in an easement as was done to said sub lateral in the adjacent developments to the south. The applicant will need to coordinate with COID as discussed in COID's comments presented in Attachment C.

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.

FINDING: Although the proposed master development planned subdivision is considered low density, and therefore not subject to this standard, the applicant is proposing a 37,746 square foot of open space via three tracts, which will include a 10-foot-wide meandering multi-use pathway, benches, trees, and shrubs. This would exceed the minimum 3,000 square foot per 25 lots/units pocket park requirement.

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: The applicant is proposing a 60-foot-wide landscaped open space tract located on the subject property's western edge, adjacent to SW Helmholtz Way and the Urban Area Reserve boundary. Staff believe that the applicant's proposed subdivision complies with the urban-rural interface buffer requirement for the following three reasons: 1) the subdivision will include a 60-foot-wide landscaped open space; 2) the subdivision will be a low-density development; and 3) the proposed open space tract and residential development pattern is consistent with the two existing master development planned subdivisions to the south. This standard is met.

Sec. 8.2720. Grading of Building Sites.

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

FINDING: This standard will be applied after the applicant receives tentative plan approval. A subdivision site grading and drainage plan with erosion/sediment control plan and drainage report will be required upon development of each project phase per current City standards.

ARTICLE III – LAND DIVISION STANDARDS > SUPPLEMENTARY PROVISIONS

RC Sections 8.2800, and 8.2815-8.2840

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.

FINDING: This section is informational and must be complied with following tentative plan 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.

[...]

FINDING: A Traffic Impact Analysis (TIA) was conducted by Lancaster Mobley, LLC, dated November 11th, 2024. The TSAA and TIA have been reviewed and approved by City Engineering.

Transportation mitigation requirements have been incorporated into the conditions of approval (see also, TSA approval memo, dated February 3, 2025, in Attachment E).

Sec. 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 applicant states that no existing access is proposed to remain after redevelopment. The applicant proposes shared access for lots 2 and 3 as well as lots 35 and 36 with shared access easements. The applicant has applied for a minor variance to address this, and this is addressed further in the report. Although SW Helmholtz Way, an arterial street, abuts the proposed subdivision, no lots will have access permitted or constructed to SW Helmholtz Way. The specific location of the proposed lots' access points will be determined during zoning conformance review

as part of the building permit application submittal. However, it is anticipated that this standard can and will be met given the lot sizes and street frontages.

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 proposed subdivision will have two local street intersections. The distance between the intersection at SW Yew Avenue/SW Helmholtz Way and SW 49th Street/SW Yew Avenue is

greater than 165 feet, as is the distance between SW 49th Street/SW Yew Avenue and SW 47th Street/SW Yew Avenue. The distance between SW 49th Street/Local Street A and SW 49th Street/SW Yew Avenue is greater than 165 feet, as is the distance between SW 49th Street/SW Yew Avenue and SW 49th Street/SW Yew Place.

The proposed subdivision is not located within the geographic area of the North Redmond US 97 Interchange Area Management Plan (IAMP). The specific location of the proposed lots' driveways/access points will be determined during zoning conformance review as part of the building permit application submittal. However, it is anticipated that this standard can and will be met given the lot sizes, street frontages, and that the lots will abut local residential streets.

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.

[...]

FINDING: All proposed streets are part of the proposed Colton Crossing master development planned subdivision; therefore, this standard does not apply.

Sec. 8.2830. Variances.

1. Major Variance. Upon application, the Community Development Director, or Hearings Body, may authorize variances from the standards of this Chapter pursuant to the criteria listed below if the applicant can establish:
 - A. That special conditions exist which are peculiar to the subject property, and which are not applicable to other properties in the same zone which make conformance to these standards impractical.
 - B. That the variance is the minimal deviance from these standards needed to accomplish the objective.
 - C. That the varied requirement(s) will conform to the purpose and objectives of the Comprehensive Plan and of these standards and will have no adverse impact on surrounding properties or on the provision of general urban services in the area.
 - D. That strict interpretation of these standards would deprive the applicant of rights commonly enjoyed by other properties in the same zone under the terms of these standards.
 - E. That the special conditions and circumstances do not result from actions of the applicant and such conditions and circumstances do not merely constitute pecuniary hardship or inconvenience.

FINDING: The applicant has not applied for a major variance. This standard is not applicable.

2. Minor Variance. A minor variance under this Chapter shall be no greater than 25 percent of the requirements from which the variance is sought. Upon application, the Community Development Director, or Hearings Body, may authorize variances from the standards of this Chapter pursuant to the criteria listed below if the applicant can establish:

FINDING: The applicant has applied for a minor variance, for no more than a 25% deviation from

the standards from which the variance is sought.

The applicant is requesting a variance to minimum lot size for 13 lots (Lots 14–23 and 37-39). The minimum lot size in the R-2 zone is 9,000 square feet. A 25% reduction of the lot size requirement allows for lots no smaller than 6,750 square feet. All proposed lots are at least 6,750 square feet, with an average size of 7,532 square feet for the lots the applicant is requesting a variance for. The applicant states that allowing the minor variance allows them to meet density standards. To meet density standards, the applicant needs to have 41 lots. With the variance, the applicant is able to have 44 lots.

The applicant also requests a minor variance to the minimum frontage standard for flag lots 2-3 and 35-36. Flag lots require a minimum of 20 feet of frontage and the applicant requests to reduce the frontage to 15 feet. Both Redmond Fire and Rescue and City Engineering give approval for this, pending final placement of utilities and street trees. The applicant states that the two sets of flag lots will have access and maintenance easements over 30-foot accesses. This standard is met.

A. More efficient use of the site.

FINDING: The variance allows the applicant to include three more lots in the proposed subdivision, which aligns with the Comprehensive Plan’s objective of creating more housing. The variance to flag lot frontage allows lots to be created in a space that otherwise would be hard to access and use efficiently. This standard is met.

B. Preservation of natural features where appropriate.

FINDING: Staff has examined the property via GIS and Google Earth and has determined that there are no natural features that exist on the subject property to preserve. This standard is met.

C. Adequate provision of light, air, and privacy to adjoining properties.

FINDING: Standard setbacks will be applied and will provide for equal provision of light, air, and privacy to adjoining properties. This standard is met.

D. Adequate access.

FINDING: Lots 14–23 and 37-39 maintain minimum frontage and can provide standard driveway spacing. The applicant proposes that flag lots 2 and 3, and 35 and 36 will each share a 30-foot access. Staff recommend a condition of approval that prior to the approval of plat for any phase, the applicant shall record shared access and maintenance easement agreements for the access to the flag lots. With these conditions, the above standard will be met.

E. That the variance will have minimal adverse impact on the livability, value or development potential of abutting properties and the surrounding area.

FINDING: The reduced lot size has no adverse impact on the abutting properties or surrounding

area; rather, the minor variance to lot size allows the development to meet the density requirements for the area. This standard is met.

F. Consistency with the overall objectives of the Comprehensive Plan.

FINDING: The minor variance serves to bring the development into compliance with the minimum density standard. Additionally, the applicant is proposing a 60 foot wide open space tract, which reduces the number of lots they are able to create. This further justifies their request for a variance. The open space tract and multiuse path contribute towards the Comprehensive Plan's objective of creating great neighborhoods and a network of trails. Adding three additional lots aligns with the Comprehensive Plans objectives to create more housing. This standard is met.

3. The Community Development Director, or Hearings Body, may attach such conditions to any variance granted that will ensure the variance meets the objectives of the Comprehensive Plan and of these standards and does not have an adverse impact on surrounding properties or on the provision of general urban services in the area.

FINDING: Staff do not see the need to attach additional conditions. This standard is met.

Sec. 8.2835. City as Beneficiary to Covenants, Conditions and Restrictions.

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

FINDING: If the applicant chooses to implement CC&R provisions, they shall submit them to the City for review and approval prior to the approval of the phase 1 final plat. The HOA CC&Rs shall be recorded with the phase 1 final plat and shall not restrict middle housing per ORS 93.277 as amended. This standard is met, subject to the conditions of approval.

Conclusion:

Based upon the submitted plans, materials, and the proposed findings and conditions of approval included herein, staff believe that all requirements can be fulfilled to support the Colton Crossing

Master Development Plan, Tentative Subdivision Plan, and Minor Variance consistent with all applicable City policies, rules, and regulations.

III. RECOMMENDATION & CONDITIONS OF APPROVAL

Recommendation:

Based on the submitted plans, staff findings and conclusions, staff recommends the Planning Commission make a recommendation to City Council to approve the Colton Crossing Master Development Plan, Tentative Subdivision, and Minor Variance applications (File Nos. 711-24-000243-MD, 711-24-000244-SUB, and 711-24-000245-V), subject to the conditions of approval below.

Conditions of Approval:

The following conditions of approval shall be required:

1. Any substantial alteration to the approved plans, except as modified by the following conditions of approval, shall be subject to the standards and procedures in RC Section 8.1400, Modifications of Approval.
2. To ensure compliance with the Public Art or Artistic Feature Great Neighborhood Principle, the proposed master development planned subdivision shall provide for a location for the potential installation of public art or artistic feature, preferably at the neighborhood gateway, in and around the center of the neighborhood, or along the multi-use pathway.
3. The proposed open space tracts (Tracts A, B, and C) must be privately owned and maintained. Review and approval by the City of a complete landscape and amenity plan will be required prior to final plat.
4. COID: The applicant shall coordinate directly with the Central Oregon Irrigation District (COID) for all COID-related issues.
5. The applicant proposes that flag lots 2 and 3 and flag lots 35 and 36, each share a driveway. The applicant must create and record a shared maintenance and access easement agreement prior to final plat. City Engineering has given tentative approval of this reduction, pending street tree and utility infrastructure placement. The applicant must secure final approval from City Engineering prior to final plat.
6. If the applicant chooses to establish CC&R provisions, they shall submit them to the City for review and approval prior to the approval of the Phase 1 final plat. The HOA CC&Rs shall be recorded with the Phase 1 final plat and shall not restrict middle housing per ORS 93.277 as amended.
7. Prior to Phase 1 final plat approval, SW Helmholtz Way shall be dedicated to minor arterial street standards per CORSS Standard Drawing 2-1 to achieve a minimum of 50-foot east from centerline/section line and a 5-foot-wide minimum public utility easement along project/property

frontage. No direct vehicular/truck access to SW Helmholtz Way shall be permitted unless required by Redmond Fire and Rescue (RFR) for emergency access only with approved locked bollards or fire gate.

8. Prior to Phase 1 final plat approval, SW Yew Ave. shall be extended and improved along project frontage and off-site between existing (just west of SW 47th St.) and Phase 1 (mid-way Lot 1) to partial local street standards per CORSS Standard Drawing 2-1 and 2-3, including right of way dedication to achieve a minimum of 40-feet total, 5-foot-wide minimum public utility easement, 25-feet minimum of pavement (28-feet proposed), curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on the south side.

9. Prior to Phase 1 final plat approval, SW Yew Ave from Helmholtz Way through the existing Yew Avenue shall be extended and improved to local street standards per CORSS Standard Drawing 2-1, including right of way dedication to achieve a minimum of 60-feet total, 5-foot-wide minimum public utility easements, 36-feet of pavement, curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on both sides. A stop bar shall be installed on the westbound lane of Yew Avenue approaching Helmholtz Way per CORSS. End of roadway signs shall be installed at the northern terminus of SW 49th St. per City standards, until the roadway is extended with Phase 3. Partial street standards, including 40-ft minimum right of way dedication, 28-ft pavement, sidewalk, curb, and street trees on the south side, will be permitted where full roadway standards cannot be achieved. Lane transition striping and signage shall be installed. The City of Redmond currently owns neighboring tax lot 15-13-30BC-500 and is willing to dedicate a maximum of 40-feet for the extension of SW Yew Ave. and construction of a partial local street section. Right-of-way dedication shall be recorded prior to engineering construction plan submittal.

10. Prior to Phase 2 final plat approval, needed improvements along SW Helmholtz Way Phase 2 and Phase 4 frontage shall be bonded for via a Subdivision Improvement Agreement to be constructed with Phase 4. Prior to Phase 4 final plat approval, SW Helmholtz Way shall be improved and constructed to minor arterial street standards (3-lane) per CORSS Standard Drawing 2-1, to achieve 50-feet of pavement with travel lanes and center turn lane, curb on both sides, 10-foot-wide minimum paved multi-use pathway per TSP ID B1, curb/ADA ramps, and street trees on the east side. Accessible ramps, illumination, striping and advanced signage are required where the path intersects with any roadway(s).

11. Prior to Phase 3 final plat approval, SW 49th St. and Local Street A shall be extended and improved through Phase 3 to local street standards per CORSS Standard Drawing 2-1, including right of way dedication to achieve a minimum of 60-feet total, 5-foot-wide minimum public utility easements, 36-feet of pavement, curb and 5-foot-wide minimum sidewalk on both sides, curb/ADA ramps, and street trees. End of roadway signs shall be installed the north terminus of SW 49th St. per City standards.

12. Prior to Phase 4 final plat approval, Local Street A shall be extended and improved through Phase 4 to local/cul-de-sac street standards per CORSS Standard Drawing 2-1, 2-4 and 2-5, including right of way dedication to achieve a minimum of 60-feet total width and 54-ft cul-de-sac radius, 5-foot-wide minimum public utility easements, 36-feet of pavement width, curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on both sides. A bike/pedestrian

connection between Local Street A and Helmholtz shall be required. End of roadway signs shall be installed the north terminus of Local Street A per City standards.

13. Prior to final plat approval of all phases, suitable fire access must be constructed and maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150' as required by Redmond Fire.

14. Prior to final plat of Phase 1, a 12-inch minimum diameter water main shall be installed in SW Yew Ave. and extended west from existing at SW 47th St. through Phase 1 and Phase 2 to Helmholtz Way per City standards. Water connection at SW Yew Ave/47th St shall be reviewed/approved by the City Engineer and City Water Division.

15. Prior to final plat of Phase 2, a 12-inch minimum diameter water main along Helmholtz Way Phase 2 and Phase 4 frontage shall be bonded for via a Subdivision Improvement Agreement. Prior to final plat of Phase 4, this 12-inch water main along Phase 2 and Phase 4 frontage shall be constructed per City standards.

16. Prior to final plat of all phases, 8-inch minimum diameter water mains shall otherwise be installed along public streets and project frontages. One water service shall be provided to each proposed lot. Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with City Municipal Code, Standards and Specifications, and any applicable Oregon requirements.

17. Prior to final plat of all phases, 8-inch minimum diameter gravity sewer mains shall be installed along all public streets and project frontages and extended in SW Yew Ave west from existing at SW 47th St. to Phase 1 per City standards. Sewer connection at SW Yew Ave/47th St shall be reviewed/approved by the City Engineer and City Wastewater Division. One sewer service shall be provided to each proposed lot. Abandonment of any existing sewage drill hole, septic tank or other private sewer facility located on subject properties shall be in accordance with City Municipal Code, Standards and Specifications, and any applicable Oregon requirements.

18. Prior to final plat of Phase 4, a cash contribution shall be provided for the standard eight (8) inch pipe portion of the Far West Sewer Interceptor (FWSI) at ten (10) foot average depth in lieu of constructing the FWSI extension in Helmholtz Way along project/property frontage per current Redmond Wastewater System Master Plan (RWSMP).

19. The proposed shadow plat shall be revised to show proposed SW 49th St. alignment north of project matching City land use approval for SP06-46 at Xero Ave. unless otherwise approved by the City Engineer and City Community Development Department.

20. Prior to building permit issuance and after land use decision issuance, a separate set of construction drawings shall be submitted directly to the City Engineering Division along with a Site Development (SD) Review Application for design review and approval of all proposed and/or required public infrastructure improvements, water/sewer service connections, subdivision-site grading/drainage and utilities per City of Redmond Standards and Specifications.

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

Prepared by:
Claressa Davis
Associate Long Range Planner

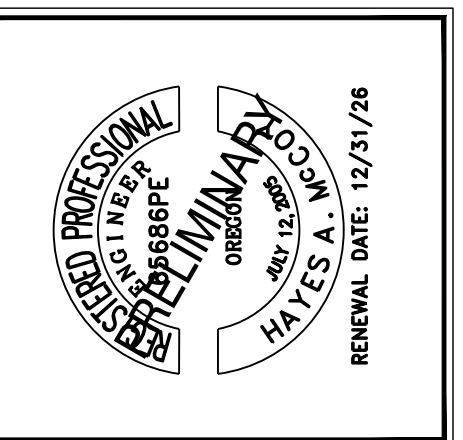
ATTACHMENT A

COLTON CROSSING MASTER PLAN, SUBDIVISION, MINOR VARIANCE

MULTIPLE SITUS ADDRESSES, REDMOND, OR, 97756

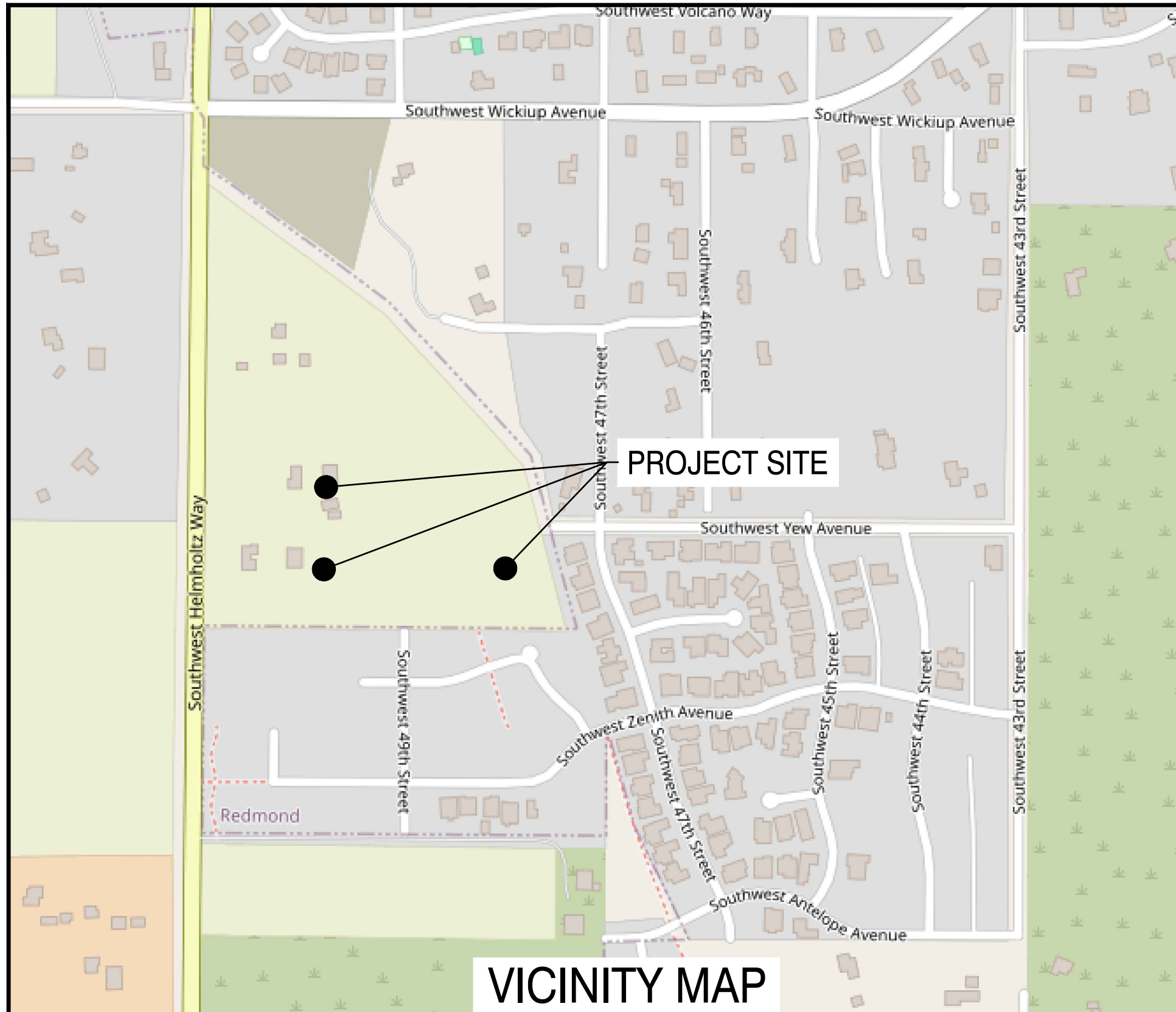
TAX MAP/LOT 151330BB 800, 151330BC 600

MAY, 2025



SHEET INDEX

- MP1.0 COVER SHEET AND PROJECT OVERVIEW
- MP1.1 EXISTING CONDITIONS
- MP2.0 SITE AND UTILITY PLAN
- MP2.1 TENTATIVE PLAT
- MP2.2 LANDSCAPE PLAN
- MP2.3 PHASING PLAN
- MP3.0 STREET SECTIONS
- MP4.0 SHADOW PLAT



VICINITY MAP

SITE INFORMATION

TAX MAP	LOT	SITUS ADDRESS	OWNER	ACRES	ZONE
151330BB	800	3498 SW HELMHOLTZ WAY REDMOND, OR 97756	DEBUSK FAMILY REVOCABLE TRUST 3498 SW HELMHOLTZ WAY REDMOND, OR 97756	6.00	UH10
151330BC	600	3530 SW HELMHOLTZ WAY REDMOND, OR 97756	HELMHOLTZ HOLDINGS LLC 715 NW KINGWOOD AVE REDMOND, OR 97756	7.71	UH10

APPLICANT

DUNLAP FINE HOMES
CONTACT KEVIN WHITAKER
715 NW KINGWOOD AVE.
REDMOND, OR 97756
PH 503-991-2143

LAND SURVEYOR / CIVIL ENGINEER

H.A. M^cCOY ENGINEERING & SURVEYING
CONTACT HAYES M^cCOY
1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
PH 541-923-7554

UTILITY STATEMENT

UNDERGROUND UTILITIES WERE MARKED BY ONE CALL OREGON UNDER TICKETS NO. 24053291, 24053292, 24053293 AND 24053296.

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

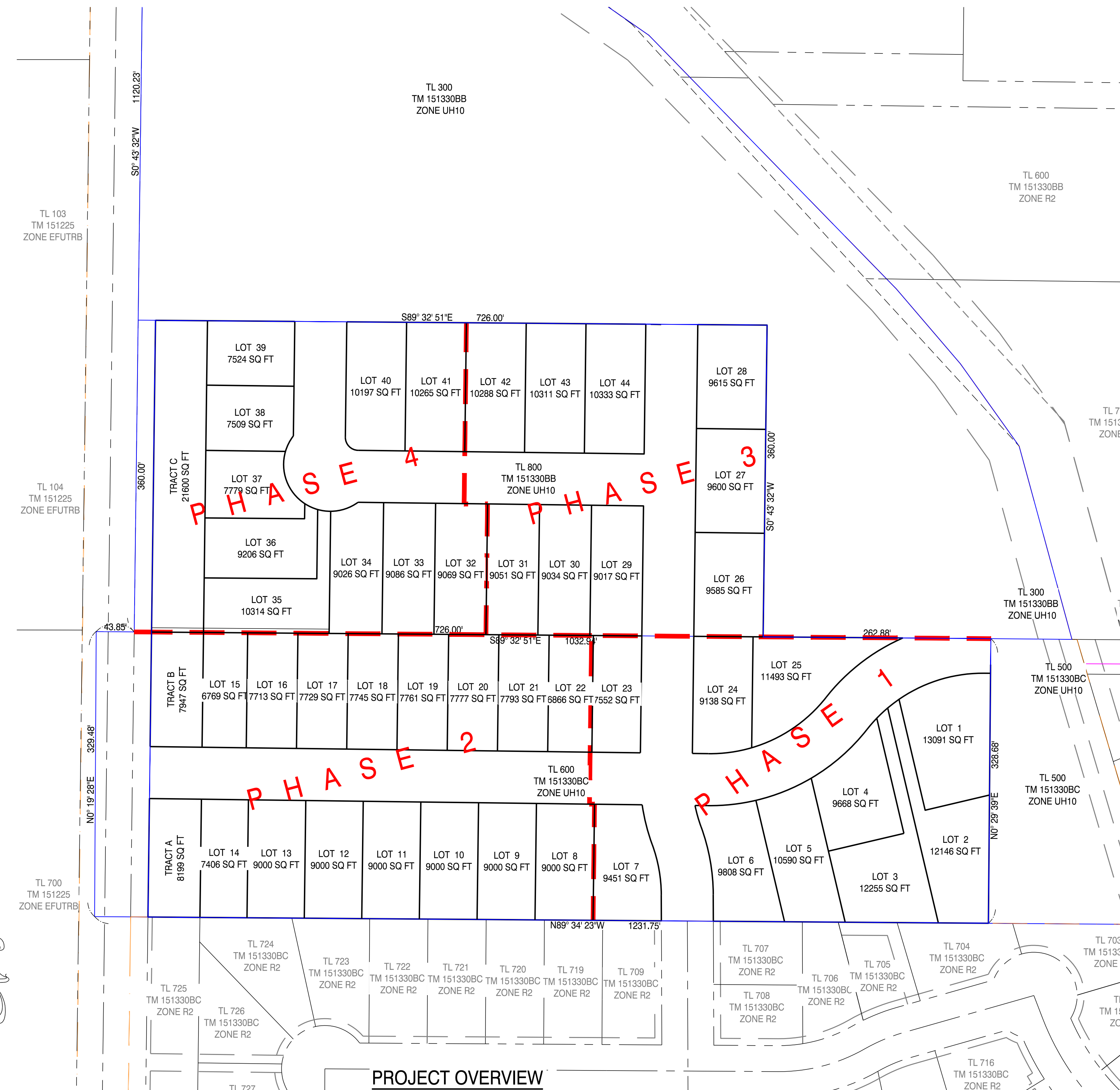
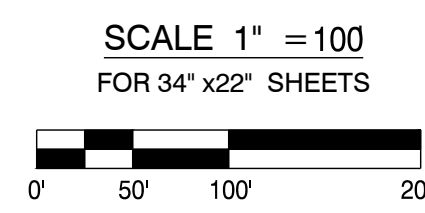
EX UNDERGROUND UTILITY LOCATIONS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.

VERTICAL DATUM

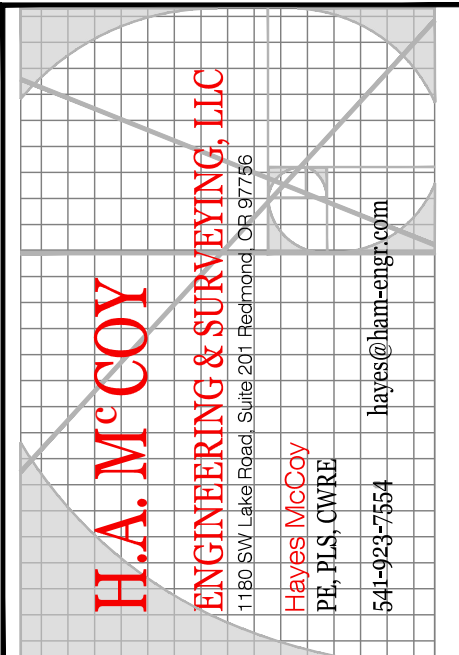
ELEVATIONS ARE BASED ON TIE TO CITY OF REDMOND BENCHMARK 8-M-2 BEING A 3" BRASS DISK SET IN CONCRETE ABUTMENT OF WING WALL AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE AND NW CANAL BLVD. ELEVATION= 2990.38' (NGVD29)

LEGEND	
ECABL	EX CABLE
EGAS	EX GAS
EIRRG	EX IRRIGATION
EOHW	EX OVERHEAD LINES
EPOWR	EX POWER
EX SS	EX SANITARY SEWER
EX SD	EX STORM DRAIN
ECOMM	EX TELECOMMUNICATIONS
EWAT	EX WATER
CABL	NEW CABLE
GAS	NEW GAS
IIRRG	NEW IRRIGATION
POWR	NEW POWER
SSWR	NEW SANITARY SEWER
SD	NEW STORM DRAIN
COMM	NEW TELECOMMUNICATIONS
WAT	NEW WATER
FENCE	FENCE
EX RIGHT-OF-WAY	EX RIGHT-OF-WAY
EX EDGE OF GRAVEL	EX EDGE OF GRAVEL
EX EDGE OF PAVEMENT	EX EDGE OF PAVEMENT
EX CURB	EX CURB
NEW RIGHT-OF-WAY	NEW RIGHT-OF-WAY
NEW EDGE OF GRAVEL	NEW EDGE OF GRAVEL
NEW EDGE OF PAVEMENT	NEW EDGE OF PAVEMENT
NEW CURB	NEW CURB
PROPOSED	PROPOSED
SS	SANITARY SEWER MANHOLE
SD	STORM DRAIN MANHOLE, DRYWELL
WV	WATER VALVE, GAS VALVE
AV	AIR RELEASE VALVE
BP	BACKFLOW PREVENTER
WM	WATER METER, GAS METER
FH	FIRE HYDRANT
CB	CATCH BASIN/CURB INLET
CO	CLEAN OUT
RD	RAIN DRAIN
SL	STREET LIGHT, PARKING LOT LIGHT
UP	UTILITY POLE, GUY ANCHOR
UV	UTILITY VAULT
EP	ELECTRICAL PEDESTAL
CP	CABLE PEDESTAL
TP	TELECOMMUNICATIONS PEDESTAL
IR	IRON ROD, IRON PIPE
T	TREES
S	SIGN
M	MAILBOX

LEGEND	
CG	STANDARD CURB
CC	CURB AND GUTTER
MC	MOUNTABLE CURB
EC	EDGE OF CONCRETE
EG	EDGE OF GRAVEL
EP	EDGE OF PAVEMENT
CONC	CONCRETE PIPE
CI	CAST IRON
CO	COPPER
DI	DUCTILE IRON
GP	GALVANIZED PIPE
GI	GALVANIZED IRON PIPE
SP	STEEL PIPE
CPP	CORRUGATED PLASTIC PIPE
CMP	CORRUGATED METAL PIPE
PVC	POLYVINYL CHLORIDE PIPE



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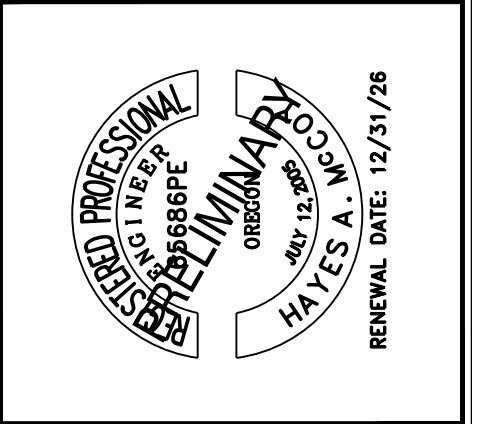
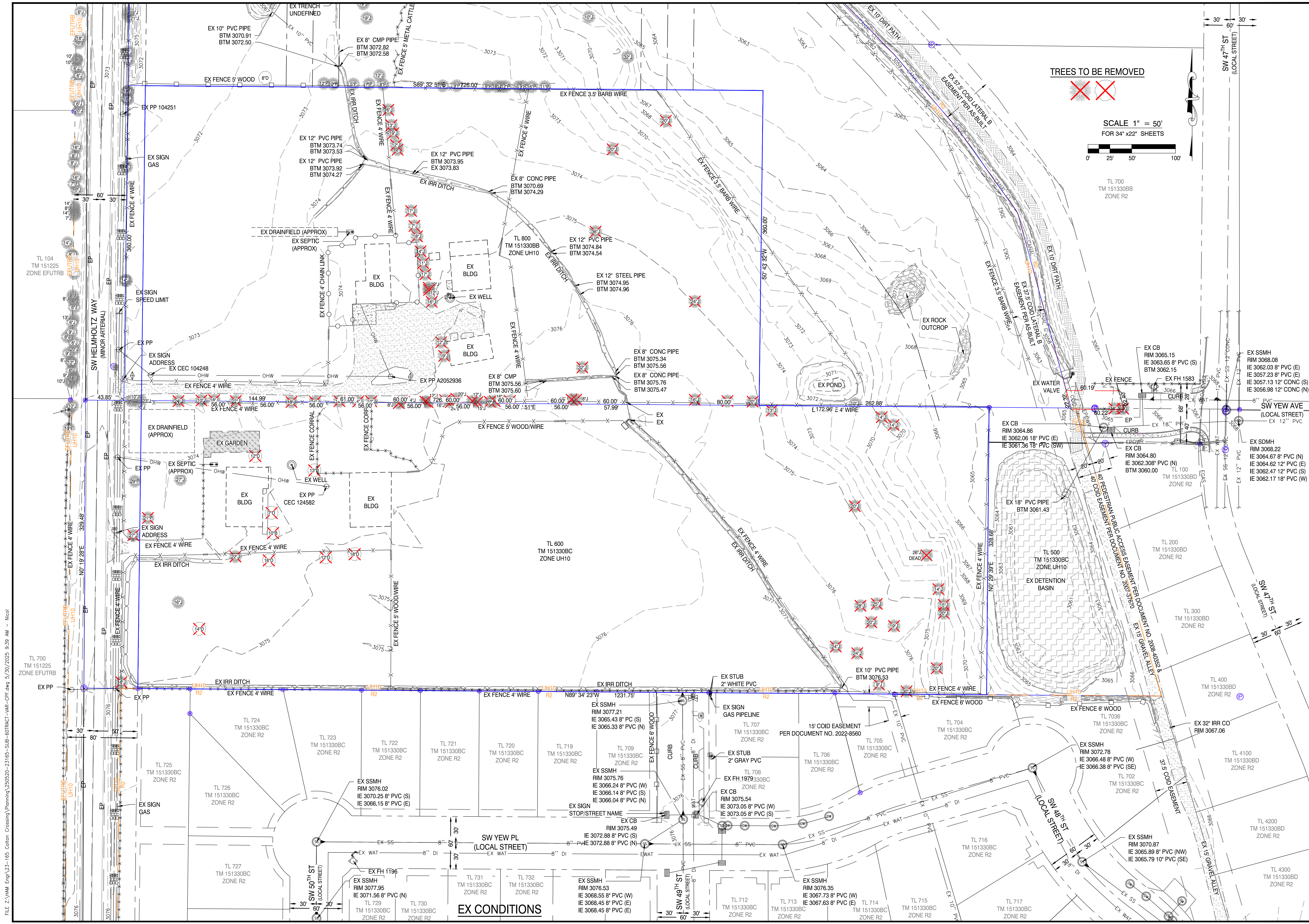


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PROJECT LOCATION: REDMOND, OR
CLIENT: DUNLAP FINE HOMES

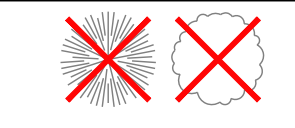
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JOB NO. 23-165
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DRAWING: MP1.0

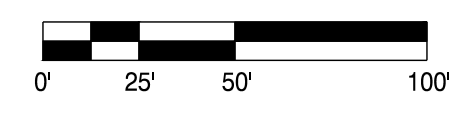
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TREES TO BE REMOVED



SCALE 1" = 50'
FOR 34" x 22" SHEETS



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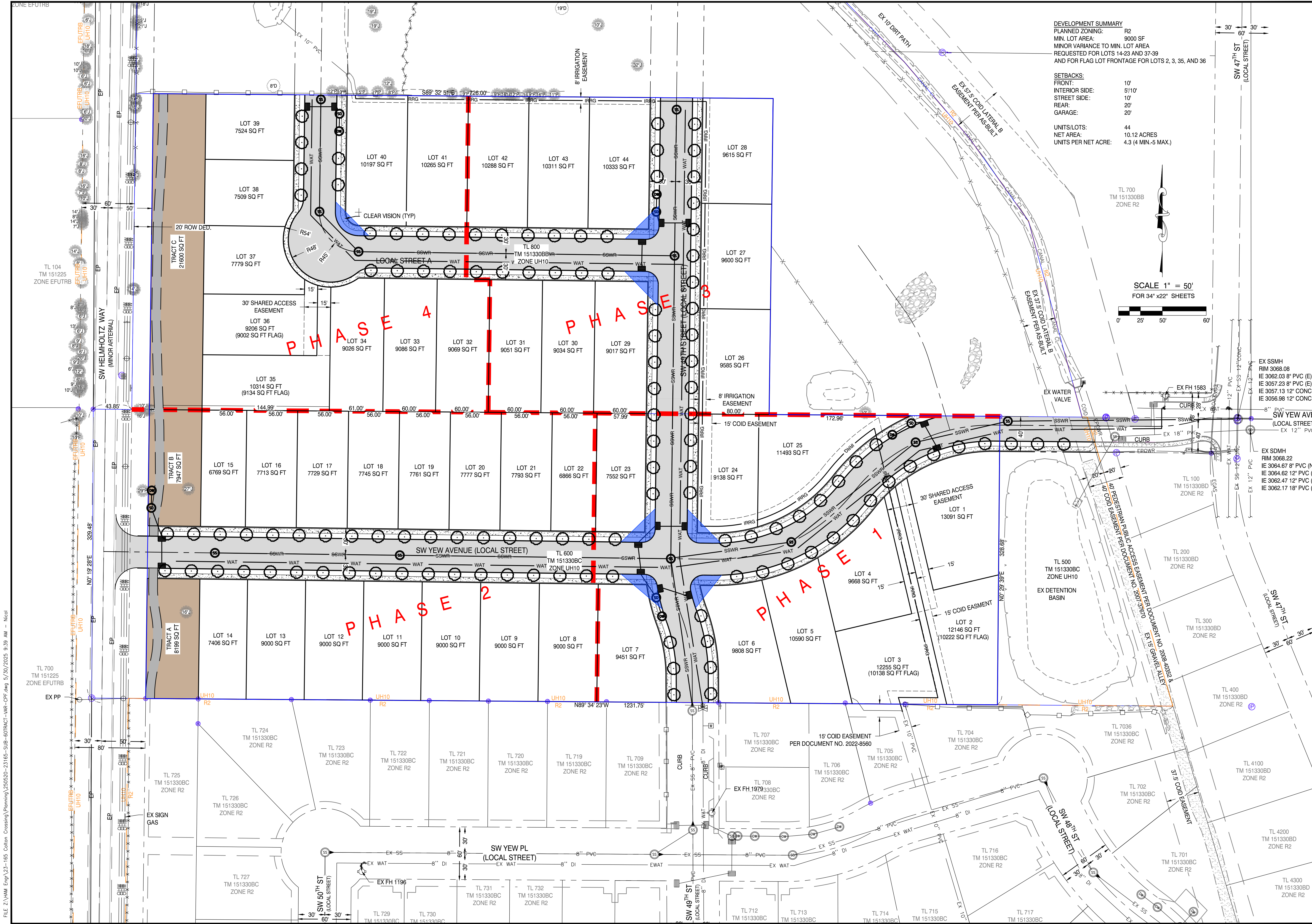
H.A.M. COY
ENGINEERING & SURVEYING, LLC
1180 SW Lake Road, Suite 201, Beaverton, OR 97005
HAYES@HAM-COY.COM
503-642-7554

PROJECT: COLTON CROSSING
PROJECT LOCATION: REDMOND, OR
CLIENT: DUNLAP FINE HOMES

SHEET TITLE: EXISTING CONDITIONS

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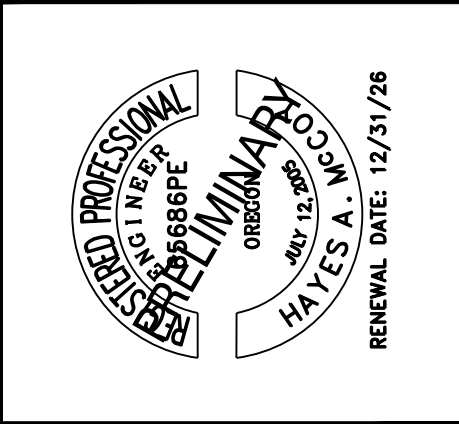
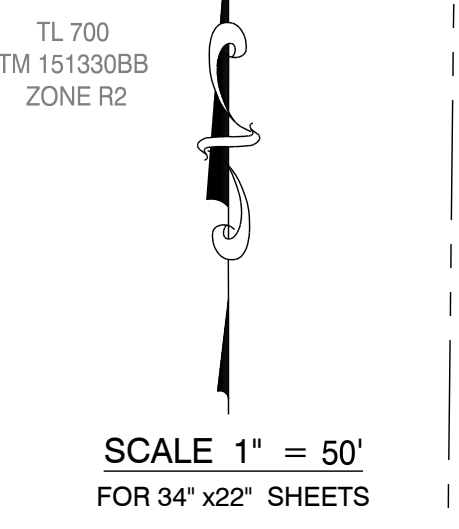
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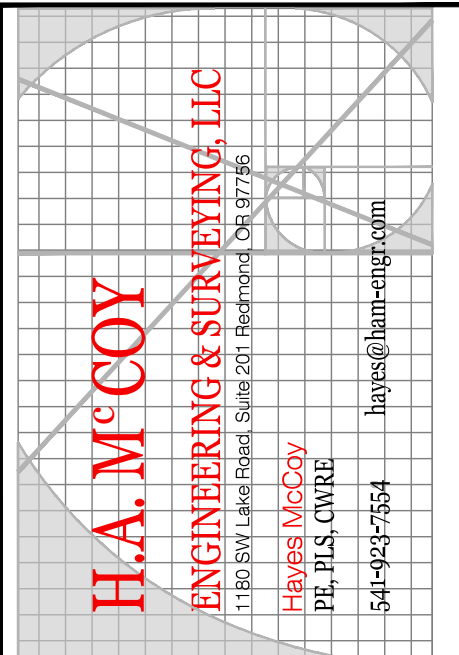
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 MIN. LOT AREA: 9000 SF
 MINOR VARIANCE TO MIN. LOT AREA
 REQUESTED FOR LOTS 14-23 AND 37-39
 AND FOR FLAG LOT FRONTAGE FOR LOTS 2, 3, 35, AND 36

SETBACKS:
 FRONT: 10'
 INTERIOR SIDE: 5/10'
 STREET SIDE: 10'
 REAR: 20'
 GARAGE: 20'

UNITS/LOTS: 44
 NET AREA: 10.12 ACRES
 UNITS PER NET ACRE: 4.3 (4 MIN-5 MAX.)



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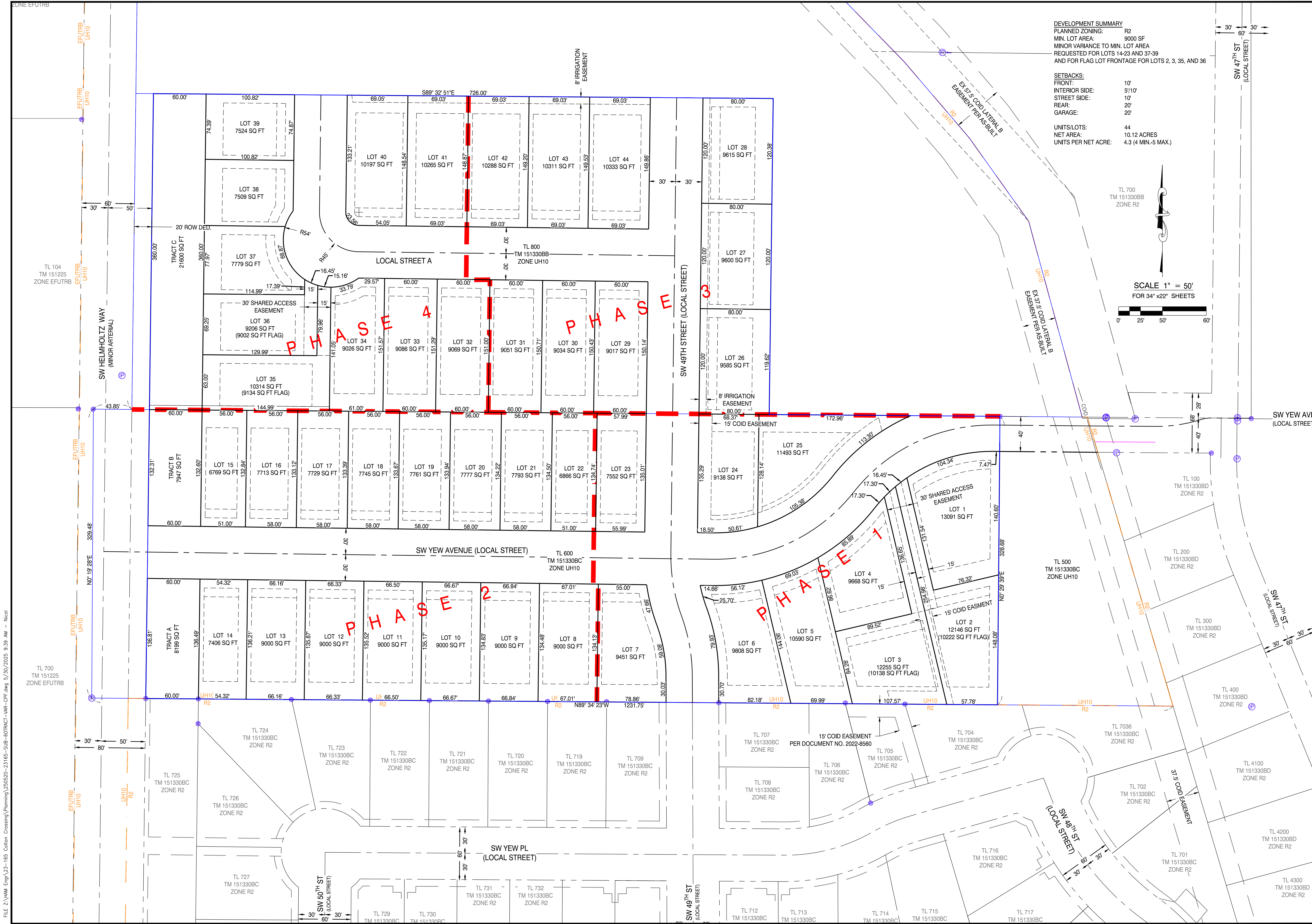


PROJECT: COLTON CROSSING
 PROJECT LOCATION: REDMOND, OR
 CLIENT: DUNLAP FINE HOMES

SHEET TITLE: PRELIMINARY STREET AND UTILITY LAYOUT

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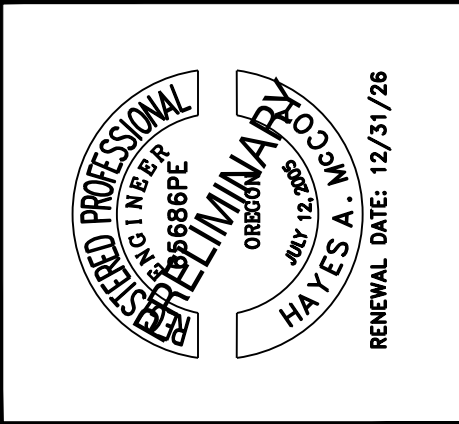
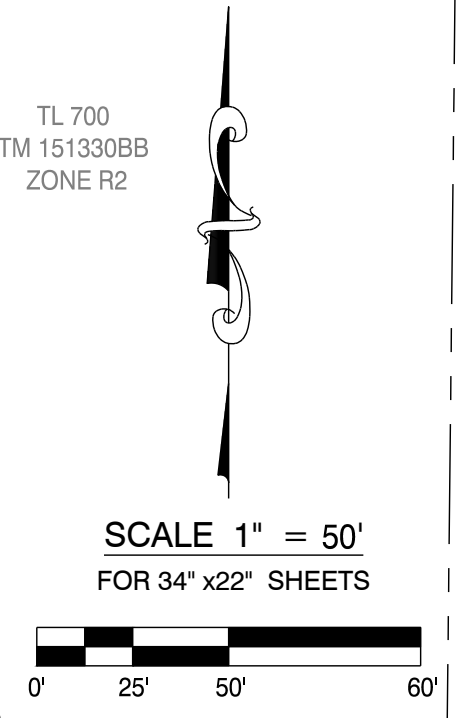
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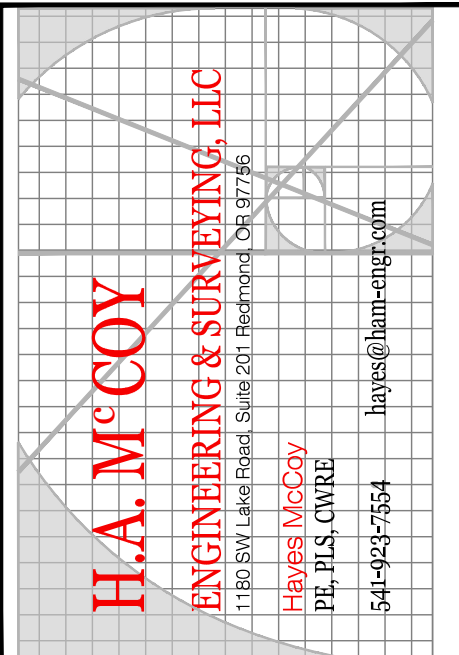
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 MIN. LOT AREA: 9000 SF
 MINOR VARIANCE TO MIN. LOT AREA
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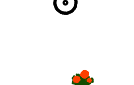
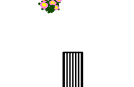



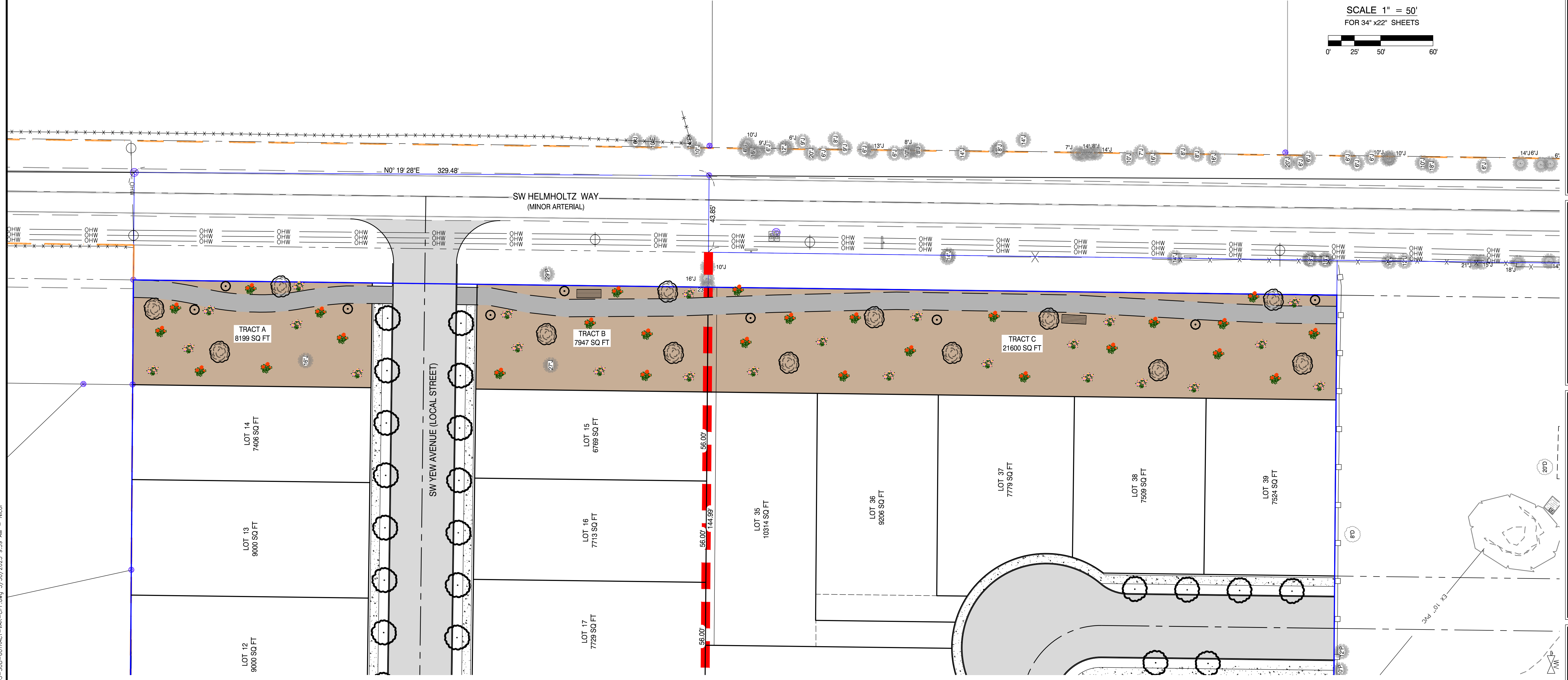
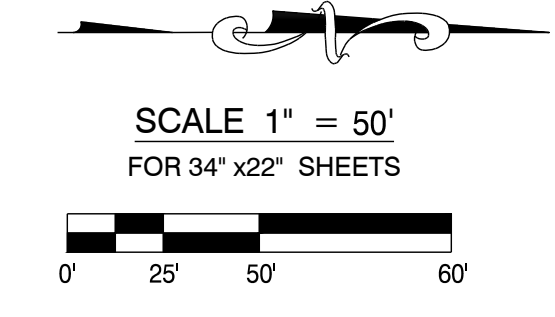
PROJECT: COLTON CROSSING
 PROJECT LOCATION: REDMOND, OR
 CLIENT: DUNLAP FINE HOMES

SHEET TITLE: TENTATIVE PLAT

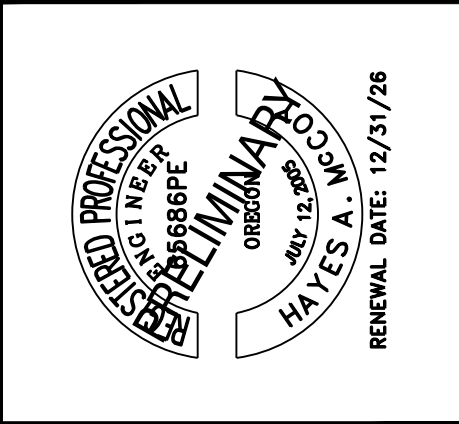
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 DRAWING: MP2.1

LANDSCAPE LEGEND

-  DECORATIVE LANDSCAPE ROCK WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS
COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE
-  ROCKY MOUNTAIN MAPLE (LOW WATER) OR APPROVED EQUAL
-  GOLDEN CURRANT (LOW WATER) OR APPROVED EQUAL
-  LITTLE BLUESTEM (LOW WATER) OR APPROVED EQUAL
-  KINNICKINNICK (VERY LOW WATER) OR APPROVED EQUAL
-  PROPOSED BENCH



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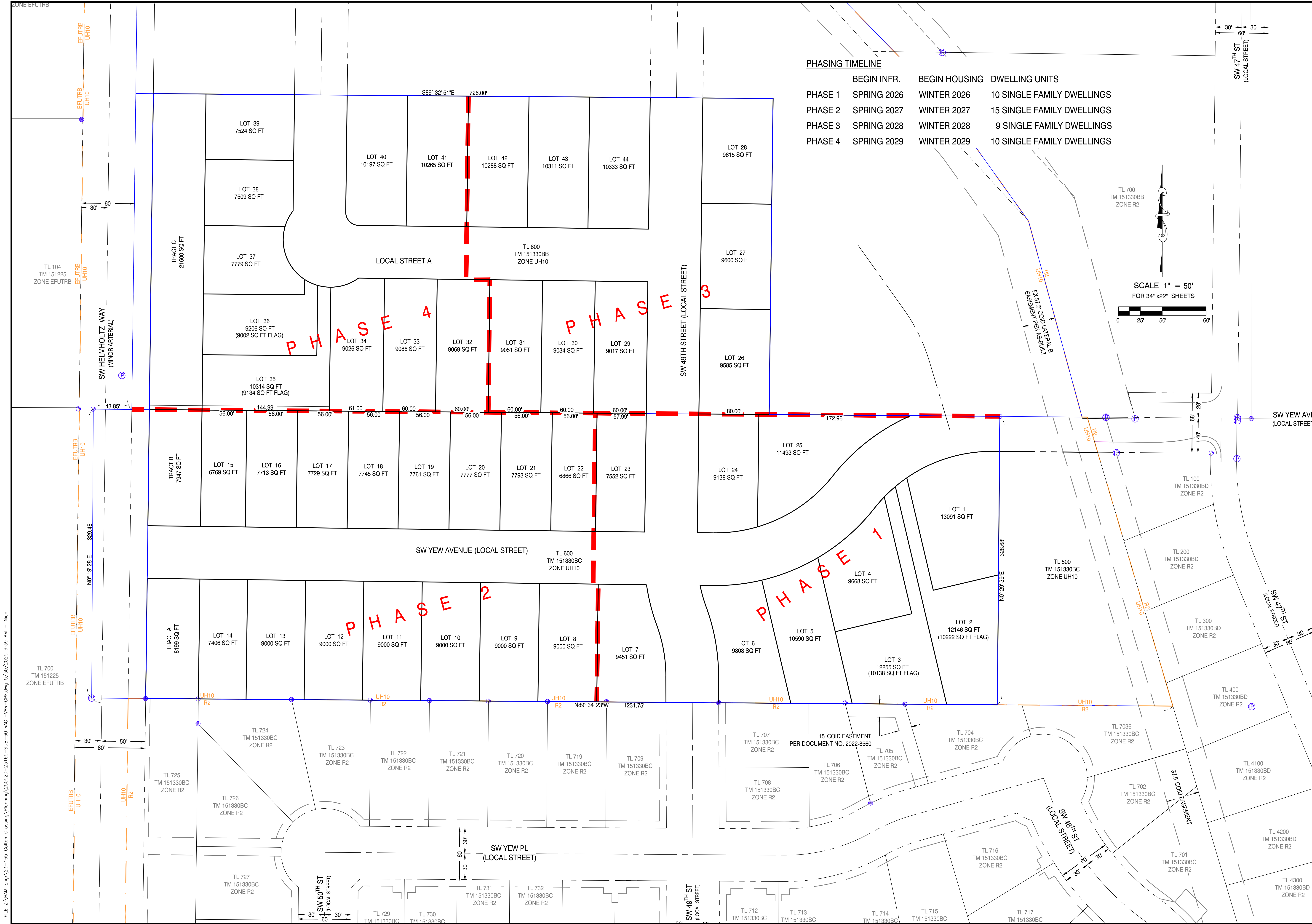
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H.A. McCOY
ENGINEERING & SURVEYING, LLC
1180 SW Lake Road, Suite 201, Beaverton, OR 97005
HAYES@HAM-ENG.COM
503-424-7554

PROJECT: COLTON CROSSING
PROJECT LOCATION: REDMOND, OR
CLIENT: DUNLAP FINE HOMES

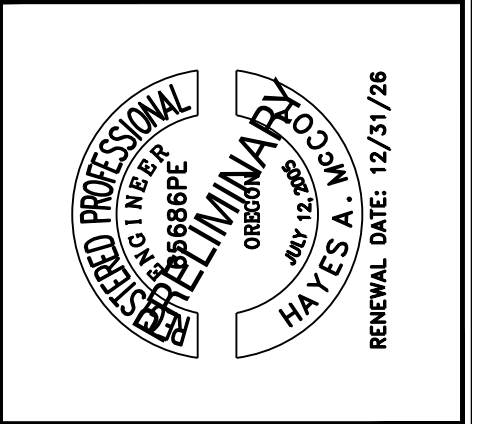
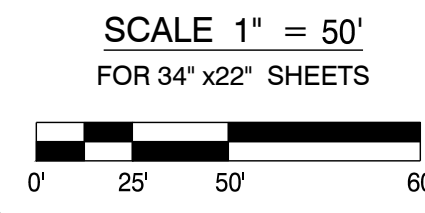
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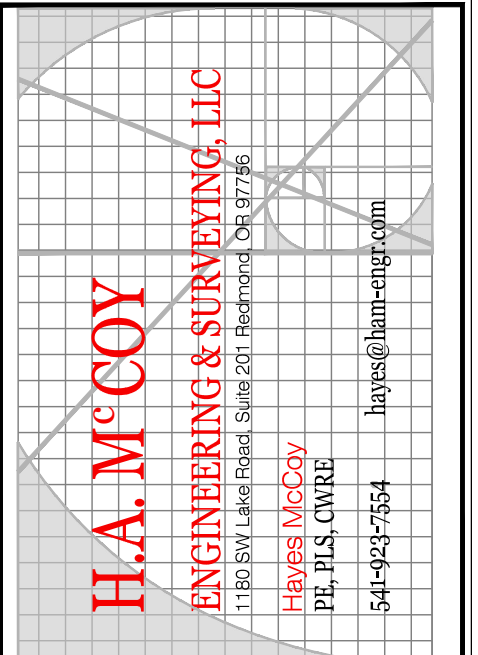


PHASING TIMELINE

	BEGIN INFR.	BEGIN HOUSING	DWELLING UNITS
PHASE 1	SPRING 2026	WINTER 2026	10 SINGLE FAMILY DWELLINGS
PHASE 2	SPRING 2027	WINTER 2027	15 SINGLE FAMILY DWELLINGS
PHASE 3	SPRING 2028	WINTER 2028	9 SINGLE FAMILY DWELLINGS
PHASE 4	SPRING 2029	WINTER 2029	10 SINGLE FAMILY DWELLINGS



DRAWING STATUS:	DATE:	NO.:	REVISION:
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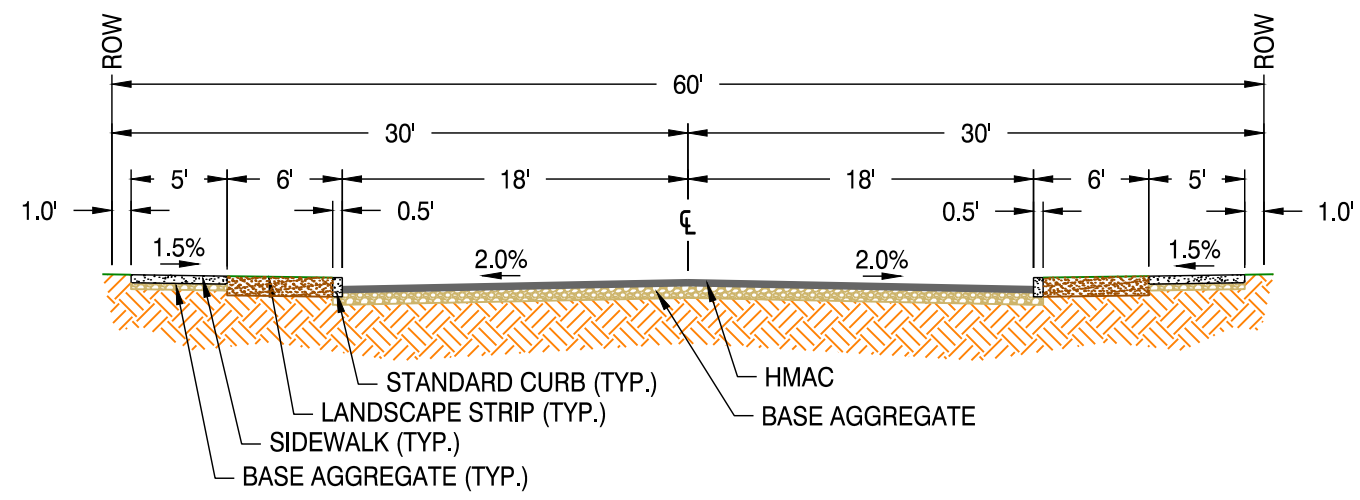


PROJECT: COLTON CROSSING
PROJECT LOCATION: REDMOND, OR
CLIENT: DUNLAP FINE HOMES

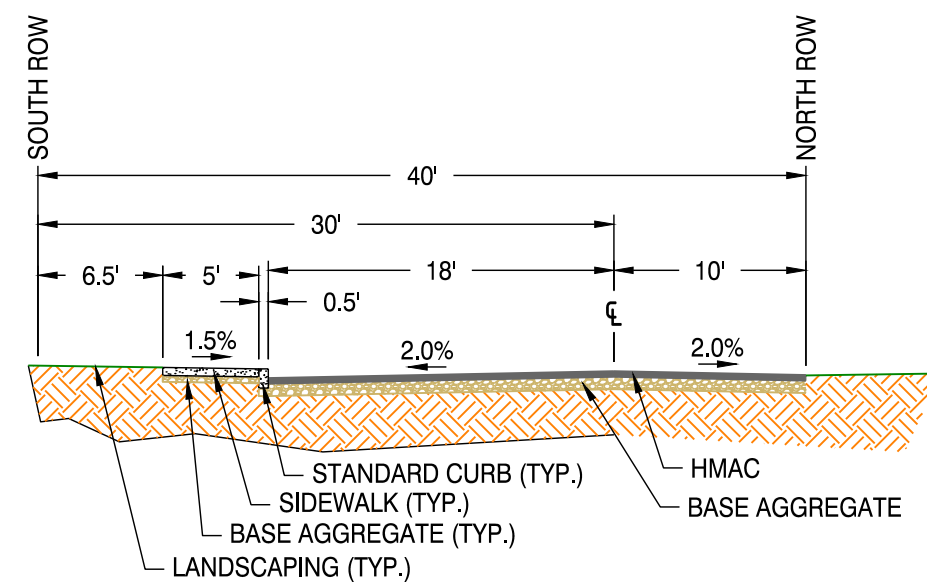
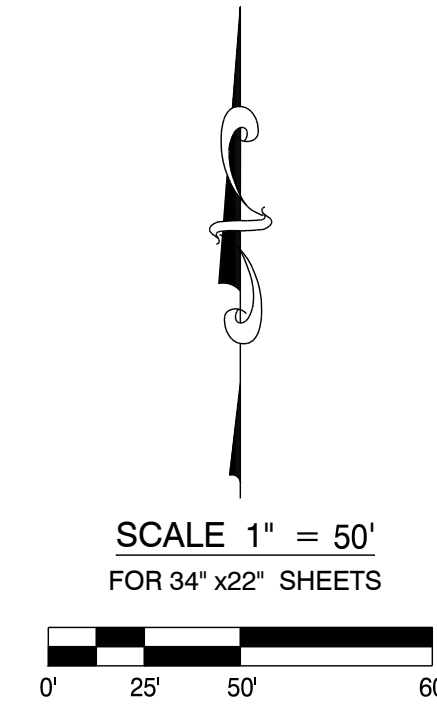
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DRAWN BY: CPF
DRAWING: MP2.3

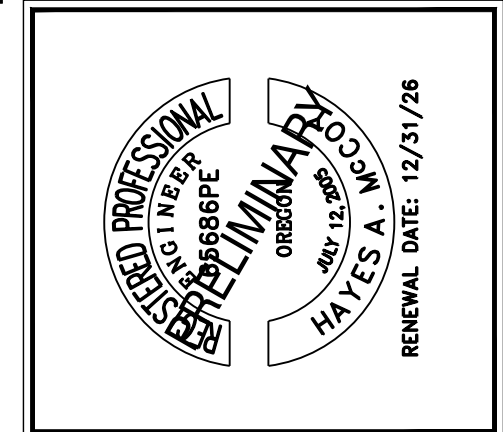
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TYPICAL SECTION
 LOCAL STREET: FULL IMPROVEMENT
 SW YEW AVENUE, SW 49TH STREET, LOCAL STREET A
 NTS



TYPICAL SECTION
 LOCAL STREET: PARTIAL IMPROVEMENT
 SW YEW
 NTS



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PROJECT:
COLTON CROSSING

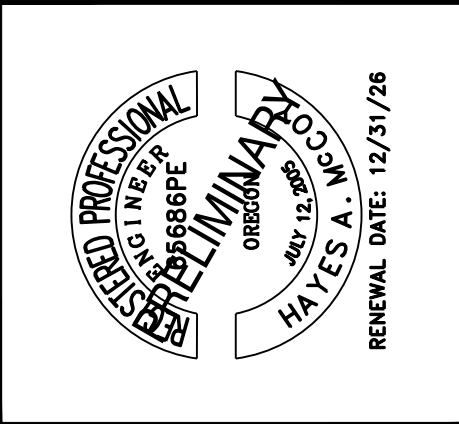
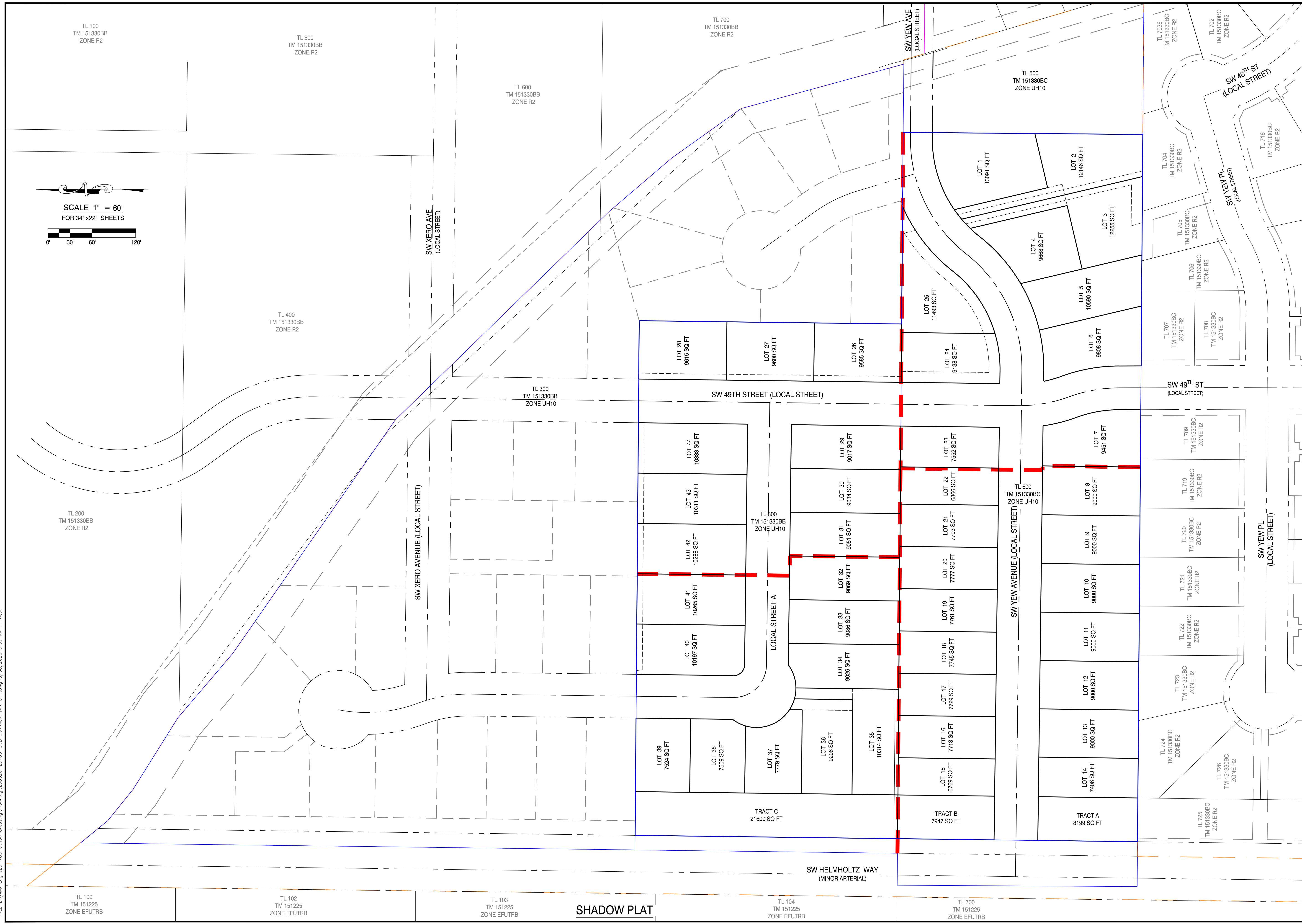
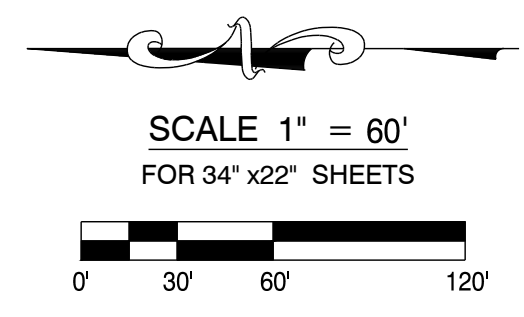
PROJECT LOCATION:
REDMOND, OR

CLIENT:
DUNLAP FINE HOMES

SHEET TITLE:
STREET SECTIONS

JOB NO. 23-165
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MP3.0

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<input checked="" type="checkbox"/> MP REVISION	5/30/25	3		
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H.A. M'COY
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PROJECT:
 COLTON CROSSING

PROJECT LOCATION:
 REDMOND, OR

CLIENT:
 DUNLAP FINE HOMES

SHEET TITLE:
 SHADOW PLAT

JOB NO. 23-165
DRAWN BY: CPF
DRAWING:
MP4.0

SHADOW PLAT

Colton Crossing

Burden of Proof Statement Master Plan, Subdivision, Variance and Annexation Application

REQUEST: Requesting approval of a 44-lot master planned subdivision approval for single family housing.

LOCATION: The site is identified as: 3498 and 3530 SW Helmholtz Way; Tax Lots BB00800 and BC00600, Deschutes County Tax Assessor's Map #1513300000, Redmond, Oregon 97756

PROPERTY OWNER(S):	3498 SW Helmholtz Way	3530 SW Helmholtz Way
	Debusk Trust	Helmholtz Holdings LLC
	9060 NE 31 st St	715 NW Kingwood Ave
	Terrebonne, OR 97760	Redmond, OR 97756

Aerial Map



Applicable Criteria

CHAPTER 8 – DEVELOPMENT REGULATIONS

ARTICLE I – ZONING STANDARDS

RESIDENTIAL USE ZONES

SECTION 8.105	LIMITED RESIDENTIAL R-2 ZONE
SECTION 8.130	URBAN HOLDING UH-10 ZONE
SECTION 8.135	TABLE A, RESIDENTIAL ZONES, USES PERMITTED
SECTION 8.140	TABLE B, MINIMUM STANDARDS

MASTER DEVELOPMENT PLANS AND PLANNED UNIT DEVELOPMENTS

SECTION 8.270	MASTER DEVELOPMENT PLANS
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SUPPLEMENTARY PROVISIONS

SECTION 8.305	ESTABLISHMENT OF CLEAR VISION AREAS
SECTION 8.385	NEIGHBORHOOD MEETING

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 PLAN
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

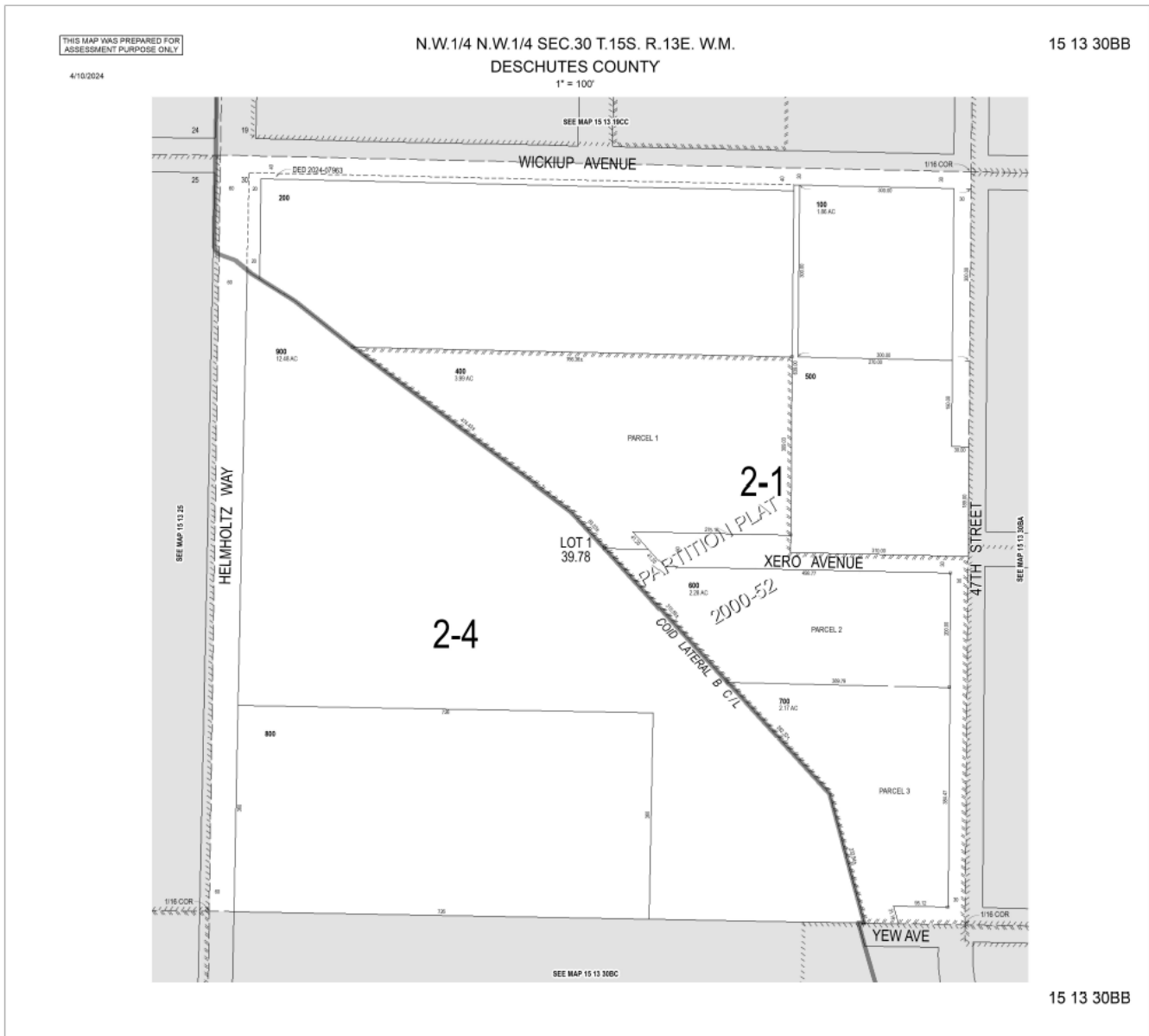
DESIGN STANDARDS AND IMPROVEMENTS

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 8.2805	IMPROVEMENTS IN PARTITIONS
SECTION 8.2810	ACCEPTANCE OF IMPROVEMENTS
SECTION 8.2815	TRANSPORTATION SYSTEM ANALYSIS
SECTION 8.2820	ACCESS MANAGEMENT STANDARDS
SECTION 8.2825	STREET DEDICATIONS

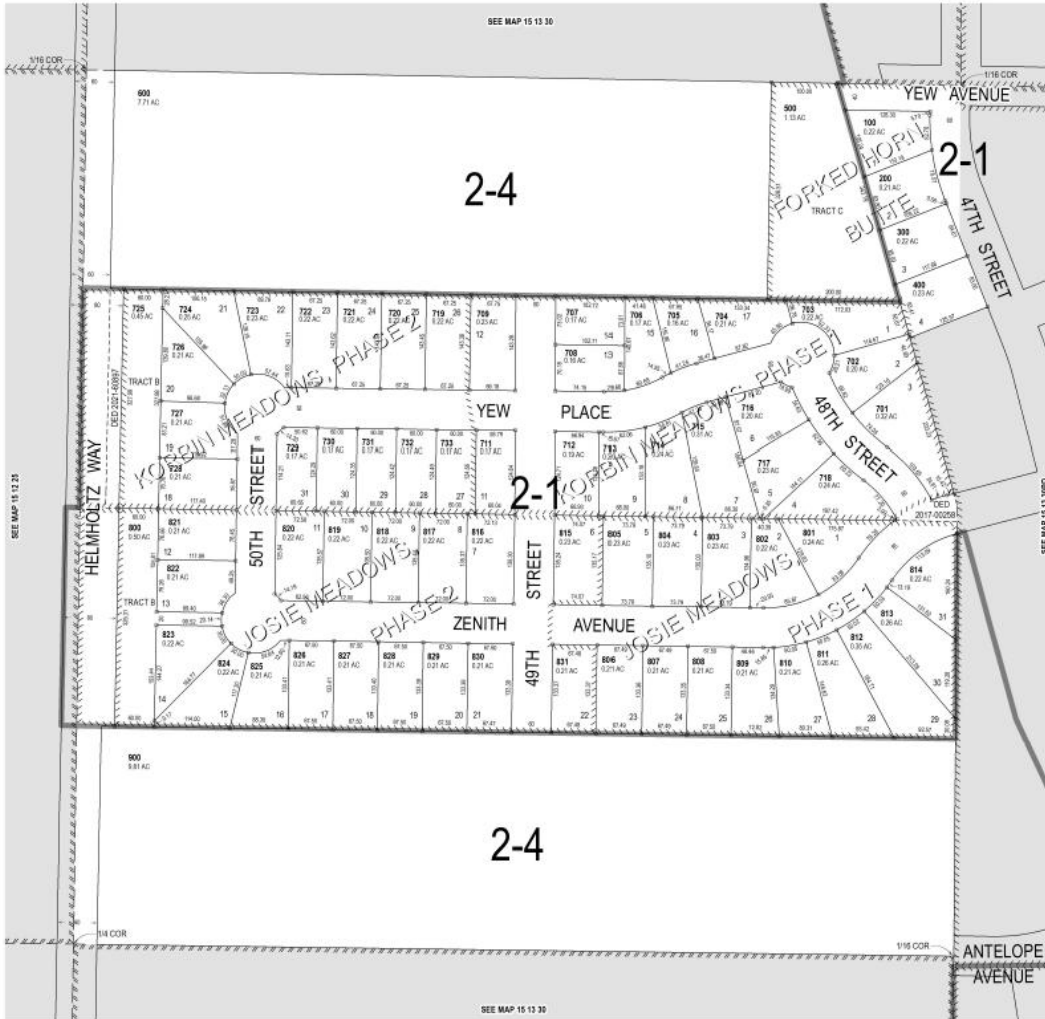
1. **Location:** The site is identified as: 3498 and 3530 Helmholtz Way; Tax Lots BB00800 and BC00600, Deschutes County Tax Assessor's Map #1513300000, Redmond, Oregon 97756



11/7/2023

SEE MAP 15 13 30

Cancelled Nos.
700



2. **Zone and Comprehensive Plan Designation:** The subject property is zoned and planned R-2 Limited Residential and Urban Holding UH-10 Zone on the Redmond Urban Area Comprehensive Plan and Zone Map.
3. **Proposal:** Requesting approval of a 44-lot master planned subdivision approval for single family housing.

Article I – Zoning Standards

Sec. 8.105. - Limited Residential R-2 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.

RESPONSE: The proposed development is residential. This section does not apply.

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	

All "R" zones are subject to density transfer provisions. See [Section 8.020](#), "Definitions," Density Transfer, and [8.367](#), "OSPR / 'R' Zone Density Transfer Provision

RESPONSE: The subject properties are planned R-2 zone. Single family detached dwellings are permitted outright. This standard is met.

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:					
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: Proposed single family dwelling lots are generally a minimum of 9,000 square feet except for lots 14-23 and 37-39 for which a minor variance is requested and addressed later in this document. 44 single family lots are proposed on 10.12 net acres resulting in 4.3 dwelling units per acre meeting the standard for the R-2 zone. A minor variance for the flag lot frontage is proposed. Flag lots have at least 15 feet of frontage and share a 30 foot access and the remaining proposed lots have at least 50 feet of frontage.

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
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.

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 the multi-use trail along SW Helmholtz Way 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.

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: Housing is varied by diverse lot sizes and configuration (i.e. mostly rectangular lots with some eyebrow corner and flag lot configurations). According to the Southwest Area Plan, this property is proposed to be zoned R-2, which provides a more specific type of use for the subject property. However, within the entire Southwest Area Plan, there is a variety of types and density of housing.

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: 37,746 square feet of landscape tracts are proposed between the residential lots and SW Helmholtz way and includes a multi-use path that is connected to the internal sidewalks within the development. Amenities will be designed during the engineering process. No significant geological features exist to be retained.

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 single family detached dwellings 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 proposed landscape tract is located on the west end of the development and may provide views of the Cascade Range. 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: A 60 foot wide vegetated landscape buffer with a 10 foot multi use paved path is provided between the proposed residential subdivision and the urban boundary. A variety of plant species with varying heights are proposed to provide screening throughout the proposed buffer zone. A reduced buffer is necessary to meet the required density standard.

- 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: A COID canal is proposed to be piped and placed in an easement as part of this development. No open canals or laterals will remain on the subject property.

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

RESPONSE: The proposed open space is to be planted with drought tolerant species, shrubs, trees, and ground covers thus reducing water use. Street trees are proposed along pathways and will provide shade.

D. *Implementation.* Upon approval, all subsequent development located within the MDP boundaries shall be consistent with the approval.

E. *Amendment/Modification to Master Development Plan.* Any modifications to the approved MDP shall be subject to the standards and procedures in Article II, "Modifications", and subject to the review criteria contained in this Section.

F. *Expiration of Master Development Plan.* An approved MDP or PMDP shall be subject to the requirements of [Section 8.1605](#) concerning expiration, unless a specific timeline is approved through the land use review process.

RESPONSE: These standards are advisory.

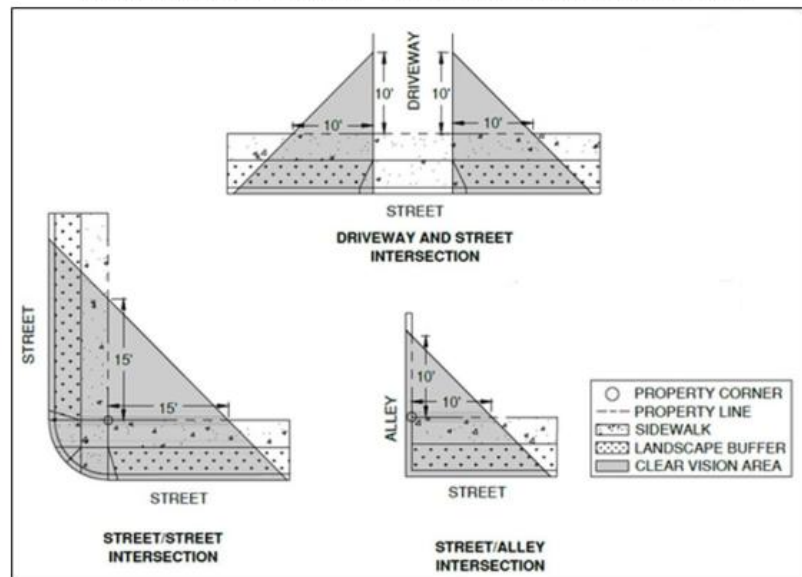
Sec. 8.305. - Establishment of Clear Vision Areas.

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

ILLUSTRATION—STREET TO STREET CLEAR VISION AREA



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. Notable concerns from the public are regarding access, traffic, speeding on Helmholtz, and construction dust.

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 in relation to any provided improvements, including building footprints, frontage improvements, and utility infrastructure. Additionally, the landscape plan must identify the total required landscaping area, as required by Section 8.530(2.), in square feet.
 - 1. *Vegetation.* The species, native or non-native status, and corresponding water use category (very-low, low, moderate, high, other) as identified in the Oregon State University Extension Office Water-Wise Gardening in Central Oregon Guide, revised June 2020, shall be depicted. The installation size, if applicable, of all vegetation shall be identified. For any tree proposed to be retained, a Tree Protection Zone (TPZ) complying with the Public Works Standards and Specifications shall also be depicted. All required replacement trees shall be clearly labeled.
 - 2. *Soil Preparation.* The type of amendments or treatments to the soil shall be depicted.
 - 3. *Irrigation.* The method of irrigation proposed for use, including all points of connection and the system components (meters, valves, backflow, quick couplers, blow out ports, main and lateral lines, sprinkler layout, etc.) shall be depicted.

RESPONSE: Landscape areas are incorporated into the provided plan set and shall be designed and approved by the planner during engineering of construction plans. Low water trees, shrubs, bunch grasses, and ground cover are proposed in the landscape area.

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.

$$\text{Number of Trees Required} = \frac{[(\text{Length of Development Frontage}) - (\text{Clearance Areas})]}{(\text{Required Spacing Distance})}$$

RESPONSE: Street trees are proposed in landscape strips along the local 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.

Article III – Land Division Standards

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 711-23-000276-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.
- 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.
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. 8.2700. - Compliance Required.

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: Street and block lengths comply with the 660 foot limit except between the intersection of SW Yew Avenue & SW 47th Place. This right-of-way exceeds 660 feet and placing an intersecting street is not possible due to the City's stormwater facility and the previously developed Josie Meadows subdivision. Development of Colton Crossing must match the street pattern of existing development to the south and is unable to extend a public street within this area; however, preliminary layouts in coordination with the engineering department have planned a cul-de-sac that will adjoin to the proposed partial width portion and break the block length to less than 660 when property to the north gets developed.

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 shortest intersection distance along NW Pershall Way from the proposed street connection is 1,480 feet and a 10 foot wide paved multi use path connecting to the existing public path to the north is proposed in an adjacent tract.

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 development is designed to create two tiers of lots internally and in conjunction with the neighboring development.

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: The proposed subdivision includes access to SW Helmholtz Way and provides access to the multi-use trail system established in the development to the south and provides for the continuation of the trail to the north.

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 where the right-of-way bends. The lots are sufficiently large enough to serve the intended uses (Single Family Dwellings). All lots comply with the minimum lot size standard for the zone or meet minor variance standards. 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: A minor variance to the frontage requirement for flag lots is proposed. All flag lot frontages are a minimum of 15 feet and share a 30 foot access. The remaining lots have a minimum frontage greater than 50 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: No double frontage lots are 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: A 60 foot buffer tract is proposed between the adjacent minor arterial SW Helmholtz Way and lots proposed for residential lots. No access to residential lots is proposed from SW Helmholtz way.

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: All lots are proposed wider than the required minimum frontage by more than five feet. 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 re-division 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 re-division 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 location of SW Yew Avenue on the east side of the subject property, a curvilinear centerline is required to center the road through the development and create two tier lots as described previously in the Redmond Development Code. Additionally, a curvilinear centerline for SW 49th Street is required to meet block length standards and create usable lots along the western property line.

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: A minor variance to flag lot frontage is proposed. Proposed flag poles are 15 feet wide individually but are paired with a neighboring flag pole for a 30 foot shared access.

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: Minimum lot size and setbacks are met in the proposed flag lots. Driveways shall be designed during the engineering process.

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: A minor variance to flag lot frontage is proposed. Proposed flag poles are 15 feet wide individually but are paired with a neighboring flag pole for a 30 foot shared access.

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 single family dwellings and are not large enough to be further divided and meet City standards.

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 longest proposed "pole" is 130 feet in length from the right-of-way intersection to the base.

H. The "pole" of the flag shall not be included in the minimum lot size calculation.

RESPONSE: The lot sizes excluding the “poles” exceed the minimum lot size. Lot 2 is 10,222 square feet, lot 3 is 10,138 square feet, lot 35 is 9,134 square feet, and lot 36 is 9,002 square feet.

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 eyebrow is the only reasonable solution for efficient development of the site allowing safe access to the various housing and access to the future subdivision to the north.

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

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

RESPONSE: The proposed streets are designed in accordance with City of Redmond's TSP and other applicable associated standards. Access management standards are addressed under Section 8.2820 later in this document.

2. *Existing Streets.* Whenever existing streets, adjacent to or within a tract, are of inadequate width per Public Works Standards and Specifications and the City's approved Transportation System Plan additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Review Authority shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.

RESPONSE: A traffic impact analysis is provided as part of this application to address the impact this development will have on traffic. Through the pre-development review adequate improvements have been recommended and the proposed subdivision is designed to meet those recommendations.

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

RESPONSE: This standard is advisory.

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

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 with the exception of a portion of SW Yew Avenue which is a 40' partial street width until the development of the subdivision to the north that will complete the improvement and break the block length with a street intersection. A right-of-way dedication for SW Helmholtz Way is provided to meet the required distance from centerline for the minor arterial.

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 711-23-000276-PLNG-PD, the applicant shall construct a multiuse path along SW Helmholtz Way. 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.

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 SW 49th Street and SW Yew Avenue. SW Yew Avenue will be extended via dedication of 40 feet of right-of-way provided by the City on City-owned Tract C of Forked Horn Butte subdivision and constructed by the applicant.

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: Local Street A shall be named by Redmond Fire and Rescue and Deschutes County for 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 SW Helmholtz 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: A multi-use paved path is proposed along SW Helmholtz Way and is connected to the subdivision via sidewalks along SW Yew Avenue.

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: Street intersections are proposed as near right angles as possible.

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 less than 36 feet in width are proposed. This standard does not apply. A portion of SW Yew Avenue is 40' in width.

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 SW Yew Avenue from SW Helmholtz Way to the west and from SW 47th Street to the east and from SW 49th Street.

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 to be preserved.

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: 58 trees with diameters greater than ten inches are proposed to be removed outside of public infrastructure. 118 new trees are proposed along the new local streets and in the landscape tract along SW Helmholtz Way.

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 guyline 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.

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: A COID canal is proposed to be piped and placed within an easement. No other watercourses exists on the subject property.

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 planned R-2 Limited Residential with a maximum density of 5 dwelling units per acre. No pocket parks or tot lots are proposed.

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: A 60 foot wide vegetated landscape buffer with a 10 foot multi use paved path is provided between the proposed residential subdivision and the urban 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.

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 is 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.

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.

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: No existing access is proposed to remain after redevelopment.

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: A shared access is proposed for Lots 2 and 3 as well as lots 35 and 36 with a shared access easement.

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.

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.

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: 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.

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.

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. 8.2830. - Variances.

2. *Minor Variance.* A minor variance under this Chapter shall be no greater than 25 percent of the requirements from which the variance is sought. Upon application, the Community Development Director, or Hearings Body, may authorize variances from the standards of this Chapter pursuant to the criteria listed below if the applicant can establish:

A. More efficient use of the site.

RESPONSE: A minor variance to minimum lot area is requested for Lots 14 – 23 and 37-39 and a minor variance to the minimum frontage for flag lots 2-3 and 35-36 in order to create enough lots to meet minimum density for the underlying zone.

B. Preservation of natural features where appropriate.

RESPONSE: No natural features exist on the subject property to preserve.

C. Adequate provision of light, air, and privacy to adjoining properties.

RESPONSE: Standard setbacks provide for equal provision of light, air, and privacy to adjoining properties.

D. Adequate access.

RESPONSE: The proposed variance lots maintain minimum frontage and can provide standard driveway spacing. Flag lots have been combined to share a 30 foot access.

E. That the variance will have minimal adverse impact on the livability, value or development potential of abutting properties and the surrounding area.

RESPONSE: The smaller lot area has no adverse impact on the abutting properties or surrounding area; rather, the minor variance to lot area allows the development to meet the density requirements for the area.

F. Consistency with the overall objectives of the Comprehensive Plan.

RESPONSE: The minor variance serves to bring the development into compliance with the minimum density standard.

3. The Community Development Director, or Hearings Body, may attach such conditions to any variance granted that will ensure the variance meets the objectives of the Comprehensive Plan and of these standards and does not have an adverse impact on surrounding properties or on the provision of general urban services in the area.

RESPONSE: This standard is advisory. The applicant understands conditions may be attached.

Sec. 8.2835. City as Beneficiary to Covenants, Conditions and Restrictions.

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

RESPONSE: This standard is procedural. CC&Rs are provided as part of this application.

Claressa Davis

From: DanDowning <d Downing@coid.org>
Sent: Thursday, June 26, 2025 1:27 PM
To: Claressa Davis
Cc: Kelley O'Rourke
Subject: COID's comments for land use action number(s)711-25-000023-PLNG (ANN) | Colton Crossing ect

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

Sent via email
Date: 6/26/2025

Regarding:
711-25-000023-PLNG (ANN) | Colton Crossing
711-24-000243-PLNG (MD)
711-24-000244-PLNG (SUB)
711-24-000245-PLNG (V)

Tax lot(s): 151330BB00800 and 151330BC00600

Please be advised that Central Oregon Irrigation District (COID) has reviewed the application received on June 26, 2025, for the above referenced project located at 3498 and 3530 SW Helmholtz way, Redmond, OR 97756/tax lot(s): 151330BB00800 and 151330BC00600. The applicant is requesting a proposal that includes four distinct applications to annex into Redmond city limits approximately 14 acres and to create a 44-lot master development planned residential subdivision with a minor variance to the minimum density standards

There are 5.6 acres of mapped irrigation water rights appurtenant to the tax lot 151330BB00800. There are 6.2 acres of mapped irrigation water rights appurtenant to tax lot 151330BC00600. Please note that COID's B-2-4-2 sub lateral of the Pilot Butte Canal, traverses through to the tax lot(s) listed. The B-2-4-2 sub lateral has a 20-foot right of way easement for the canal. Beyond COID's point of delivery for the canal resides a private convenience ditch that benefits tax lot 151330BB00300 to the north.

Listed below are COIDs initial comments to the provided application and site plan. All development affecting irrigation facilities shall be in accordance with COID's Development Handbook and/or as otherwise approved by the District.

Pursuant to ORS 92.090(6) Central Oregon Irrigation District (COID) certifies that the Tentative Plan lies within the boundary of COID and is subject to the fees and policies of COID.

Pursuant to ORS 92.103 (2) Central Oregon Irrigation District (COID) is providing comments (statements) containing information or recommended conditions for approval of the tentative plan for the proposed plat.

- Tax Map 151330BC00600 has 6.2 acres of COID irrigation water mapped to a specific place of use. Construction of a structure, driveway, or other impermeable surface on top of a mapped water right is not

permitted. Tax Map 151330BB00800 has 5.6 acres of COID irrigation water rights mapped to a specific place of use.

- COID will require the removal of all water rights on this property to follow the City of Redmond Annexation agreement guidelines. Contact COID's water rights department to begin the process.
- The applicant must provide all application materials to COID including all relevant linework. COID must review and approve all linework prior to approval of the application.
 - All water rights that may be impacted by development, ROW dedication, or other action as a result of the application or development must receive an approval letter from COID's water rights team. COID may require the removal of impacted water rights in any development or application.
- Irrigation infrastructure and rights-of-way are required to be identified on all maps and plans.
- COID holds an easement adjacent and within the subject property and has the right to install, pipe, maintain and operate its irrigation system above and below ground. COID has the right to operate and maintain all other related facilities within the canal irrigation easement. This includes the right of access to such facilities and the right to require the removal of any obstructions that may be placed within the canal easement at the lot owner's expense. At no time may permanent structures be placed within the canal easement or COID's property, nor may any other obstruction be placed within the easement which interferes with the use of the canal easement without prior written approval from COID.
- Crossings or encroachments within COID's easements are only permitted with approval from COID in the form of a recorded crossing/encroachment license.
- Any irrigation conveyance, District or private, which passes through the subject property shall not be encroached upon without written permission from this office.
- No structures of any kind, including fence, are permitted within COID property/easement/right of way without written permission from this office.
- A piping easement is required if the applicant wants to pipe and realign our canal.
- All work within COID easements must be completed before the irrigation season begins on April 1st. This includes any work that may interfere with the delivery of water (excavation, piping, water control and measurement devices, backfill). Any claims that arise out of delayed water delivery to COID's patrons resulting from the development/project/site work will be applicant & developer's sole responsibility.
- Policies, standards and requirements set forth in the COID Developer Handbook must be complied with.
- Comply with Requirements of COID Developer Handbook including restriction on drilling / blasting and excavation within and adjacent to the existing canal embankment. No blasting is permitted within 100-feet of any open ditch or canal.

Our comments are based on the information provided, which we understand to be preliminary nature at this time. Our comments are subject to change and additional requirements may be made as site planning progresses and additional information becomes available. Please provide updated documents to COID for review as they become available.

Central Oregon Irrigation District

Daniel S Downing | G.I.S Analyst

Central Oregon Irrigation District

Office: 541.548.6047

Direct Line

541.504.7579

Cell

541.598.4397

Claressa Davis

From: Tarik Rawlings <Tarik.Rawlings@deschutes.org>
Sent: Monday, June 30, 2025 3:47 PM
To: Claressa Davis
Cc: Quinn Shubert; Cody Smith
Subject: Re: REVIEW: 711-25-00023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing

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

Hello Claressa,

Deschutes County staff have reviewed the materials associated with files 711-25-00023-PLNG and 711-24-000243-000245 concerning the proposal to annex approximately 14 acres into the City of Redmond and create a 44-lot master development planned residential subdivision. Pursuant to the Redmond City/County UGB Joint Management Agreement and consistent with ORS 222.520, any Deschutes County roads adjacent to properties annexed into the City must also be annexed, with jurisdiction transferring to the City. Accordingly, if the property is included in the Urban Growth Boundary and subsequently annexed under the City's master plan approval, all adjoining County road segments must also be annexed, transferring management responsibilities to the City, with road improvement standards guided by the City's development codes.

The County recognizes the importance of a seamless jurisdictional transition to maintain consistent service and infrastructure management. Our Road Department is available to support this process and ensure continuity in maintenance and services.

To facilitate ongoing alignment and shared understanding, we encourage continuous communication between the City and the County. This will help to keep all parties informed of the proposal's progress and any developments related to road management plans. For further questions or discussions, please contact Tarik Rawlings, Senior Transportation Planner with the Deschutes County Planning Division at Tarik.rawlings@deschutes.org / 541-317-3148.

Best,



Tarik Rawlings | Senior Transportation Planner

Deschutes County Community Development

Deschutes County Road Department

117 NW Lafayette Ave | Bend, Oregon 97703

Tel: (541) 317-3148 | www.deschutes.org/cd



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Disclaimer: Please note that the information in this email is an informal statement made in accordance with DCC 22.20.005 and shall not be deemed to constitute final County action effecting a change in the status of a person's property or conferring any rights, including any reliance rights, on any person

Claressa Davis

From: Avery McChristian
Sent: Monday, June 23, 2025 1:35 PM
To: Claressa Davis
Subject: RE: REVIEW: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing

Hi Claressa,

It was nice talking with you at the BBQ! Hope you had a good week last week.

I have a comment I would like to give regarding trees at Colton Crossing.

I noticed on the Site Plan, - Drawing MP2.2 there are 3 "Tracts" labelled A,B and C.

It also states to "Coordinate with City Arborist for Tree Species and Size."

I look forward to the opportunity to help with species selection so that we can get maximum utilization and canopy cover in these valuable greenspaces.

My goal would be to see large statured trees installed given the large width of the planter strip.

When it comes time, feel free to reach out and I will be glad to put together a list of species for the developer to choose from.

Thanks!



Avery McChristian | City of Redmond

City Arborist

Certified Arborist

Tree Risk Assessment Qualified

phone 541-306-0829

email avery.mcchristian@redmondoregon.gov

243 E. Antler, Suite 100

Redmond, Or 97756



Please consider the environment before printing this email.

DISCLOSURE NOTICE:

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From: Jamie Buddenbohn <jamie.buddenbohn@redmondoregon.gov>

Sent: Tuesday, June 10, 2025 8:46 AM

To: David Pilling <David.Pilling@redmondoregon.gov>; ddowning@coid.org; Tom Mooney <Tom.Mooney@redmondfireandrescue.org>; Cassie Sigloh <Cassie.Sigloh@redmondoregon.gov>; Avery McChristian <avery.mcchristian@redmondoregon.gov>; Maria Ramirez <maria.ramirez@redmondoregon.gov>; ccdrailcrossinglur@odot.oregon.gov; lwooderson@cec.coop; keven.fleming@pacificorp.com;

Claressa Davis

From: CCD Rail Crossing LUR <CCDRailCrossingLUR@odot.oregon.gov>
Sent: Monday, June 16, 2025 11:15 AM
To: Claressa Davis
Subject: RE: REVIEW: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing

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Hi Claressa,

This project does not fall within 500 feet of a rail crossing. ODOT Rail Crossing does not have any concerns/comments. Thank you for the opportunity to review.

Have a good day!

Ruth Price

Rail Crossing Program Coordinator
ODOT | Commerce and Compliance Division
455 Airport Rd SE, Building A | Salem, OR 97301
C: 541-250-6788

From: Jamie Buddenbohn <jamie.buddenbohn@redmondoregon.gov>
Sent: Tuesday, June 10, 2025 8:46 AM
To: David Pilling <David.Pilling@redmondoregon.gov>; ddowning@coid.org; Tom Mooney <Tom.Mooney@redmondfireandrescue.org>; Cassie Sigloh <Cassie.Sigloh@redmondoregon.gov>; Avery McChristian <avery.mcchristian@redmondoregon.gov>; Maria Ramirez <maria.ramirez@redmondoregon.gov>; CCD Rail Crossing LUR <CCDRailCrossingLUR@odot.oregon.gov>; lwooderson@cec.coop; keven.fleming@pacificcorp.com; donna.herman@cngc.com; TLong3@republicservices.com; Van Sickle, Juliana <juliana.vansickle@lumen.com>; kim.ruettgers@lumen.com; cody.hollenback@lumen.com; lance.harvey@lumen.com; credelings@lsnetworks.net; sosanna.mchugh@tdstelecom.com; david.j.sims@usps.gov; anthony.pupo@redmondschools.org; peter.gutowsky@deschutes.org
Cc: Claressa Davis <claressa.davis@redmondoregon.gov>
Subject: REVIEW: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing

You don't often get email from jamie.buddenbohn@redmondoregon.gov. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Reviewer(s),

The Redmond Planning Division has received an application that is ready for your review. Please see the SharePoint link for the project below:

SharePoint Link:  [Colton Crossing](#)



REDMOND FIRE & RESCUE

341 NW Dogwood Avenue, Redmond, OR 97756

Phone: (541) 504-5000 Fax: (541) 526-1254

www.rdmfire.org

June 11, 2025

Claressa Davis
Long Range Planner
City of Redmond
411 SW 9th street
Redmond, OR 97756

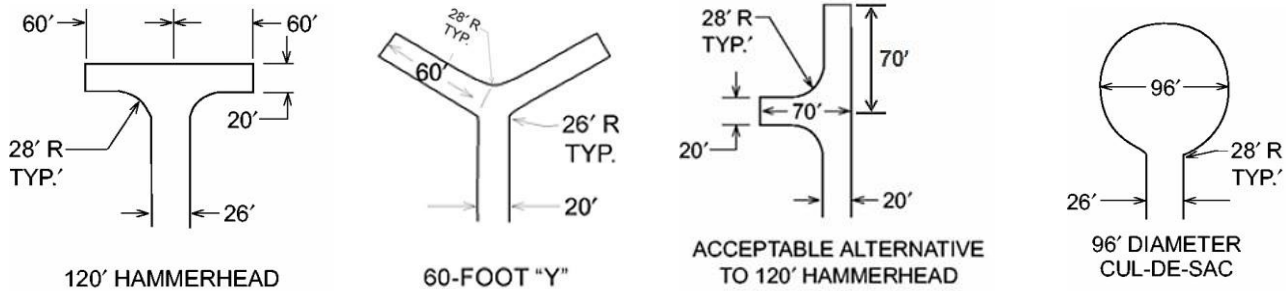
**Re: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing
Tax Lot ID: 151330BB00800 and 151330BC00600**

Dear Claressa,

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 June 10, 2025. 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:

1. **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)
2. **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)



Local Street A exceeds 150 Feet and would require a turnaround at the end or prove through auto turn that the eyebrow neat to lot 37 would be adequate.

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)

Two access roads are currently proposed.

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)

Access roads meet separation requirements.

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)
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. **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)
11. **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)
12. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 10%.
13. **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)
14. **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)
15. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.
16. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
 1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
 2. Gates serving three or less single-family dwellings shall be a minimum of 12 feet in width.
 3. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
 4. Electric gates shall be equipped with a means for operation by fire department personnel
 5. Electric automatic gates shall comply with ASTM F 2200 and UL 325.
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)

Fire flow test received is acceptable.

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)

Show fire hydrants on plans.

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.
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

Claressa Davis

From: Tom Mooney <tom.mooney@rdmfire.org>
Sent: Wednesday, July 9, 2025 8:25 AM
To: Claressa Davis
Subject: Colton Crossing

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

Hi Claressa,

I give approval for the frontage reductions for the proposed flag lots serving lots 2 & 3 and lots 35 & 36.

Thank you,



Tom Mooney | Fire Marshal | **Redmond Fire & Rescue** | Fire & Life Safety
341 NW Dogwood Ave, Redmond OR 97756
Business: 541.504.5000 | **Office:** 541.504.5010 | **Mobile:** 541.362.6311

Redmond Fire & Rescue is a family of public safety professionals whose mission is to provide exceptional customer service; dedicated to saving lives and property through prevention, preparedness, problem-solving, and effective emergency response to all members of our community.

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Claessa Davis

From: David Pilling
Sent: Wednesday, July 9, 2025 9:42 AM
To: Claessa Davis
Cc: Kyle Roberts; Lindsey Crowsigt
Subject: RE: Engineering Comments for Colton Crossing

Hi Claessa – no issues with the shared driveways/access easements, but we’ll need to see proposed driveways/approaches, water/sewer service locations and street trees to know if the reduced frontage will work or not. Was there a detail showing this?



David Pilling | City of Redmond Public Works Dept
Engineering Development Manager

phone 541.504.2013

email David.Pilling@redmondoregon.gov

243 E. Antler Ave. Suite 100, Redmond, Oregon 97756

From: Claessa Davis <claessa.davis@redmondoregon.gov>
Sent: Wednesday, July 9, 2025 8:28 AM
To: Kyle Roberts <kyle.roberts@redmondoregon.gov>; David Pilling <David.Pilling@redmondoregon.gov>
Subject: RE: Engineering Comments for Colton Crossing

Hello David,

I wanted to highlight that for Colton Crossing we’re looking for flag lot frontage reduction approval from City Engineering. Lots 2,3, 35, and 36 are flag lots. The two pairs plan to share a 30 foot wide access that would be recorded as an easement.

This is the standard:

“*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.”

- RC

Thank you for your work on this!



CITY OF REDMOND
Engineering Division

243 East Antler Avenue, Suite 100
Redmond, OR 97756

(541) 504-2002
Fax: (541) 548-0253
www.redmondoregon.gov

TO: CLARESSA DAVIS, *Planning Division/Community Development Dept*

FROM: DAVID PILLING, *Engineering Division/Public Works Dept*

DATE: July 16, 2025 (revised)

SUBJECT: **711-245-000243-PLNG-MD, 244-PLNG-SUB & 245-PLNG-V: 44-Lot Colton Crossing Master Plan**
Dunlap Fine Homes/Helmholtz Holdings LLC/Debusk Family Trust/H.A. McCoy Engineering & Surveying LLC
Tax Lot 15-13-30BB-800 & 15-13-30BC-600

Subject property located east of SW Helmholtz Way, south of Wickiup Ave. west of 47th St. and north of Elkhorn Avenue. 3498 & 3530 SW Helmholtz Way. The Engineering Division provides the following recommendations based on the submitted Master Plan set dated 5-30-25 per Redmond Development (COR) Code Section 8.0270, 8.0305, 8.1015(1)(C) and 8.2000-2840 and City of Redmond Standards and Specifications (CORSS).

Conditions of Land Use Approval:

- 1) Prior to Phase 1 final plat approval, SW Helmholtz Way shall be dedicated to minor arterial street standards per CORSS Standard Drawing 2-1 to achieve a minimum of 50-feet east from centerline/section line and a 5-foot-wide minimum public utility easement along project/property frontage. No direct vehicular/truck access to SW Helmholtz Way shall be permitted unless required by Redmond Fire and Rescue (RFR) for emergency access only with approved locked bollards or fire gate.
- 2) Prior to Phase 1 final plat approval, SW Yew Ave. shall be extended and improved along project frontage and off-site between existing (just west of SW 47th St.) and Phase 1 (mid-way Lot 1) to partial local street standards per CORSS Standard Drawing 2-1 and 2-3, including right of way dedication to achieve a minimum of 40-feet total, 5-foot-wide minimum public utility easement, 25-foot minimum of pavement (28-feet proposed), curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on the south side.
- 3) Prior to Phase 1 final plat approval, SW Yew Ave from Helmholtz Way through the existing Yew Avenue shall be extended and improved to local street standards per CORSS Standard Drawing 2-1, including right of way dedication to achieve a minimum of 60-feet total, 5-foot-wide minimum public utility easements, 36-feet of pavement, curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on both sides. A stop bar shall be installed on the westbound lane of Yew Avenue approaching Helmholtz Way per CORSS. End of roadway signs shall be installed at the northern terminus of SW 49th St. per City standards, until the roadway is extended with Phase 3. Partial street standards, including 40-ft minimum right of way dedication, 28-ft pavement, sidewalk, curb, and street trees on the south side, will be permitted where full roadway standards cannot be achieved. Lane transition striping and signage shall be installed. The City of Redmond currently owns neighboring tax lot 15-13-30BC-500 and is willing to dedicate a maximum of 40-feet for the extension of SW Yew Ave. and construction of a partial local street section. Right-of-way dedication shall be recorded prior to engineering construction plan submittal.
- 4) Prior to Phase 2 final plat approval, needed improvements along SW Helmholtz Way Phase 2 and Phase 4 frontage shall be bonded for via a Subdivision Improvement Agreement to be constructed with Phase 4. Prior to Phase 4 final plat approval, SW Helmholtz Way shall be improved and constructed to minor arterial street standards (3-lane) per CORSS Standard Drawing 2-1, to achieve 50-feet of pavement with travel lanes and center turn lane, curb on both sides, 10-foot-wide minimum paved multi-use pathway per TSP ID B1, curb/ADA ramps, and street trees on the east side. Accessible ramps, illumination, striping and advanced signage are required where the path intersects with any roadway(s).
- 5) Prior to Phase 3 final plat approval, SW 49th St. and Local Street A shall be extended and improved through Phase 3 to local street standards per CORSS Standard Drawing 2-1, including right of way dedication to achieve a minimum of 60-feet total, 5-foot-wide minimum public utility easements, 36-feet of pavement, curb and 5-foot-wide minimum sidewalk on both sides, curb/ADA ramps, and street trees. End of roadway signs shall be installed the north terminus of SW 49th St. per City standards.

- 6) Prior to Phase 4 final plat approval, Local Street A shall be extended and improved through Phase 4 to local/cul-de-sac street standards per CORSS Standard Drawing 2-1, 2-4 and 2-5, including right of way dedication to achieve a minimum of 60-foot total width and 54-ft cul-de-sac radius, 5-foot-wide minimum public utility easements, 36-feet of pavement width, curb and 5-foot-wide minimum sidewalk, curb/ADA ramps, and street trees on both sides. A bike/pedestrian connection between Local A Street and Helmholtz shall be required. End of roadway signs shall be installed the north terminus of Local Street A per City standards.
- 7) Prior to final plat approval of all phases, suitable fire access must be constructed and maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150' as required by Redmond Fire.
- 8) Prior to final plat of Phase 1, a 12-inch minimum diameter water main shall be installed in SW Yew Ave. and extended west from existing at SW 47th St. through Phase 1 and Phase 2 to Helmholtz Way per City standards. Water connection at SW Yew Ave/47th St shall be reviewed/approved by the City Engineer and City Water Division.
- 9) Prior to final plat of Phase 2, a 12-inch minimum diameter water main along Helmholtz Way Phase 2 and Phase 4 frontage shall be bonded for via a Subdivision Improvement Agreement. Prior to final plat of Phase 4, this 12-inch water main along Phase 2 and Phase 4 frontage shall be constructed per City standards.
- 10) Prior to final plat of all phases, 8-inch minimum diameter water mains shall otherwise be installed along public streets and project frontages. One water service shall be provided to each proposed lot. Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with City Municipal Code, Standards and Specifications, and any applicable Oregon requirements.
- 11) Prior to final plat of all phases, 8-inch minimum diameter gravity sewer mains shall be installed along all public streets and project frontages and extended in SW Yew Ave west from existing at SW 47th St. to Phase 1 per City standards. Sewer connection at SW Yew Ave/47th St shall be reviewed/approved by the City Engineer and City Wastewater Division. One sewer service shall be provided to each proposed lot. Abandonment of any existing sewage drill hole, septic tank or other private sewer facility located on subject properties shall be in accordance with City Municipal Code, Standards and Specifications, and any applicable Oregon requirements.
- 12) Prior to final plat of Phase 4, a cash contribution shall be provided for the standard eight (8) inch pipe portion of the Far West Sewer Interceptor (FWSI) at ten (10) foot average depth in lieu of constructing the FWSI extension in Helmholtz Way along project/property frontage per current Redmond Wastewater System Master Plan (RWSMP).
- 13) The proposed shadow plat shall be revised to show proposed SW 49th St. alignment north of project matching City land use approval for SP06-46 at Xero Ave. unless otherwise approved by the City Engineer and City Community Development Department.
- 14) Prior to building permit issuance and after land use decision issuance, a separate set of construction drawings shall be submitted directly to the City Engineering Division along with a Site Development (SD) Review Application for design review and approval of all proposed and/or required public infrastructure improvements, water/sewer service connections, subdivision-site grading/drainage and utilities per City of Redmond Standards and Specifications.

ATTACHMENT D

No public comments received as of publication of staff findings report (i.e., July 16, 2025).



Engineering Department
243 E. Antler Ave, Suite 100
Redmond, OR 97756-0100
541-504-2002

siteplan@redmondoregon.gov
www.redmondoregon.gov

TRANSPORTATION SYSTEM ANALYSIS APPLICATION

Applicability: Required when a proposed development involves either a Subdivision, Site and Design Review, Planned Unit Development, Master Plan, Comprehensive Plan Amendment, a change or expansion of use, or any other development that the City Engineer deems necessary. This application is not required for residential site plan review (4 units or less) or for partitions (3 lots or less).

This application must be approved prior to submitting a land use application for the project.

Applicant Information	
Applicant: <u>Melissa Webb</u>	Email: <u>melissa@lancastermobley.com</u>
Company: <u>Lancaster Mobley</u>	Phone: <u>503-248-0313 x402</u>
Address: <u>1130 SW Morrison St, Suite 318, Portland, OR. 97205</u>	
Date Submitted: <u>3/26/2024</u>	

Owner Information	
Owner: <u>Bruce Dunlap/Kevin Whitaker</u>	Email: <u>kevinw@dunlapfinehomes.com</u>
Company: <u>Dunlap Fine Homes</u>	Phone: <u>541-699-4224</u>
Address: <u>715 NW Kingwood Avenue, Redmond, OR. 97756</u>	

Project Information	
Project Title: <u>Korbin Meadows North</u>	Tax Lot Number(s): <u>600 (151330BC), 900 & 904 (15133000)</u>
Project Address: <u>3342, 3498, & 3530 SW Helmholtz Way, Redmond, OR. 97756</u>	
Zone: <u>UH-10</u>	Area (SF): <u>1,171,764 SF (26.9 acres)</u>
Existing Use: <u>Residential (Single-Family Detached Dwellings, one per lot)</u>	
Proposed Use(s) and code(s) per the Institute of Transportation Engineer's (ITE) Manual, 11 th Edition: <u>Single-Family Detached Dwellings (LUC 210)</u>	
Total PM Peak Trips: <u>73</u>	Average Daily Trips (ADT): <u>736</u>

Reserved for City of Redmond Approval	
Reviewed by: <u>Veronica Reinertson</u>	
Approved (date): <u>02/03/2025</u>	
Approved PM Peak Trips: <u>39</u>	
Approved ADT: <u>387</u>	

CITY OF REDMOND
ENGINEERING APPROVAL
 Veronica Reinertson 02/03/2025 3:08:18 PM

SEE ATTACHED APPROVAL MEMO

Transportation System Analysis Application

Submittal Requirements:

- See Redmond Development Code 8.2815 for complete submittal requirements
- **Trip Generation Report** - required when the proposed development generates up to 20 PM Peak Hour Trips and/or up to 200 Average Daily Trips (ADT)
 - The Trip Generation Calculation Worksheet (next page) is required to be submitted to satisfy this requirement. The worksheet must demonstrate existing and proposed trips for the development.
 - Include a conceptual site plan demonstrating the existing and proposed use of the development showing the following:
 - North arrow
 - Address and tax lot number
 - Uses and sizes summarized
 - Number of floors
 - Scaled dimensions
 - Access points
 - Adjacent rights of way (roads, alleys), roadway names labeled, roadway classifications labeled, roadway widths labeled
 - Floor plan
 - Circulation diagram if required
- **A Transportation Impact Analysis** - required when the proposed development generates 20 or more PM Peak Hour Trips and/or 200 or more ADT
 - The applicant must scope the project with the City and/or ODOT prior to initiating the report. Including the scoping request with the application submittal.
 - Trip generation may be summarized on the Trip Generation Calculation Worksheet (next page) or in the formal report
 - A Professional Engineer must submit a stamped Transportation Impact Analysis report including:
 - Trip generation as described above
 - Study timeframes (existing, completion year, 5 years beyond final phase)
 - Intersection studies (collector/arterial nearest to the site, any others with 25+ additional peak hour trips, others as determined by staff)
 - Level of service tables
 - Left/right turn warrants
 - Signal warrants
 - Sight distance evaluations
 - Access management standards evaluation
 - Circulation diagrams if required
 - Safety analysis
 - Recommended mitigations
 - Include a conceptual site plan as described above

Fees:

Trip Generation Report	
Less than 20 PM Peak Trips and 200 Average Daily Trips	\$200.00 each
Transportation Impact Analysis	
Up to 99PM Peak Trips	\$2,000.00 each
100-199 PM Peak Trips	\$6,000.00 each
200+ PM Peak Trips	\$8,000.00 each



CITY OF REDMOND
Engineering Division

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February 11, 2025

Melissa Webb, PE
Lancaster Mobley
melissa@lancastermobley.com

Re: Approval Memo for Korbin Meadows North Subdivision Transportation Impact Analysis (711-24-000043-PW).

The Transportation Impact Analysis (TIA) dated November 11, 2024 for the above named project has been reviewed and approved by the City. Transportation mitigations will be required as follows:

All Affected Phases:

- Suitable fire access must be constructed and maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150' as required by Redmond Fire.
- Local streets should be dedicated as a 60' public ROW (30-feet from centerline) and constructed as full width street section where possible. A partial street section will be required where a full width street section is not feasible.
- Directional curb ramps including striped pedestrian crosswalk, illumination and advanced signage will be required at all intersections serving crossings in all directions.
- A multiuse path conforming to City of Redmond Standards and Specifications is required along the canal per the Transportation System Plan (identified as B67 in the TSP) or as otherwise approved by City Engineer. Accessible ramps are required where the path intersects with any roadway(s). Developer shall coordinate design and approval through Central Oregon Irrigation District and the City of Redmond. Connection shall be made to existing section(s). Public access easement will be required where the multi use trail is located on private property.
- A Bike/Pedestrian connection between Local B Street and Helmholtz shall be required.
- Per City of Redmond Standards and Specifications a stop bar shall be installed on the Westbound lane of Yew Avenue approaching Helmholtz Way.
- Currently, only 40 feet of right-of-way exists at the east connection to SW Yew Avenue. The City of Redmond is willing to dedicate a maximum of 40' feet of taxlot 151330BC00500 for the extension of SW Yew Avenue for construction of a full width street section. Right of way dedication shall be recorded prior to submittal of engineering plans. Shift alignment of SW Yew Avenue to align with existing right of way. If a full street width construction is not proposed an emergency access will be required with gated/bollard entrance.
- SW Helmholtz frontage shall be improved to the City's full width minor arterial standards including (50' paved width including travel lanes, turn lane, and bike lane, curb, sidewalk and multi-use path). A center turn lane shall be provide on SW Helmholtz Way (identified as S14 on the TSP).
- A separated bike path along the SW Helmholtz frontage shall be provided conforming with City of Redmond Standards and Specifications per the Transportation System Plan (identified as B1 in the TSP). Accessible ramps, illumination, striping and advanced signage are required where the path intersects with any roadway(s).

Please contact me with any questions.

Veronica Reinertson, PE
Project Engineer
City of Redmond
veronica.reinertson@redmondoregon.gov | 541-504-2026