



CITY OF REDMOND

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CITY COUNCIL

August 12, 2025
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon Wedding
Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

AUGUST 12, 2025

EXECUTIVE SESSION AGENDA

5:30 PM

I. EXECUTIVE SESSION

Oregon Law permits public bodies to meet in executive session to discuss specific matters which are not open to the public. Final actions or decisions on these matters will be made during regular session.

- A. Labor Negotiations – ORS 192.660(2)(d) authorizes executive sessions “to conduct deliberations with persons designated by the governing body to carry on labor negotiations.”
- B. Litigation – ORS 192.660(2)(h) authorizes executive sessions “to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.”

Under the provisions of the Oregon Public Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

AUGUST 12, 2025

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Thomas Benge, Redmond Community Church

III. PLEDGE OF ALLEGIANCE

IV. CITY ANNOUNCEMENTS

- A. Historic Landmarks Commission - Appointment of Aspen Petersen as the Youth Ex-Officio, term expiring December 31, 2025.

V. CONSENT AGENDA

- A. Minutes of June 24, 2025, Council Meeting
- B. Minutes of July 1, 2025, Council Meeting
- C. Minutes of July 8, 2025, Council Meeting
- D. Authorize Neighborhood Stabilization Program Lien Subordination Under Certain Conditions

VI. PRESENTATIONS

- A. Fiscal Year 2024/2025 4th Quarter Financial Report

VII. PUBLIC HEARINGS

- A. Ordinance #2025-12 - An ordinance approving Cinderview West Master Development Plan and Tentative Subdivision Compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map (continued from July 8th).
- B. Ordinance #2025-16 - An ordinance approving Colton Crossing Master Development Plan, Tentative Subdivision, and Minor Subdivision Variance Compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

VIII. ACTION ITEMS

- A. Special Event Permit for What's Your Wild Ride Car Show, August 16, 2025.
- B. Resolution #2025-13 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.
- C. Resolution #2025-14 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.
- D. Resolution #2025-15 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.
- E. Resolution #2025-16 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.

IX. COMMENTS FROM CITIZENS AT THE MEETING

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

X. CITY MANAGER COMMENTS

XI. COUNCIL COMMENTS

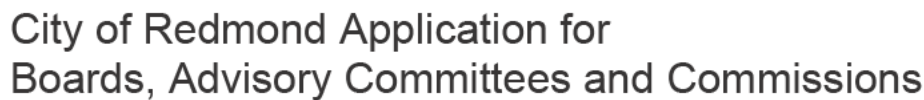
XII. MAYOR'S COMMENTS

XIII. ADJOURN

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

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

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



Mailing Address: _____

Alternate Number: _____

If no, do you reside in the Urban Growth Boundary _____

If yes, please indicate which one(s) and when? _____

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

Employment/Occupation: Tumalo Creek Kayak and Canoe, Kayak and Tube specialist

I have not yet completed high school however I am going into my junior year. I have job experience at Tumalo Creek Kayak and Canoe, which is a seasonal summer job of mine. I also have babysat for about 3 years now

07/23/25
Date

Page 4 of 338

Board, Committee, and Commission requirements and expectations:

Airport Committee: Advises Council on matters pertaining to airport operations, maintenance, improvements, facilities, and Airport activities under the jurisdiction of the City. The Committee shall be comprised of 5 Redmond representatives, 1 representative from the City of Bend, and 1 representative each from Deschutes, Jefferson, and Crook Counties. Terms are 4-years. Redmond City Code, Sections 2.580-2.588.

Bicycle & Pedestrian Advisory Committee: Encourages, promotes, and advocates for safe and accessible walking and biking environments that enhance the quality of life for residents and visitors of Redmond. Members should reside within the Urban Growth Boundary; however, a majority of members should reside within the City limits. The Committee should be comprised of at least 3 members who represent pedestrian interests and at least 3 members who represent bicycle interest. Terms are 4-years. Redmond City Code, Sections 2.540-2.549.

Budget Committee: Reviews the proposed budget and amends it where desired. The Committee shall be composed of members in accordance with the provisions of ORS 294.336. Terms are 3-years. Redmond City Code, Sections 2.372-2.399.

Downtown Urban Renewal Advisory Committee: Advises the Urban Renewal Agency Board (URA) concerning the implementation of the Urban Renewal Plan and Downtown Action Plan. The Committee should strive to balance the membership between those who have business interests within the district, including employers and employees, (at least 1-3 members), those who have a development and property interest in the district, including property owners and commercial developers, (at least 1-3 members), and those with a district or community wide perspective (at least 1-5 members). Terms are 4-years; No residency requirements. DURAC [web page](#).

Historic Landmarks Commission: Preserves and promotes Redmond's history and culture. A majority of the members should reside within the Redmond Urban Growth Boundary and shall be comprised of members with interest, knowledge, or competence in historic preservation to carry out the purpose and duties of the Commission. Terms are 4-years. Redmond City Code, Sections 2.590-2.599.

Housing & Community Development Committee: Reviews and recommends housing, neighborhood revitalization, and community development programs addressing the continuum of housing and human services needs for the purpose of enhancing community health and well-being. A majority of the members should reside within the Redmond Urban Growth Boundary. The Committee shall be comprised of at least 1 member who possesses knowledge, qualifications, or experience in the housing construction industry, 1 member who possesses knowledge, qualifications, or experience in the housing development industry; 1 member who possesses knowledge, qualifications, or experience in the human services industry; 1 member who lives in the City limits and has been a recipient of housing assistance; 1 member who lives in the City limits and has been a recipient of human services programs; and 4 at-large members. Terms are 4-years. Redmond City Code, Sections 2.480-2.488.

Juniper Golf Committee: Advise Council on issues pertaining to operation and management of the Juniper Golf Course. Individual seats are not geographically designated; however, the Committee shall include at least 2 members of the Juniper Golf Club, inasmuch as the Club exists and member(s) are willing to serve, and at least 2 members who are not members of the Juniper Golf Club. Terms are 4-years. Redmond City Code, Sections 2.490-2.498.

Nuisance Appeal Board: Issues decisions regarding appeals under City Code Sections 2.797 and 5.351(2)(C)(1). Members should reside within the Redmond Urban Growth Boundary. Terms are 2-years. Redmond City Code, Sections 2.500-2.505.

Parks Committee: Plans, develops, and provides stewardship for Redmond's parks and open spaces while preserving natural areas and maximizing public enjoyment. The members shall reside within the boundaries of the Redmond School District 2J and a majority of the members should reside within the Urban Growth Boundary. Terms are 4-years. Redmond City Code, Sections 2.380-2.399.

Redmond Commission for Art in Public Places: Introduces art into select public locations and situations to create a unique sense of place and enhance community identity throughout Redmond. Members should reside within the Redmond School District 2J Boundary and a majority of the members should reside within the Urban Growth Boundary. Terms are 4-years. Redmond City Code, Sections 2.440-2.448.

Tourism and Lodging Committee: Advises Council on issues pertaining to the strategic use of the statutorily required investment of City Transient Lodging Tax dollars in tourism and tourism-related activities. Members will be comprised of 2 representatives from a lodging provider, 1 Central Business District representative, 1 Deschutes County Fair & Expo Center representative, and 3 at large members. Members should work, reside, or own property within City limits. Terms are 4-years. Redmond City Code, Sections 2.360-2.368.

Urban Area Planning Commission: Advises Council on development and implementation of Redmond's Comprehensive Plan and its associated documents. Members should reside within the Redmond Urban Growth Boundary. No more than two voting members of the Commission may engage principally in the buying, selling or developing of real estate for profit as individuals, or be members of any partnership, or officers or employees of any corporation that engages principally in the buying, selling or developing of real estate for profit. No more than two members shall be engaged in the same kind of occupation, business, trade or profession. Terms are 4-years. Redmond City Code, Sections 2.350-2.370.

Redmond City Council

Regular Meeting Minutes

Council Chambers & Remote Video Conferencing

<https://www.redmondoregon.gov/city-council>

Present: Clifford Evelyn, Ed Fitch, Kathryn Osborne, Jay Patrick, Shannon Wedding, Cat Zwicker

Excused: John Nielsen

Staff Present: City Attorney Keith Leitz, Deputy City Manager Steve Ashworth, Deputy City Manager/Chief Financial Officer Jason Neff, Public Works Director/City Engineer Jessica MacClanahan, Deputy City Recorder Kayla Duddy, Airport Director Zachary Bass, Communications Director Heather Cassaro, Finance Director James Wood, Client Systems Administrator Tyler Roppe, Planning Director Kyle Roberts, Police Chief Devin Lewis, Procurement and Payables Manager Scott Brang, Principal Engineer Jake Sherman, Billing and Collections Manager Valerie Taylor, Budget Analyst Herlinda Corn

Media Present: None

EXECUTIVE SESSION

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

Mayor Fitch convened the Council into Executive Session at 5:00 p.m. in accordance with ORS 192.660(2)(d) which authorizes executive session to conduct deliberations with persons designated by the governing body to carry on labor negotiations, ORS 192.660(2)(h) which authorizes executive sessions to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be files, and ORS 192.660(2)(e) which authorizes executive session to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

Mayor Fitch adjourned the Executive Session at 5:36 p.m.

CALL TO ORDER / ESTABLISH A QUORUM

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

BLESSING

Father Saji Thomas with St. Thomas Catholic Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Patrick led the Pledge of Allegiance.

CITY ANNOUNCEMENTS

Councilor Osborne reported that the CORE3 project received \$10 million in funding.

- A. Follow up from June 10, 2025, Council Meeting regarding access and bike lanes in SW Redmond**

Mayor Fitch reported that barriers on 43rd Street between Antelope and Badger Avenues and on 47th Street northbound toward Reservoir Drive will be removed to allow emergency access only. He explained that planned bike lanes on 43rd Street were canceled due to street parking and confirmed that there will be no access from Helmholtz Way. All emergency vehicles have keys to the locks on fire access points.

Public Works Director/City Engineer Jessica MacClanahan reviewed access points and future connections.

B. Fourth of July and Fireworks

Mayor Fitch, Police Chief Devin Lewis, and City Attorney Keith Leitz provided an overview of the ordinance increasing the fine to \$1,500 for illegal fireworks. Code Enforcement will now handle firework complaints and Police will focus on responding to emergencies.

The Council discussed current fire conditions and the potential for an emergency ban on all fireworks. Some expressed support for a ban due to extreme fire danger, while others did not support additional regulation. Fire forecast data will be provided to the Council, and the emergency ban discussion will be revisited the week of July 4, 2025.

CONSENT AGENDA

A. Minutes of May 19, 2025, Council Workshop

B. OpenGov Inc. Business License Software 3-year Renewal for \$97,363.36

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

PRESENTATIONS

A. Solid Waste Services Update from Republic Services

Republic Services Municipal Manager Courtney Voss and Republic Services General Manager Erica Haitsma requested a 6 percent increase in garbage and recycling rates pursuant to Republic's franchise agreement with the City. They reviewed Republic Services 2024 financials, projected 2025 financials, tentative rate increases in nearby cities and Deschutes County, and Redmond's rate increase history.

Mayor Fitch recommended the Council approve Staff's recommendation of a 3.9 percent rate increase, see how the Recycling Modernization Act implements over the next six months, and hold further discussion early next year.

B. Cascades East Transit Update

Cascades East Transit (CET) Transportation Director Bob Townsend provided an overview of CET's 2025 initiatives, proposed fares, fare reductions, 2025 transit legislative updates, Redmond transit, and the future of CET in Redmond.

Mayor Fitch requested that Mr. Townsend schedule a meeting with the Council to review data regarding the most efficient use of funding for Redmond transit routes once it becomes available.

BID AWARDS/BID REJECTIONS

A. Eastside Arterial Project Guaranteed Maximum Price #02 with Knife River Corporation, Project #TR2403; \$4,878,520.63

Principal Engineer Jake Sherman requested approval of the price package for Phase 2, the OR 126 Roundabout. He provided an overview of the Eastside Arterial Project, an update on Phase 1 construction, and details on the Phase 2 scope.

Councilor Evelyn moved, seconded by Councilor Wedding, to authorize the Guaranteed Maximum Price Amendment #02 with Knife River Corporation for construction of Phase 2 of the Eastside Arterial Project in an amount not to exceed \$4,878,520.63 and authorize the City Manager to sign the Amendment, the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-absent, Osborne-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

CONTRACT REVIEW BOARD

A. Public Transportation Services Agreement with Central Oregon Intergovernmental Council

Mayor Fitch convened the Contract Review Board.

Procurement and Payables Manager Scott Brang requested approval of a two-year, \$633,210 agreement with Central Oregon Intergovernmental Council (COIC) to provide public transportation services through CET. Redmond led a multi-jurisdictional Request for Proposal (RFP) process, and COIC received the highest score of the two proposals received. If the Federal Section 5310 Grant does not come through, the City's obligation would be \$145,000. Mr. Townsend previously addressed COIC's contingency plans.

Councilor Wedding moved, seconded Councilor Osborne, to authorize the City Manager to sign the agreement with the Central Oregon Intergovernmental Council to provide public transportation services, the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-absent, Osborne-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Mayor Fitch reconvened the City Council meeting.

ACTION ITEMS

A. Resolution #2025-09 - A resolution setting fees and charges imposed by the City of Redmond.

Deputy City Manager/Chief Financial Officer Jason Neff requested approval of the resolution to adopt the Fiscal Year (FY) 2025/2026 fee schedule and reviewed notable adjustments, the current Consumer Price Index trend, the Planning Sub-Fund, and utility rates.

Airport Director Zachary Bass presented an overview of the Redmond Municipal Airport fee increase proposal as well as landing, ground transportation, fuel flowage, and parking fees. He also highlighted the customer impact of the parking fee adjustment and the projected \$380,000 revenue increase.

Councilor Wedding moved, seconded by Councilor Evelyn, to adopt Resolution #2025-09.

Councilor Patrick expressed concern that annual fee increases may outpace cost of living adjustments for Redmond workers and residents and requested a future discussion to align fees with the cost of living.

Mayor Fitch noted the need to balance the City's budget given rising costs and debt obligations and confirmed the Council will hold the requested discussion.

The motion passed (Evelyn-yes, Fitch-yes, Nielsen-absent, Osborne-yes, Patrick-no, Wedding-yes, Zwicker-yes)

B. Resolution #2025-12 - A resolution of the City of Redmond to make Budget Adjustments. (Fiscal Year 2024/2025 to General, Police, Transportation, Capital Projects and Stormwater Funds: \$0.6 million)

Mr. Neff provided an overview of the FY 2024/2025 Budget Adjustment, highlighting personnel costs in the Police Fund and previously approved purchases and contracts.

Police Chief Devin Lewis explained that the Police Department fell below minimum staffing due to Paid Leave Oregon impacts, resulting in frequent mandatory overtime. The Budget Adjustment was also driven by major cases, including four recent homicides requiring significant personnel time.

Councilor Wedding moved, seconded by Councilor Osborn, to adopt Resolution #2025-12 adjusting the City's Fiscal Year 2024/2025 Budget, the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-absent, Osborne-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

COMMENTS FROM CITIZENS AT THE MEETING

- Redmond resident Eve Ponder commented the Code Enforcement process for fireworks.

Mayor Fitch confirmed that Code Enforcement will not respond in person on July 4, 2025, but will issue citations based on residents' complaints and witness testimony.

- Redmond resident Sally Griffin expressed concern about rising home insurance costs due to fire risk and commented on the Code Enforcement fireworks process.

CITY MANAGER COMMENTS

Deputy City Manager Steve Ashworth reported on the Code Enforcement firework process and an intergovernmental agreement with the Oregon Department of Transportation for the 9th Street and OR 126 roundabout.

COUNCIL COMMENTS

Councilor Patrick reported on the use of illegal fireworks, the decision to cancel the 43rd Street bike lanes and expressed support for Police Chief Lewis' comments about police staffing challenges.

MAYOR'S COMMENTS

Mayor Fitch reported on the use of fireworks in Redmond and explained the matter will be revisited depending on this July's outcomes.

A. Downtown Urban Renewal Advisory Committee - Appointment of Kimberly Kelleher, term expiring December 31, 2028

Councilor Zwicker moved, seconded by Councilor Osborne, to approve the appointment of Kimberly Kelleher to the Downtown Urban Renewal (Downtown Urban Renewal Advisory Committee), the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-absent, Osborne-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

ADJOURNMENT

The meeting adjourned at 8:01 pm.

Prepared by ABC Transcription Services
Reviewed by Kayla Duddy, Deputy City Recorder

APPROVED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

**Redmond City Council
Special Meeting Minutes****July 1, 2025**

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

Present: Clifford Evelyn, Ed Fitch, John Nielsen, Kathryn Osborne, Jay Patrick, Shannon Wedding, Cat Zwicker (arrived at 4:02 pm)

Excused: None

Staff Present: City Manager Keith Witcosky, City Attorney Keith Leitz, Deputy City Manager Steve Ashworth, Deputy City Manager/Chief Financial Officer Jason Neff, Public Works Director/City Engineer Jessica MacClanahan, City Recorder Kelly Morse, Airport Director Zachary Bass, Communications Director Heather Cassaro, Finance Director James Wood, Planning Director Kyle Roberts, Economic Development/Urban Renewal Program Manager Chuck Arnold, Network Administrator Christian Armatas, Police Captain Stephen Lopez, Human Resources Director Jason Bavuso

Media Present: KTVZ, COTV

CALL TO ORDER / ESTABLISH A QUORUM

Mayor Fitch called the meeting to order at 4:00 pm.

PRESENTATIONS & DISCUSSIONS**A. Discussion Regarding Fireworks**

Mayor Fitch noted the City received significant public input and, after review with executive leadership, Police, and Fire, announced that legal fireworks will be banned starting at 12:01 am on July 5, 2025. They will be permitted until then; illegal fireworks and all fireworks in the Dry Canyon remain prohibited. He acknowledged the tradition and community investment, including fundraising sales.

Councilor Patrick expressed support for the midnight ban and opposed interfering with how the community celebrates the Fourth of July.

Mayor Fitch called for public comment.

- TNT Fireworks Regional Manager Britton Cottrell offered to partner with the City to promote safety education around legal fireworks, including providing materials for social media and customer distribution.

Mayor Fitch emphasized illegal fireworks remain a serious issue, with a \$1,500 fine imposed on property owners where they are used. After July 4, 2025, the use of legal fireworks could also result in a \$500 fine.

- Redmond resident John Lickley shared that two homes on NW Redwood Avenue were severely burned last year after fireworks were disposed of in a garbage can beside a house.
- Redmond resident Shane Ford noted Redmond is already unusually loud for its size due to modified exhausts and low-flying planes. Fireworks are a part of American culture. He urged the Council to consider data on fires caused by responsible fireworks use, adding the majority were being punished for the actions of a few.
- Redmond resident Carol Carlson supported banning fireworks immediately, not waiting until after July 4, 2025.

- Redmond resident Marti Hicks thanked the Fire Department and any community members for their response to the two Canyon fires.

Mayor Fitch confirmed the ban starting July 5, 2025, applies to this year only and that discussion of July 4, 2026, will occur later this month or in August. He also explained how to report fireworks violations to Code Enforcement.

- Redmond resident Martin Martinez opposed banning fireworks, suggesting increased fines for parents of irresponsible minors and more community education from Fire and Police as a better approach.
- Redmond resident Gloria Olson spoke about the trauma of losing a home to fire and the negative impacts of fireworks, including noise and street damage. She noted four recent fires near homes and said fireworks are unnecessary for a safe holiday during fire season.
- Discount Fireworks Manager Travis Leeman highlighted the business' community involvement and said it would be heartbreaking to take the joy of fireworks away from children.
- New Season Ministries President Ed Forsythe described how fireworks fundraising supports local and international charitable programs. He thanked the City for allowing fireworks sales, acknowledged fire concerns, and cited that fireworks cause only 1.7 percent of Oregon fires, mostly from illegal use. He outlined their safety efforts, including disposal instructions and radio ads.
- Redmond resident David Olewiler supported celebrating the 4th of July and urged stricter enforcement against illegal fireworks.

Mayor Fitch confirmed Police will enforce laws against illegal fireworks if witnessed but will prioritize higher-risk issues like DUIs and accidents. The Code was amended this year to allow Code Enforcement to receive fireworks complaints. He explained how Code Enforcement responds to complaints.

- Star King School for the Ministry's Stef Jenkinson emphasized the importance of community safety and putting the community's needs above individual interests amid fire danger.
- Redmond resident Scott Stuart supported keeping fireworks for the 4th of July and suggested managing safety through Police teams or community watches during the three nights before and after the holiday.
- Redmond resident and PatRick Environmental wildland firefighting contractor Keith Rockow stated a ban is unnecessary and fines should encourage greater responsibility.

Mayor Fitch commended the Fire District and others for quickly extinguishing two Canyon fires, one caused by fireworks. After July 4, 2025, there is no reason to have fireworks of any kind.

Councilor Patrick noted the 4th of July in Redmond is usually hot and dry, opposed illegal fireworks, supported involving the community to manage safety, and noted options like a limited time window on the 4th of July or designated sites instead of a ban.

Councilor Osborne noted the City is trying to implement as many fire protections as possible, not just for fireworks, because 1.7 percent of fires can be catastrophic, such as the 2017 Eagle Creek fire.

Captain Lopez confirmed Bend believes its fireworks ban reduced law enforcement calls, though he noted other factors are involved that he could not speak to.

Councilor Nielsen noted Police and Fire are always available for firewise education and emphasized that climate change is intensifying and lengthening fire season.

Councilor Zwicker noted while Redmond has had fires and smoke in the past, current conditions are dryer with more tinder. She stressed community responsibility to report bad actors, while also voicing concern about jeopardizing youth baseball fundraising.

ORDINANCES

A. Ordinance #2025-13 - An ordinance declaring a state of emergency due to extreme weather conditions.

City Attorney Keith Leitz noted updates since the proposed ordinance was distributed, adding that two additional fires occurred since its drafting. He reviewed the details of the ordinance which would apply during any Fire District burn ban from July 1, 2025, through calendar year-end. He confirmed the fireworks ban begins at 12:01 am on July 5, 2025, and can be enforced by either Police or Code Enforcement.

Councilor Nielsen moved to have a first and second reading of Ordinance #2025-13 by title only. Councilor Osborne seconded the motion, which passed 7 to 0. (Ayes: Evelyn, Fitch, Nielsen, Osborne, Patrick, Wedding, Zwicker. Nays: None.)

Mr. Leitz provided the first and second reading of Ordinance #2025-13 by title only.

Councilor Wedding moved to adopt Ordinance #2025-13. Councilor Nielsen seconded the motion.

ROLL CALL:

Ayes: Evelyn, Fitch, Nielsen, Osborne, Patrick, Wedding, and Zwicker.

Nays: None

Motion Carried: 7 to 0.

ADJOURNMENT

The meeting adjourned at 4:55 pm.

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

APPROVED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

July 8, 2025**Redmond City Council
Regular Meeting Minutes**

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

Present: Clifford Evelyn, Ed Fitch, John Nielsen, Kathryn Osborne, Jay Patrick, Shannon Wedding, Cat Zwicker

Excused: None

Staff Present: City Manager Keith Witcosky, City Attorney Keith Leitz, Deputy City Manager Steve Ashworth, Public Works Director/City Engineer Jessica MacClanahan, City Recorder Kelly Morse, Communications Director Heather Cassaro, Finance Director James Wood, Planning Director Kyle Roberts, Network Administrator Dan Schroedl, Police Captain Stephen Lopez, Human Resources Director Jason Bavuso, Ryan Kirchner Public Works Operations Manager

Media Present: None

CALL TO ORDER / ESTABLISH A QUORUM

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

BLESSING

Pastor Ken Marshall from Crossing Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Zwicker led the Pledge of Allegiance.

CITY ANNOUNCEMENTS

There were none.

CONSENT AGENDA

A. Minutes of May 27, 2025, Council Meeting

B. Redmond Economic Development Inc. annual service contract for 2025/2026: \$168,182

Councilor Evelyn moved to approve the Consent Agenda as presented. Councilor Wedding seconded the motion, which passed 7 to 0. (Ayes: Evelyn, Fitch, Nielsen, Osborne, Patrick, Wedding, Zwicker. Nays: None.)

BID AWARDS / BID REJECTIONS

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

Public Works Operations Manager Ryan Kirchner presented the Staff report recommending approval of a contract award to ALS Environmental for analytical laboratory services. ALS Environmental received the highest evaluation among four bids submitted.

Questions from Council were addressed.

Councilor Zwicker moved to approve the contract for analytical laboratory services to ALS Group USA Corp., dba ALS Environmental in the amount not to exceed \$125,000 per year for a total amount up to \$625,000 over five years and authorize the City Manager to sign the contract. Councilor Osborne seconded the motion, which passed 7 to 0. (Ayes: Evelyn, Fitch, Nielsen, Osborne, Patrick, Wedding, Zwicker. Nays: None.)

PUBLIC HEARINGS

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

Mayor Fitch disclosed that he had previously assisted Gary Knox with his limited liability company (LLC) but had no contact with Mr. Knox regarding the subject development. He opened the public hearing at 6:11 pm.

Planning Director Kyle Roberts provided a presentation on Cinderview West, describing the Applicant's proposal and requested applications. He addressed public comments received regarding infrastructure, access, and construction impacts. The Urban Area Planning Commission recommended approval. Staff recommended approval subject to conditions, noting that the 20-foot-wide alley will accommodate a fire truck, but would require "No Parking" signage.

Questions and comments were addressed with input from Public Works Director/City Engineer Jessica MacClanahan.

The Council expressed concerns about the subdivision design, including traffic impacts on adjacent neighborhoods and potential fire hazards, such as the alley serving multiple townhomes. Additional concerns included driveway lengths, on-street parking, emergency access, xeriscaping impacts on pets, and adequate recreational space for families.

H.A. McCoy Engineering's Hayes McCoy addressed the Council's concerns, stating that City access standards prohibit access to NW 10th Street or Pershall Way. He noted that future access from Pershall Way is expected but dependent on adjacent development, which in turn relies on the subject property for sewer and water infrastructure. He also noted the possibilities of adding additional alley access and increasing the alley width to 24 feet

Councilors believed the development could provide direct access to NW 10th Street and Pershall Way given upcoming improvements and maintained concerns about fire access even with a 24-foot alley. A minimum garage door width of 9 feet was also recommended.

Mayor Fitch called for public comment.

Redmond resident Ken Deuser expressed concern about increased traffic and associated noise on NW 10th Place at NW Walnut Avenue. He reported unsuccessful attempts to have the City address speeding and traffic volume.

Mayor Fitch confirmed there was no further public testimony and continued the public hearing to the July 22, 2025, Council meeting, requesting Mr. McCoy coordinate with Mr. Roberts and Engineering in the interim.

ACTION ITEMS

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

These items were postponed until the public hearing regarding Cinderview West is reconvened.

COMMENTS FROM CITIZENS AT THE MEETING

- Redmond resident Jim Matteson commended Council for its leadership, particularly regarding the issue of fireworks.
- Cascade View Estates Homeowners Association President Chris Nielsen requested three speed humps for Cascade Vista Drive and offered information about a traffic-calming mat.

Mayor Fitch stated the Traffic Safety Working Group will review the request and report back to the Council, adding neighborhood updates will follow.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported the Hope Playground parking lot will close next week for the Central Dry Canyon development project, but that the playground itself will remain open. Detours have begun for the SW Badger Avenue/SW Canal Boulevard roundabout. Improvements near SW 43rd Street/SW Antelope Avenue and SW 47th Street/SW Yew Avenue have been implemented. He also commended the Police Department for its Fourth of July efforts.

COUNCIL COMMENTS

Mayor Fitch confirmed the proposed stoplight at SW 35th Street and SW Highland Avenue may be addressed in a potential Special Session and is expected to be included in the January Interim Session.

Councilor Patrick expressed support for speed control measures in Cascade View Estates, noting he is a resident of the neighborhood.

Councilor Zwicker commended Redmond Fire & Rescue (RF&R) and the Redmond Police Department for their Fourth of July work and noted improved public consideration in fireworks use.

Councilor Evelyn urged the public to drive safely and with caution.

Councilor Wedding reported on attending the 4th of July Parade and thanked all who attended.

Councilor Nielsen thanked the Redmond Police Department, RF&F, and the public for a safe Fourth of July. He also recognized the passing of Vern Arledge, who served as Chaplain for the Redmond Police Department and RF&R (since August 1, 1996).

MAYOR'S COMMENTS

Mayor Fitch commended Deputy City Manager/Chief Financial Officer Jason Neff on the City securing lower-than-expected interest rates for recent bond issuances of \$109 million for the Airport Terminal Expansion Project and \$5 million for the Quick Turnaround Facility. He also noted planning has begun for the City's July 4th celebration of the nation's 250th birthday.

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

Councilor Evelyn moved to approve the appointment. Councilor Osborne seconded the motion, which passed 7 to 0. (Ayes: Evelyn, Fitch, Nielsen, Osborne, Patrick, Wedding, Zwicker. Nays: None.)

ADJOURNMENT

The meeting adjourned at 7:10 pm.

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

APPROVED by the City Council and SIGNED by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder



CITY OF REDMOND

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STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Linda Cline, Housing Program Analyst
SUBJECT: Authorize Neighborhood Stabilization Program Lien Subordination Under Certain Conditions

Report in Brief:

This item requests the City Council approve an adjustment to the existing Neighborhood Stabilization Program (NSP) down payment assistance loan program to allow homeowners the opportunity to improve their eligibility for Home Equity Lines of Credit (HELOC) or other financing for needed home improvements.

Background:

Between 2012 and 2017, the City of Redmond facilitated federal NSP down payment loans in Redmond and La Pine. NSP down payments ranged from ~\$15,000 to \$30,000. Forty-one percent of the original 27 down payment loans are still active.

The loans are paid back in full to the City at the time of a home's subsequent sale. Until the loans are repaid, the City holds a lien on the property, in second position to the original mortgage. Repaid loan funds become program income for the City's Community Development Block Grant program and are reallocated for projects benefiting low- and moderate-income community members.

The NSP loans were to achieve several goals, including, but not limited to:

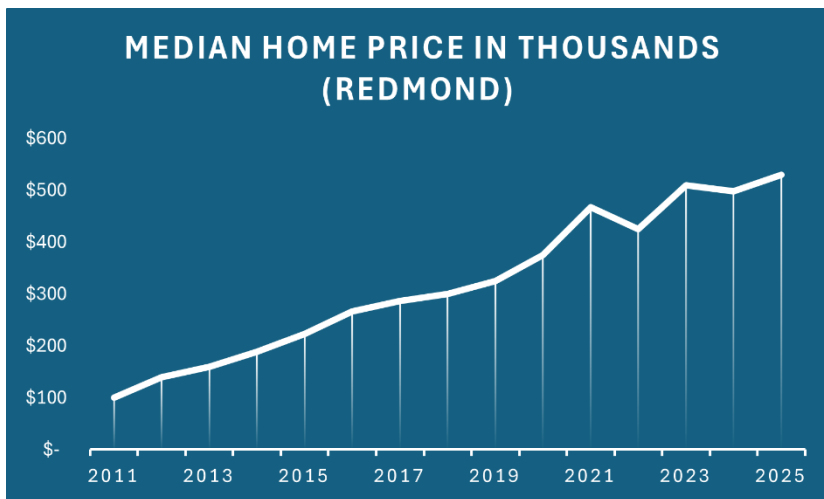
- Provide affordable homeownership opportunities to first-time home buyers
- Stabilize the depreciation of existing properties
- Restore valuable property tax revenues for local governments

Lending institutions and NSP borrowers have asked if the City would be willing to move into a third lien position to allow for a HELOC or other financing to be obtained to complete home improvements and repairs.

Discussion:

Home prices in Redmond and La Pine have increased significantly over the course of the NSP program. In Redmond, the median home price increased from approximately \$100,000 at the end of 2011 to more than \$500,000 currently (based on Beacon Reports).

As homes age, it is important that homeowners make proper repairs and improvements to ensure the sustainability of the structure as well as ensuring it holds its financial value. It is proposed that NSP borrowers be allowed to obtain a HELOC, Home Equity Loan, or otherwise leverage the value of their home, putting the City in the third lien position at the discretion of the City's Community Development Director or their appointee. If approved, it is recommended that the new second lien should not exceed the value of the original NSP loan.



Data collected from the Beacon Report (various dates)

Fiscal Impact:

This action poses little financial risk to the City given the appreciation of properties since the NSP loans were made. The second lien shall not exceed the value of the City's lien to ensure the borrower isn't over extended on the value of their home, and shall be approved at the discretion of the Community Development Director or their appointee.

Because the timing of NSP loan repayments cannot be anticipated with accuracy, returned funds are not included in the City's annual budget until after they are received. Therefore, in the unlikely case of a default, there will be no impact on the City's adopted budget.

Any cost associated with a lien change shall be paid by the new lien holder or borrower.

Alternative Courses of Action:

1. Allow the Community Development Director to approve lien subordination, moving the City to the third lien position on properties with NSP loans.
2. Do not allow this change to the City's lien position on properties with NSP loans.
3. Take no Action and Request more information.

Recommendation / Suggested Motion:

"I move to allow the Community Development Director, at their discretion, to approve a subordinate lien position on NSP loans, where the new second lien shall not exceed the value of the City's lien on subject property."



City of Redmond - Financial Overview

4Q FY24/25
(un-audited)

Key Financial Highlights

- * Year-to-date operating expenses at 93%, year-end projection = 95%
- * Property Taxes: Assessed Value +5.6% (bgt, +6%), collections at 99.8% of bgt.
- * State Shared Revenues: Liquor tax \$344k (25%) less than bgt., gas tax \$21k (0.7%) more than bgt.
- * General Operating Funds projected to have a slight operating surplus (~0.2% of operating expenses)
- * Water: operating fund balance estimated to increase by \$186k in 24/25, operating at "break-even"
- * Wastewater: operating fund balance estimated to increase by \$1.0m in 24/25; preparing for proportional Redmond Wetlands Complex annual debt service estimated to be \$2.2m in 2028.
- * Airport: passengers +5.5% YOY, fund balance projected to increase by \$2.1m w/ \$4.8m for Term. Exp.

Operating Financial Performance by Department (\$ in Millions)

General (GOF)

Expenditures / Budget:	96%		
Operating Revenues / Budget:	97% * property taxes at 99.8%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.952)	\$ (0.657)	\$ (1.351)
Sub-Fund Balance:	\$ 8.746	\$ 9.041	\$ 8.240

* 21st St. (\$750k) in 25/26
* Liquor tax -\$344k vs. bgt.

Police (GOF)

Expenditures / Budget:	99%		
Operating Revenues / Budget:	100%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.487	\$ 0.399	\$ 0.260
Sub-Fund Balance:	\$ 2.794	\$ 2.706	\$ 2.572

* personnel -\$63k (-2%)

Public Works

Transportation (GOF)

Expenditures / Budget:	96%		
Operating Revenues / Budget:	100% * gas tax sharing at 100.7% of bgt.		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.089)	\$ (0.199)	\$ (0.275)
Sub-Fund Balance:	\$ 1.157	\$ 1.047	\$ 0.746

* personnel -\$78k (-4%)

Parks & Facilities (GOF)

Expenditures / Budget:	95%		
Operating Revenues / Budget:	101%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.017	\$ 0.006	\$ (0.193)
Sub-Fund Balance:	\$ 0.740	\$ 0.729	\$ 0.537

* personnel -\$52k (-4%)

Water

Expenditures / Budget:	94%		
Operating Revenues / Budget:	103%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.295	\$ 0.186	\$ (0.399)
Sub-Fund Balance:	\$ 4.077	\$ 3.969	\$ 3.017

Wastewater

Expenditures / Budget:	94%		
Operating Revenues / Budget:	100%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 1.078	\$ 0.955	\$ 0.697
Sub-Fund Balance:	\$ 7.628	\$ 7.504	\$ 6.953

Stormwater

Expenditures / Budget:	94%		
Operating Revenues / Budget:	100%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.010	\$ 0.002	\$ (0.080)
Sub-Fund Balance:	\$ 0.386	\$ 0.379	\$ 0.258

* personnel -\$51k (-10%)

Engineering

Expenditures / Budget:	96%		
Operating Revenues / Budget:	124%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.519	\$ 0.519	\$ (0.160)
Sub-Fund Balance:	\$ 0.965	\$ 0.965	\$ 0.213

* personnel -\$143k (-7%)

Key Statistics (\$ in Millions)

Property Tax (PT) Collections

FY24/25 (Current)	\$ 14.015
FY24/25 (Projection)	\$ 14.015
FY24/25 (Budget)	\$ 14.044
FY23/24	\$ 13.295
FY22/23	\$ 12.547
FY21/22	\$ 11.760

Franchise Fees

FY24/25 (Current)	\$ 5.268
FY24/25 (Projection)	\$ 5.268
FY24/25 (Budget)	\$ 5.478
FY23/24	\$ 4.954
FY22/23	\$ 4.568
FY21/22	\$ 4.035

State Shared Revenues

FY24/25 (Current)	\$ 4.091
FY24/25 (Projection)	\$ 4.091
FY24/25 (Budget)	\$ 4.420
FY23/24	\$ 4.153
FY22/23	\$ 4.166
FY21/22	\$ 3.889

General Operating Fund (GOF) Balance

FY24/25 (Current)	\$ 14.765
FY24/25 (Projection)	\$ 14.778
FY24/25 (Budget)	\$ 12.436
FY23/24	\$ 15.095
FY22/23	\$ 12.258
FY21/22	\$ 11.771

Gen. Op. Fund (GOF) Balance Change

FY24/25 (Current)	\$ (0.329)
FY24/25 (Projection)	\$ (0.316)
FY24/25 (Budget)	\$ (2.015)
FY23/24	\$ 2.837
FY22/23	\$ 0.487
FY21/22	\$ 3.131

Water Sales

FY24/25 (Current)	\$ 8.586
FY24/25 (Projection)	\$ 8.586
FY24/25 (Budget)	\$ 8.457
FY23/24	\$ 7.763
FY22/23	\$ 7.290
FY21/22	\$ 6.907

Sewer Sales

FY24/25 (Current)	\$ 7.399
FY24/25 (Projection)	\$ 7.399
FY24/25 (Budget)	\$ 7.479
FY23/24	\$ 7.068
FY22/23	\$ 6.695
FY21/22	\$ 6.230

Finance/Budget Contact:

Jason Neff
541.923.7729
jason.neff@redmondoregon.gov

Operating Financial Performance by Department Cont. (\$ in Millions)

Airport

Expenditures / Budget:	99%			
Operating Revenues / Budget:	98%	* YOY: passengers +5.5%, parking -2%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 6.633	\$ 2.110	\$ 2.196	* cash towards terminal
Sub-Fund Balance:	\$ 43.131	\$ 38.640	\$ 37.575	expansion ~\$4.8m in 24/25

Community Development (CDD)

Operations (GOF)

Expenditures / Budget:	90%			
Operating Revenues / Budget:	115%	* business licenses at 93%, code enf. surcharge at 192%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.109	\$ 0.035	\$ (0.383)	* personnel -\$73k (-7%)
Sub-Fund Balance:	\$ 1.034	\$ 0.960	\$ 0.258	

Building

Expenditures / Budget:	85%			
Operating Revenues / Budget:	158%	* building revenues up 20% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.893	\$ 0.893	\$ (0.592)	* personnel -\$310k (-17%)
Sub-Fund Balance:	\$ 6.184	\$ 6.184	\$ 4.127	* 33 months of operating exp.

Current Planning

Expenditures / Budget:	90%			
Operating Revenues / Budget:	142%	* planning permit revenues up 71% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.177	\$ 0.177	\$ (0.177)	
Sub-Fund Balance:	\$ 1.314	\$ 1.314	\$ 0.836	* 18 months of operating exp.

Long Range Planning (GOF)

Expenditures / Budget:	72%			
Operating Revenues / Budget:	108%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.099	\$ 0.099	\$ (0.072)	* personnel -\$72k (-23%)
Sub-Fund Balance:	\$ 0.295	\$ 0.295	\$ 0.082	

Golf

Expenditures / Budget:	99%			
Operating Revenues / Budget:	98%	* golf rounds at 99% of bgt., golf revenue +11% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.022	\$ 0.022	\$ 0.046	* oper. NCF: +\$56k (YE)
Sub-Fund Balance:	\$ 0.113	\$ 0.113	\$ 0.193	* 15 days of operating exp.

Major Project Status (\$ in Millions)

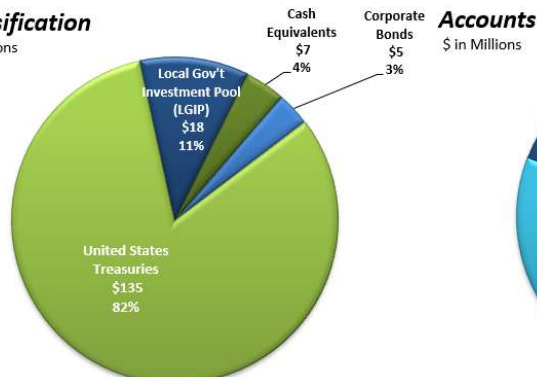
Project	Phase	Funding	Spent	% Spent	Budget
Well 9	Construction	Fully Funded	\$ 2.0	27.4%	\$ 7.4
Eastside Arterial	Construction	Fully Funded	\$ 7.1	20.5%	\$ 34.4
Redmond Wetlands Complex (RWC)	Design (100%)	Loan Pending	\$ 6.1	7.4%	\$ 83.0
Public Safety Facility (PSF)	Construction	Fully Funded	\$ 44.9	91.6%	\$ 49.0
Airport Terminal Expansion	Construction	Fully Funded	\$ 18.5	10.3%	\$ 180.0

Cash & Investments Summary

Total Cash & Investments	\$165M	Yields	
Weighted Maturity	15 months	Principal / PFM Asset Mgmt.	4.3%
Weighted Credit Quality	AA+	Local Gov't. Investment Pool (LGIP)	4.6%

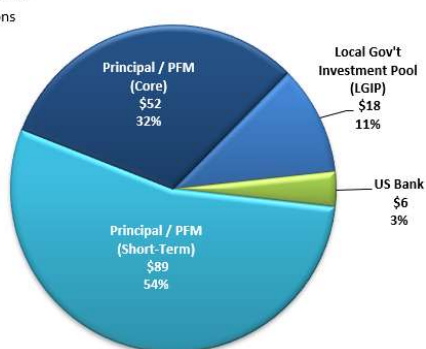
Diversification

\$ in Millions



Accounts

\$ in Millions



Key Statistics (Cont.)

Passenger Facility Charges (PFCs)

FY24/25 (Current)	\$ 2.190
FY24/25 (Projection)	\$ 2.379
FY24/25 (Budget)	\$ 2.431
FY23/24	\$ 2.247
FY22/23	\$ 2.062
FY21/22	\$ 1.958

Planning Permit Revenue

FY24/25 (Current)	\$ 0.656
FY24/25 (Projection)	\$ 0.656
FY24/25 (Budget)	\$ 0.384
FY23/24	\$ 0.640
FY22/23	\$ 0.315
FY21/22	\$ 0.550

System Development Charges (SDCs)

FY24/25 (Current)	\$ 12.870
FY24/25 (Projection)	\$ 12.870
FY24/25 (Budget)	\$ 6.260
FY23/24	\$ 6.702
FY22/23	\$ 7.493
FY21/22	\$ 9.475

SDCs per Single Family Dwelling (SFD)

Parks	\$ 6,682
Transportation	\$ 11,319
Water	\$ 5,977
Wastewater	\$ 5,362
TOTAL	\$ 29,340
% of Median SFD Price	5.5%

Expenditures (Excl. URA)

FY24/25 (Current)	\$ 178.3
FY24/25 (Budget)	\$ 261.5
FY23/24	\$ 133.0
FY22/23	\$ 110.8
FY21/22	\$ 110.8

Long-Term Debt (Excl. Gen. Oblig.)

FY24/25	\$ 73.8
FY23/24	\$ 75.1
FY22/23	\$ 80.0
FY21/22	\$ 77.0

Moody's Credit Rating

FFCO (6/25)	Aa2
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Assessed Value Growth (Gen. Levy)

FY24/25	5.6%
FY23/24	6.4%
FY22/23	7.0%
FY21/22	9.6%

Property Tax Base

Maximum Assessed	\$ 3,520
Real Mkt Value	\$ 8,327
MAV / RMV	42%

City/Citizen PT Rate / \$1,000

FY24/25	\$5.05 / \$20.15
FY23/24	\$5.05 / \$19.85
FY22/23	\$5.13 / \$19.16
FY21/22	\$4.41 / \$18.51



CITY OF REDMOND

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STAFF REPORT

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

Report in Brief:

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

- Master Development Plan
- Tentative Subdivision

Background:

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

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

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

Area Planning History

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

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

Discussion:

City Council held a public hearing to review and consider the proposal on July 8, 2025. At the hearing, the Council provided the applicant with feedback, and ultimately a request to make modifications to their plan set. The Council's concerns included the proposed development's funneling of local traffic to and through the adjacent neighborhood to the south (i.e., having no direct access onto NW 10th Street); the potential need for more off-street parking; the length of the private alley without multiple access points, serving numerous rear-loaded townhouses; and, the potential need for usable open space. Taking these concerns into account, the applicant has worked directly with staff in making revisions to the plans over the past month. In summary, the following changes have been made:

- Direct access provided to NW 10th Street
- Additional access points to the private alley
- Additional off-street parking
- Realignment of the NW 10th Street/NW Pershall Way intersection
- Realignment of internal local streets
- A reduction of seven townhouse lots (7% reduction in project's total number of lots)

The applicant, Woodhill Homes, proposes to annex the 9.85-acre property into the city limits and create a master development planned residential subdivision. In keeping with the Comprehensive Plan and Zone Map's R-4 zoning designation, the applicant will, in two phases, create 92 townhouse lots, two triplex lots, and one quadplex lot, totaling 102 dwelling units. Additional amenities proposed include a multi-use path along the northern and western boundary of the neighborhood, a canal trail along the southern boundary, and improvements to both NW Pershall Way and NW 10th Street.

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

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

- Attachment A - Project Plans (dated August 6, 2025)
- Attachment B - Applicant's Burden of Proof
- Attachment C - City Engineering Comments
- Attachment D - Transportation System Analysis Memo
- Attachment E - Agency Comments
- Attachment F - Public Comments
- Attachment G - Annexation Agreement

As required by the City Charter, on August 5, 2025, notices regarding this Ordinance were posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

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

Alternative Courses of Action:

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

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

Recommendation / Suggested Motion:

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

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

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

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

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

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

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

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

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

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

WHEREAS, the City Council held a public hearing on July 8, 2025, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record, and gather additional evidence and public testimony; City Council continued the hearing to August 12, 2025 to allow for modifications to be made; and

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

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

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

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

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

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

PASSED by the City Council and **APPROVED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

EXHIBIT A

CINDERVIEW WEST ANNEXATION, DEVELOPMENT PLAN, AND TENTATIVE SUBDIVISION

HEARING DATE: July 8, 2025 (continued to August 12, 2025) at 6:00 PM in Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

HEARINGS BODY: Redmond City Council

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

PROJECT NAME: Cinderview West

REQUEST: This proposal includes a request for annexation, for a zone change from Urban-Holding (UH-10) to General Residential (R-4) consistent with the existing Redmond Comprehensive Plan designation, and to master plan a two-phase residential subdivision consisting of 92 townhouse lots, two triplex lots, and one quadplex lot.

LOCATION: 900 NW Pershall Way; Tax Lot 1413330001804

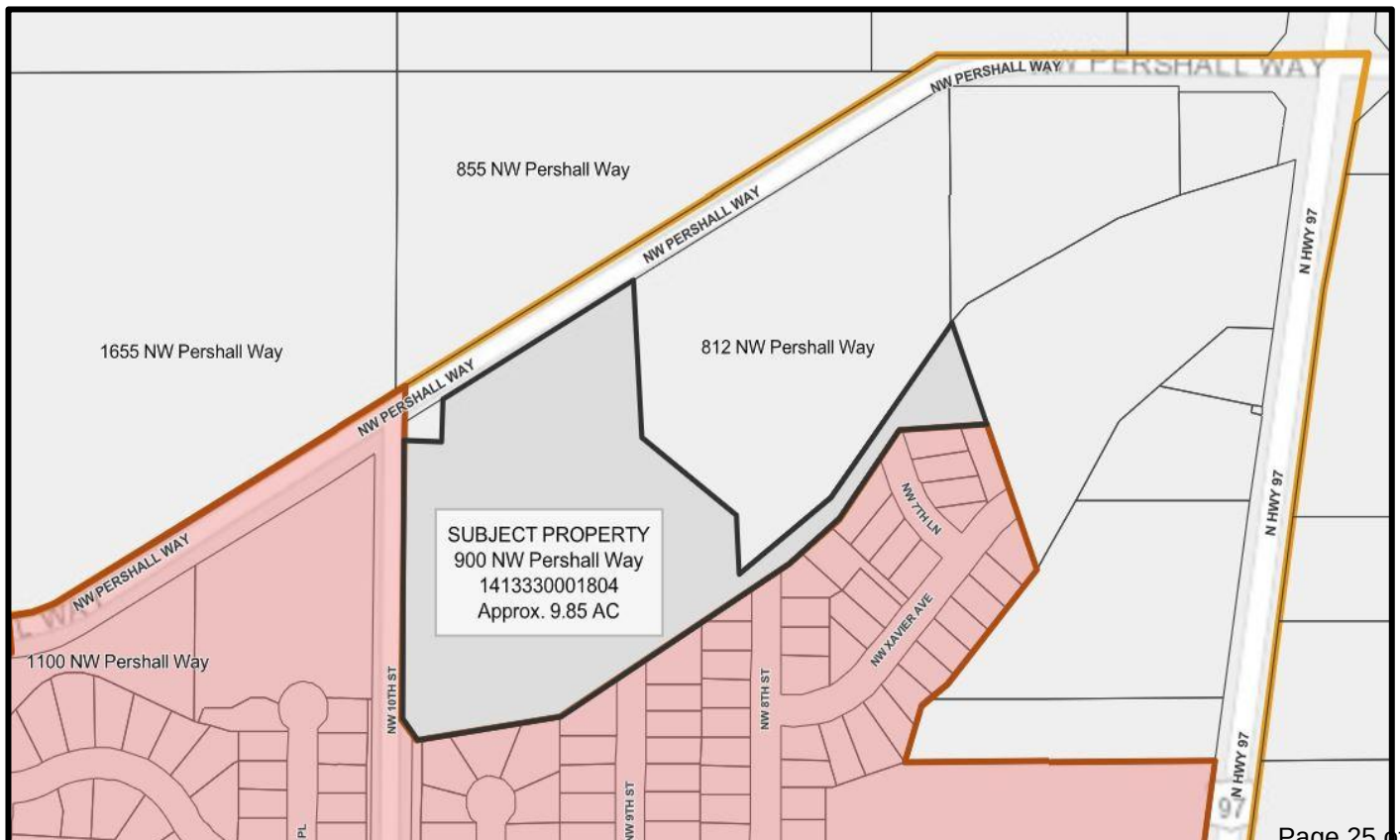
APPLICANT: Woodhill Homes

PROPERTY OWNER: Knox Investments, LLC

RECOMMENDATION: Approval with Conditions

REVIEWING STAFF: Morgan Snyder, Senior Long-Range Planner
Kyle Roberts, AICP, Planning Director

Figure 1 - Vicinity Map



I. BACKGROUND

Site Description:

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

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

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

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

Land Use History:

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

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

Proposal:

Applicant Woodhill Homes has submitted this application package proposing to develop the subject property as a residential neighborhood. This proposal includes a request for annexation, for a zone change from UH-10 to R-4 consistent with the existing Redmond Comprehensive Plan designation, and to master plan a two-phase residential subdivision consisting of 92 townhouse lots, two triplex lots, and one quadplex lot, totaling 102 dwelling units altogether. Additional amenities proposed include a multi-use path along the northern and western boundary of the neighborhood, a canal trail along the southern boundary, and improvements to both NW Pershall Way and NW 10th Street.¹

Attachments:

The following attachments are included in this document by reference.

- Attachment A – Tentative Plan, dated August 6, 2025
- Attachment B – Applicant Narrative
- Attachment C – City Engineering Comments
- Attachment D – Transportation System Analysis (TSA) Approval Memo
- Attachment E – Agency Comments
- Attachment F – Public Comments
- Attachment G – Annexation Agreement

Application Timeline:

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

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

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

¹ At the July 8th hearing, City Council requested the applicant make modifications to their proposal. This staff findings report has been updated to reflect the applicant's revised plans, dated August 6, 2025.

Council requested modifications be made to the proposal and continued the hearing to August 12, 2025.

Comments:

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

Applicable Criteria:

This application package was evaluated for compliance with provisions of Oregon Revised Statute (ORS), Oregon Administrative Rules (OAR), the City of Redmond and Deschutes County Joint Management Agreement (JMA), the Redmond Comprehensive Plan 2040, and the Redmond Code (RC).

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

- Section 8.350: Design Standards for All Residential Structures and Sites Fronting Both Public or Private Streets and Alleys
- Section 8.385: Neighborhood Meeting Amendments
- Section 8.750: Authorization to Initiate Amendments
- Section 8.760: Criteria for Amendments
- Section 8.765: Tentative Approval
- Article II – Land Use Procedures
- Article III – Land Division Standards
- Tentative Subdivision Plan
- Section 8.2200: Pre-application Meeting
- Section 8.2202: Neighborhood Meeting
- Section 8.2205: Application Submission
- Section 8.2210: Scale of Tentative Subdivision Plat
- Section 8.2215: Informational Requirements
- Section 8.2220: Phased Development Plan
- Section 8.2225: Approval of Phased Development Plan
- Section 8.2230: Development Following Approval
- Section 8.2235: Approval Criteria for Tentative Subdivision Plans
- Section 8.2240: Future Subdivision
- Design Standards and Improvements
- Section 8.2700: Compliance Required
- Section 8.2705: Blocks, Lots and Parcels
- Section 8.2710: Streets
- Section 8.2715: Fundamental Design Standards
- Section 8.2720: Grading of Building Sites
- Supplementary Provisions
- Section 8.2800: Improvement Procedures
- Section 8.2815: Transportation System Analysis
- Section 8.2820: Access Management Standards
- Section 8.2835: City as Beneficiary to Covenants, Conditions and Restrictions
- Section 8.2840: CC&Rs Middle Housing

II. FINDINGS

Staff findings for all applicable criteria are presented below.

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

- (1) This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.
- (2) Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:
 - (a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;

- (b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
 - (c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; and
 - (d) The proposal conforms to all other requirements of the city's ordinances.
- (3) The territory to be annexed under this section includes any additional territory described in ORS 222.111 (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.
- (4) When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

FINDING: The applicant has requested to annex the subject property and the adjacent portion of NW Pershall Way and NW 10th Street. The subject property is contiguous to city limits, and the entire area proposed for annexation is located within the UGB and subject to the Redmond Comprehensive Plan. As discussed throughout this document, staff has found that the proposal could or would comply with all City regulations and that the proposed annexation area contains all territory needed to locate the infrastructure and rights-of-way (ROW) areas necessary to support the development. If this application package is approved by the Redmond City Council, the approval would be adopted by ordinance and accompanied by a resolution for annexation. These criteria are met.

ARTICLE I – ZONING STANDARDS > INTRODUCTORY PROVISIONS

Sections 8.065 through 8.085

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

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

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

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

8.080 Zone Boundaries. Unless otherwise specified, Zone Boundaries are section lines, subdivision lines, lot lines, center lines of streets, alleys, canal, or rights-of-way, water courses, ridges or rimrocks, other readily recognizable or identifiable natural features, or

such lines extended. Whenever any uncertainty exists as to the boundary of a zone as shown on the Zoning Map or amendment thereto, the following regulations shall control:

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

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

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

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

ARTICLE I – ZONING STANDARDS > RESIDENTIAL USE ZONES

Sections 8.130 through 8.142

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

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

[...]

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

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

“O” means Permitted Outright

“C” means Permitted Conditionally

“N” means Not Allowed

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

FINDING: The proposal includes 92 townhouse lots, two triplex lots, one quadplex lot, 1.16 acres of park/open space area, and a canal trail, all of which are outright permitted uses for the proposed R-4 zone. This criterion is met.

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

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
Density - Units/Net Acres					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Planned Unit Developments (PUDs) densities in Section 8.275.					
Minimum Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided,					

both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
Setbacks:					
ADUs: Specified in Section 8.325					
Detached Accessory Structures: Specified in Section 8.323					
Cottage Clusters: Specified in Section 8.143					
Multi-family Complexes: Specified in Section 8.3035(4.E. Table A.					
Townhouses: Specified in Section 8.142					
Maximum Building Height - Feet					
Single Family, Plexes, ADU	32	32	32	45	45
Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
Minimum Street Frontage - Feet					
Standard Street	50	50	50	50	40
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Townhouse	20	20	20	20	20

FINDING: The proposal includes 92 townhouse lots, two triplex lots, and one quadplex lot, for a total of 102 dwelling units. Of the three plex lots, one is classified as a flag lot and two are classified as standard lots. According to staff review of the applicant's tentative plan (attachment A), all proposed residential lots would comply with the applicable minimum street frontage and minimum lot size requirements of the R-4 zone.

Pursuant to the Redmond Code, density calculations are based upon net acreage and exclude public ROW, private streets, and common driveways. Based on this and staff review of the tentative plans, when excluding the tracts proposed for park/open space use, the three plex lots would provide a density of 12 dwelling units per net acre while the townhouse lots would provide a density of 12.6 dwelling units per net acre. Thus, all proposed residential lots would comply with the minimum and applicable maximum density standards of the R-4 zone.

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

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

[...]

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

8.142 Townhouse Development and Design Standards.

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

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

[...]

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

[...]

FINDING: As discussed previously, the townhouse lots meet lot size, frontage, and density standards. The proposal includes private alleys to serve 54 of the townhouse lots and common park/open space area throughout the neighborhood. The applicant has proposed to establish an HOA and submitted draft declaration of covenants, conditions and restrictions (CC&Rs) containing language providing for the maintenance of these common areas. To ensure compliance with these criteria, staff recommends a condition of approval requiring the applicant to submit the HOA CC&Rs for City review and approval prior to approval of the phase one final plat. The HOA CC&Rs shall be recorded with the phase one final plat and include standards for the maintenance of the private alleys and all other common areas. The remainder of these criteria pertain to the development of townhouse dwellings rather than the development of lots intended for future townhouse dwellings and will be evaluated at the time of building permits. With this condition, these criteria could be met.

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

Section 8.270

8.270 Master Development Plans. A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

1. *Applicability.* This section applies to properties proposed for annexation or rezoning from Urban Holding-10, except that in the event that an applicant has applied for a Planned Unit Development application prior to or concurrent with rezoning from Urban Holding-10, the Master Development Plan approval criteria shall be those used for the Planned Unit Development application and the Great Neighborhood Principles.
2. *Purpose.* The purpose of Master Development Plan is to provide:

- A. Orderly and efficient development of the City consistent with the City of Redmond Framework Plan and adopted Area Plans.
- B. Compatibility or transitions with adjacent developments and the character of the area.
- C. A complementary mix of uses and activities.
- D. An interconnected transportation network (streets, bicycle routes, and pedestrian trails) within the master plan area and to existing and planned City streets, routes, and trails.
- E. A range of housing choices and densities for areas planned to have residential components.
- F. A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.
- G. Public and semi-public facilities and services.
- H. Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.
- I. Transitions or buffers between urban development and rural areas.
- J. Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.

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

3. *Procedures for Review.*

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

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

- B. *Review and Approval criteria for Master Development Plans (MPD) or Partial Master Development Plans (PMDP).*

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

FINDING: The adoption of the RUAFP (2006) and the HAP (2007) preceded all of the City's current public facility plans, which were informed by the land use concepts and comprehensive plan designations established by the RUAFP and HAP. These two plans and all current public facility plans were adopted as sub-plans into the Redmond Comprehensive Plan, which is implemented by the Redmond Comprehensive Plan and Zone Map, the Redmond Code, and the City of Redmond Public Works Standards and Specifications. Typically, a proposal that complies with all existing regulations and comprehensive plan designations generally complies with the Redmond Comprehensive Plan and all sub-plans.

The land use concept established by the RUAFP does not assign a land use or density to the subject property, but show an adjacent canal trail and nearby road intended to serve as a westside connection to Highway 97, which has since been identified as NW Pershall Way. The HAP assigns an R-4 comprehensive plan designation to the subject property, describing the R-4 zone as containing primarily single-family dwellings and townhomes at a density of 5.6 to 14 dwelling units per net acre. The HAP also depicts NW Pershall Way as an arterial, NW 10th Street as a major collector, a separated bicycle and pedestrian facility following along both roads, as well as the northward continuation of NW 8th Street. The applicant has proposed to apply R-4 zoning to the subject property and to develop a residential neighborhood consisting of primarily townhomes at a total density of 12.6 dwelling units per net acres when accounting for park/open space areas. The proposal also includes the construction or improvement of all the transportation and trail facilities described. Additionally, while the RUAFP and HAP do not contain guidance for any water or wastewater facility projects near the subject property, the City's public facility plans have already accommodated the land use concept for the proposal area and compliance with those plans will be evaluated later in the development process.

Based on these facts, staff finds that the proposal is generally consistent with the RUAFP, the HAP, and the Comprehensive Plan in terms of land use, density, transportation systems and networks, and adequacy of infrastructure and open space. To ensure continued compliance, staff recommends a condition of approval that requires all subsequent development within the boundaries of this approval to be consistent with this approval, notwithstanding changes necessary to comply with the conditions of this approval. With this condition, the above criteria could be met.

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

FINDING: The subject property does not contain any natural resources or hazards. The proposal includes medium-high density residential housing and pedestrian amenities,

consistent with the land use concept designated for this area by both the RUAFP and HAP. This criterion is met.

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

FINDING: As discussed previously, the proposal has been found to comply with the RUAFP and HAP, which serve to coordinate the development of lands within the UGB prior to annexation. Additionally, the proposal includes the extension of all adjacent local residential streets, as well as the continuation of the existing multi-use paths to the south and the planned multi-use path to the west. Finally, the R-4 residential neighborhoods to the south were approved just three years prior and were subject to mostly the same standards as this proposal for an R-4 residential neighborhood. Given this, staff finds the proposal would be functionally integrated with the developed areas to the south and the planned areas to the west and east. This criterion is met.

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

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

- C. *Master Development Plan (MDP) or Partial Master Development Plan (PMDP) Submittal Requirements and Approval Process.* An application for approval shall include the submittal requirements set forth in the City's Land Use Review application form as well as the elements described below.
 1. *Narrative.* A narrative shall set forth the goals and objectives of the plan and describe the urban characteristics of the planned area.
 2. *Neighborhood Meeting.* Proof a neighborhood meeting was conducted to provide an opportunity for the applicant to meet with surrounding property owners discuss the proposal. See Section 8.385 for meeting requirements.
 3. *Development Plan Map.* A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot numbers, current ownership, parcel size, and other information that is pertinent to the plan.
 4. *Land Use Diagram.* The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
 5. *Significant Resources Inventory.* An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource

protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites.

6. *Parks and Open Space.* Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use.
7. *Air, Noise, and Water Resources.* Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, State, and Federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.
8. *Natural Hazard Areas.* Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
9. *Residential Uses.* Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
10. *Employment Uses.* Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
11. *Transportation Analysis and Diagram.* Prepare a Transportation Impact Analysis (TIA) including a grid street plan that is consistent with street spacing and connectivity guidelines in the Redmond Transportation

System Plan (TSP) and adopted Area or Framework Plans. The TIA shall identify and show:

- a. The proposed classification for all streets.
 - b. The location of approved TSP improvement projects.
 - c. Any capital improvements that may need to be added to the TSP in order to serve the plan area.
 - d. Proposed bicycle pedestrian, and trail routes.
 - e. Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
12. *Public Facilities Analysis and Diagram.* The plan shall include a conceptual layout of public facilities, including sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the City's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.
13. *North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance.* The master plan shall comply with the following policies, if applicable:
- a. Any property newly annexed within the IAMP area shall have:
 - i. Direct Access to a local public street other than a state highway consistent with the Local Street Connectivity Plan; and,
 - ii. Any property to be annexed to the City shall relinquish all direct access rights to a state highway as a condition of development approval (when a legal alternative access exists).
14. *Great Neighborhood Principles.* MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

[...]

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

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

with existing or planned pedestrian facilities.

FINDING: The proposal includes improvements to NW Pershall Way, improvements to NW 10th Street, the extension of three existing local residential streets, the construction of two new local residential streets, the construction of three private alleys, a canal trail, and two public access easement areas. The proposal will provide a direct connection to NW 10th Street via a proposed local street. The proposal also includes a multi-use path within the NW Pershall Way and NW 10th Street ROW and Tract E, which would be a continuation of the existing multi-use path to the south and the multi-use path planned to the west. The proposed multi-use path would improve the connectivity of local pedestrian facilities if it were fully accessible to the public. For this reason, staff recommends a condition of approval requiring that a public access easement over Tract E be provided with or prior to approval of the phase two plat. Other improvements such as traffic calming will be provided as necessary through compliance with the Public Works Standards and Specifications. Staff finds that the development, as conditioned, would increase the connectivity of the local transportation system. This criterion is met.

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

FINDING: As discussed previously, the proposal includes 92 townhouse lots at a density of 12.6 dwelling units per net acre, three plex lots at a density of 12 dwelling units per net acre, and all lots were found to be consistent with applicable zoning requirements. This criterion is met.

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

FINDING: Based on staff review of the City of Redmond GIS map, the subject property does not contain significant geological features, nor is it located within an area designated by the Parks Master Plan. The proposal includes a landscaped multi-use path in ROW areas along the northern and western boundaries of the neighborhood and 1.16 acres of private park/open space. The park/open space area consists of two distinct, centrally located park tracts as well as a canal trail along the southern boundary of the neighborhood. The multi-use path and the canal trail will be useable to the public and help integrate the neighborhood residents into the larger community. This criterion is met.

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

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

- e. *Diverse mix of activities.* A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.

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

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

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

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

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

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

FINDING: The subject property abuts NW Pershall Way along the northern property line. The northern boundary of this ROW area also serves as the coterminous UGB and Urban Reserve Area (URA) boundary. Rather than the standard 100-foot buffer, the applicant proposes to expand the NW Pershall ROW to 80 feet in width, to construct improvements for NW Pershall Way, and to construct a 35-foot-wide URA landscape buffer area. According to the applicant's tentative plan, the URA landscape buffer area would be comprised of two landscape strips and a multi-use path, partially located within the NW Pershall Way ROW and an adjacent 10-foot-wide public utility and landscape easement running parallel to NW Pershall Way and over Tract E, Lots 70 through 85, and Tract F. The tentative plan shows trees planted on both sides of the multi-use path in a number exceeding street trees standards, creating a 'tree wall' effect. This tree wall design would provide a stronger physical and visual barrier than the typical low-lying native vegetation of the standard 100-foot buffer, better protecting the users of the multi-use path and potentially improving driver behavior along this section of NW Pershall. Staff finds that the applicant's alternative design would provide buffering to manage the transition from urban to rural intensities if properly installed and maintained. For this reason, staff recommends conditions of approval requiring the proper installation and maintenance of the 35-foot URA landscape buffer area. The first condition shall require the applicant to plant the maximum possible number of trees within the 35-foot URA landscape buffer area, using only those tree species that are suited to serve as a visual barrier. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable as a visual barrier given anticipated site and planting conditions. Additionally, prior to issuance of site development authorization for phase two, the applicant must provide written assurance that they will be able to plant the agreed upon number and species of trees. Another condition shall require the HOA CC&Rs to include standards for the maintenance of the 35-foot URA landscape buffer area. With these conditions, the above criteria could be met.

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

FINDING: The proposal includes a medium-high density residential subdivision containing 95 residential lots, 102 dwelling units, and 1.16 acres of park/open space throughout the neighborhood. The proposed 1.16 acres exceeds the required amount of park area. Both the

landscaping and park amenities will be evaluated at the time of construction plan review. This criterion is met.

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

FINDING: The subject tract contains a COID easement following along the southern property line featuring two headwalls and an underground lateral. According to the tentative plan and information submitted into the record, the applicant has proposed to coordinate with COID to construct a twelve-foot-wide gravel trail and associated amenities within the easement area. To ensure compliance with this criterion, staff recommends a condition of approval requiring a trail at least ten feet in width be provided following the entire length of the irrigation lateral prior to issuance of certificate of occupancy for any dwelling in phase two, subject to COID review and approval. With this condition, the above criterion could be met.

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

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

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

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

ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS
Sections 8.350 and 8.385

8.350 Design Standards for All Residential Structures and Sites Fronting Both Public or Private Streets and Alleys.

1. The front doors and front facade of all primary dwelling units shall face a public or private street.
2. At least one yard facing a public or private street shall provide a gate, opening, or other access for emergency service use.
3. For all residential lots served by alleys and fronting a public or private street, addresses shall be clearly visible from the street rather than from the alley.

FINDING: Proposed lots 15-21 and 40-69 have frontages on both public streets and alleys with said lots (with exception of lots 40 and 41) having vehicular access taken from the alleys. These standards of Section 8.350 will be applied during zoning conformance review at building permit submittal.

8.385 Neighborhood Meeting.

1. *Purpose and Intent.* The purpose of the neighborhood meeting is to provide a forum for the applicant, surrounding neighbors, and interested members of the community to meet and consider a proposed land use application, and to discuss issues/concerns regarding the proposal prior to application submittal. Neighborhood meetings encourage citizen participation early in the development process, and an opportunity to revise the land use application to address the issues prior to application submittal.
2. *Applicability.* Neighborhood meetings are encouraged prior to submitting any land use application. The following application types or development proposals shall be subject to the neighborhood meeting requirements:
 - A. Master Development Plans.
 - B. Residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more PM peak hour trip ends, where a Transportation Impact Analysis (TIA) is required.
 - C. Wireless and Broadcast Communications Facilities.
3. *Requirements and Procedures.* The neighborhood meeting must be held after a pre-development meeting with City Staff, but before submittal of a land use application. The applicant shall be required to hold only one meeting prior to submitting an application for a specific site but may hold more if desired. If the development proposal is revised after the neighborhood meeting, and a major modification is requested, a second neighborhood meeting with a new notice shall be required before the revised application is submitted.
 - A. *Location and Time.* Neighborhood meetings shall be held in person at a location in reasonable proximity to the subject site. The meeting shall be held at a location open to the public., City Staff, and at a facility that is ADA accessible. The meeting shall be held on a weekday evening, or weekends at any reasonable time. Applicants may provide a virtual component for participants to join in the meeting. The virtual component shall not be done in lieu of the in-person requirements. ADA accommodations when requested by attendee must be provided.

- B. *Notice – Mail.* Mailed notice of the meeting shall be provided by the applicant to the neighboring property owners (within 750 feet outside city limits and 250 feet within city limits) and the Community Development Department between ten and 30 calendar days prior to the meeting. Notices must be sent first class and shall include the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. The description shall take into consideration information provided by City staff at the pre-development meeting, include project contact information, a copy of the tax map or a GIS map that clearly identifies the location of the proposed development, and a conceptual site plan.
- C. *Notice – Signage.* The applicant shall also post notice of the neighborhood meeting on the subject site or on an access easement to the site within clear view of a public street at least seven days in advance of the meeting. The sign must display the meeting date, time, and address as well as project contact information.
- D. *Meeting Requirements.* The developer must provide a sign-in sheet for attendees to provide their name, address, telephone number, and email address. At the meeting, the applicant shall provide a conceptual site plan and describe the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities; traffic impacts; proposed building size and height; proposed access and parking; and proposed landscaping, buffering and/or protection of natural resources as applicable. Attendees will have an opportunity to speak at the meeting and may identify any issues that they believe should be addressed. If no one arrives within 30 minutes of the scheduled start time for the meeting, the applicant may close the meeting and this requirement will be considered met upon the applicant's submittal of the documentation to that effect.
- E. *Materials Submitted with Application.* The neighborhood meeting notes that identify the major points discussed about the development, list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the applicant, and a signature sheet of attendees shall be included with the development application upon submittal.
- F. *Validity Period.* The land use application shall be submitted to the City within 180 days of the neighborhood meeting. If an application is not submitted in this timeframe, the applicant shall be required to hold a new neighborhood meeting.
- G. *Denial.* Failure of the applicant to hold a neighborhood meeting in accordance with these provisions prior to submittal of a land use application shall result in an incomplete application and the application may be rejected.

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

ARTICLE I – ZONING STANDARDS > AMENDMENTS
Sections 8.750 through 8.770

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

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

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

1. In conformity with all applicable State statutes;

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

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

FINDING: As discussed previously, the applicant is proposing to annex the subject property and change the zoning of the subject property from UH-10, the zoning designation applied to all lands located within the UGB, to R-4 zoning consistent with the existing comprehensive plan designation. Both annexations and zone changes evaluated as amendments to the Comprehensive Plan and must comply with all applicable statewide planning goals. Because the City of Redmond does not contain agricultural, forest, or Willamette Greenway lands, or any estuarine, coastal shoreland, beach and dune, or ocean resources, statewide planning goals 3, 4, and 15 through 19 are not applicable.

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

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

Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces: The City of Redmond does not have an adopted inventory of Goal 5 resources aside from various

historically designated properties and places, none of which would be impacted by the proposal. This goal is met.

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

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

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

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

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

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

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

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

Goal 14, Urbanization: As discussed previously, the application package has been submitted as required by the City of Redmond's urbanization process, which has been designed in

anticipation of forecasted population growth and community needs. Pursuant to this process, any property within the UGB would need to obtain an annexation, master plan, and zone change authorization prior to development of urban intensity. This goal is met.

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

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

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

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

8.765 Tentative Approval. Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed change. Such approval shall include any conditions, stipulations, or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, later, rezone the affected property to its original zoning by order.

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

ARTICLE III – LAND DIVISION STANDARDS > TENTATIVE SUBDIVISION PLAN

Sections 8.2200 through 8.2240

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

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

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

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

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

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

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

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

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

1. *General Information Required.*
 - A. Proposed name of the subdivision.
 - B. Names, address, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Oregon Secretary of State Corporation Division by the applicant. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
 - C. Date of plan preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.
 - D. Appropriate identification of the drawing as a tentative plan for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.
 - E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.
 - F. Title report or subdivision guarantee, issued within the last 90 days, and supporting documentation of all easements identified on the property.
2. *Information Concerning Existing Conditions.*
 - A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
 - B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
 - C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, designated wetlands, wooded areas, and natural hazards.

- D. Location and direction of water courses, and the location of areas subject to flooding and high water tables.
 - E. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.
 - F. Existing sewer lines or septic tanks and drain fields, water mains, wells, fire hydrants, culverts, and other underground and overhead utilities within and adjacent to the proposed subdivision together with pipe sizes, grades, and locations.
 - G. Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to 15 percent, ten feet for slopes of 15 to 20 percent, and 20 feet for slopes greater than 20 percent.
 - H. Zoning classification of land within and adjacent to the proposed subdivision.
 - I. Names and addresses of all adjoining property owners.
 - J. Existing covenants, conditions, and restrictions.
 - K. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.
3. *Information Concerning Proposed Subdivision.*
- A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
 - B. Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.
 - C. Location of at least one temporary benchmark within the proposed subdivision boundary.
 - D. Location, approximate area and dimensions of each proposed lot, and proposed lot and block numbers.
 - E. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.
 - F. Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.
 - G. An outline of the area proposed for partial recording, if contemplated or proposed.
 - H. Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.
 - I. Description and location of any proposed community facility.
 - J. Storm water, drainage facility and grading plans.
 - K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.
 - L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.
 - M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.
4. *Narrative.* Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.

5. **Tree Survey.** A survey indicating location of all trees having ten-inch trunk diameter 4.5 feet above grade or greater, their diameter, and whether they are coniferous or deciduous on private property and in the right-of-way adjacent to the property. The plan shall show which trees are proposed for removal and the location of replacement trees. The plan shall show the Tree Protection Zone (TPZ) for trees to be preserved, conforming with the Public Works Standards and Specifications. The tree survey shall show the proposed improvements or potential improvements, indicated by the buildable area of a lot consistent with the maximum lot coverage area of the zone.

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

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

1. Overall development plan, including phase or unit sequence.
 - A. For development that includes a commercial component, a surety may be required when the commercial component is not sequenced in the initial phases.
2. Show compliance with all applicable land division standards and policies as described in this Article.
3. Schedule of improvements initiation and completion.
4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).
5. General program for phasing timetable projection.
6. Development plans for any common elements or facilities.

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

8.2230 Development Following Approval.

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

FINDING: Development plans for common elements and facilities are evaluated during construction plan review for each phase, rather than during land use review. The applicant has submitted a proposed phased development plan containing two phases, sequencing, and the anticipated schedule. Staff has reviewed applicant materials, comments, and other information submitted into record and has not found any evidence demonstrating a need to modify or deny the plan as proposed. Additionally, the proposal's compliance with applicable land division and

transportation criteria is evaluated throughout this document, and conditions of approval considered necessary for continued compliance have been attached. These criteria are met.

8.2235 Approval Criteria for Tentative Subdivision Plans.

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

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

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

FINDING: The proposal's compliance with Sections 8.2705 through 8.2820 is evaluated further below. Development proposals are subject to compliance with Oregon Fire Code. Comments submitted by Redmond Fire and Rescue (attachment E) describe multiple requirements that will need to be met prior to completion of the development. To ensure compliance, staff recommends a condition of approval stating the following: "The development shall be established in compliance with the Oregon Fire Code and any other Redmond Fire and Rescue requirements. Additionally, the applicant is permitted to alter the tentative plan prior to final plat to make changes to comply with applicable fire requirements without obtaining minor alteration approval, provided that the alteration does not qualify as a modification of approval pursuant to RC Section 8.1400(1), that only the minimum necessary changes have been made, and that the proposal's compliance with all other criteria and conditions of approval have not been affected." With this condition, the above criteria could be met.

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

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

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

FINDING: The proposal's compliance with the applicable RUAFP, HAP, TSP, WSMP, and RWSMP are evaluated elsewhere in this document.

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

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

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

FINDING: All transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities is evaluated for compliance with the Public Works Standards and Specifications later in the development process. Additionally, staff has provided conditions of approval that require specific infrastructure requirements to be met. This criterion could be met.

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

FINDING: The applicant has received a TSA approval memo associated with public works file 711-24-000067-PW and an infrastructure allocation capacity review letter associated with public works file 711-24-000025-PW. Both documents remain valid at the time of writing. These documents provide preliminary confirmation that the proposal could be established without exceeding the operational capacity public facilities as identified in the TSP, the WSMP, and the RWSMP.

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

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

Additionally, the comments submitted by COID describe various concerns regarding the applicant's proposal to reconfigure the existing COID easement and to establish access points, infrastructure, new property lines, a trail, and more within the easement area. Ultimately, matters concerning any COID easement are to be decided between COID and the property

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

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

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

ARTICLE III – LAND DIVISION STANDARDS > DESIGN STANDARDS AND IMPROVEMENTS

Sections 8.2700 through 8.2720

8.2700 Compliance Required.

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

8.2705 Blocks, Lots and Parcels.

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

FINDING: Pursuant to Section 8.020, the definition of blocks is, “An area of land bounded by streets or by a combination of streets and public parks, cemeteries, railroad rights-of-ways or lines, shorelines or waterways, natural topographical barriers, or corporate boundary lines of a city.” Based on staff review of the tentative plan, the proposal includes just two fully bounded

blocks, one of which contains Tract G, Tract J, and Lots 45 through 61, while the other contains only Lot 1. The proposal does not include any blocks exceeding 660 feet in length between street centerlines or any blocks adjacent to arterial streets. This criterion is met.

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

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

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

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

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

[...]

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

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

[...]

FINDING: The proposal includes 95 residential lots, all of which are generally rectangular in shape and found to meet lot size and density requirements. This criterion is met.

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

FINDING: All the proposed townhouse and flag lots contain at least 20 feet of street frontage. Lots 1 and 41, the only standard lots, are proposed to contain at least 50 feet of street frontage. The proposal's compliance with Sections 8.2705(6) and 8.2820 is evaluated further below. This criterion is met.

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

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

5. *Through/Double Frontage Lots and Parcels.* Through lots or parcels, and lots or parcels with double frontage shall be avoided whenever possible, including lots or parcels created adjacent to Collector and Arterial Streets, but not including alley frontage as described in Section 8.2705(6.) below, except when they are necessary due to an irregular parent lot or parcel configuration, or are necessitated by topography or other unique circumstance.

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

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

FINDING: The proposal's compliance with Section 8.2820 is evaluated further below. Residential Lots 22 through 31 and 70 through 95 would be adjacent to a private alley and a designated collector or arterial street. These lots are proposed to contain townhouse dwellings. Pursuant to Section 8.142, the dwellings on these lots will be required to orient the front elevation facing the collector or arterial street and to take vehicular access from the private alley to the rear. This criterion is met.

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

FINDING: Lots 45 and 61 are considered corner lots. The applicant's plan set shows that each lot has street frontage of 30 feet, 10 feet more than the minimum standard. This criterion 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 setback lines are needed or proposed. This criterion is not applicable.

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

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

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

FINDING: This criterion is elective. Two proposed local streets will be curvilinear in nature.

11. *Flag Lots.* A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:
 - A. Flag poles shall be no less than 20 feet wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.
 - B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
 - C. Each flag lot shall contain a minimum 12-foot-wide paved driveway.
 - D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.
 - E. Front and/or rear yard setbacks may be reduced to no less than ten feet subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property owner

and is subject to the review and approval of the Community Development Director, or designee. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.

- F. No flag lot shall be partitioned or further divided, except as provided for by middle housing.
- G. The "pole" of the flag lot shall be no longer than 150 feet measured from the street intersection to the beginning of the base of the flag.
- H. The "pole" of the flag shall not be included in the minimum lot size calculation.
- I. Flag lots shall be exempt from street tree requirements unless the street frontage portion of the flag lot is 30 feet or greater.
- J. Flag lots are prohibited along or abutting the Dry Canyon Rim.
- K. Two off-street parking spaces shall be provided for single family detached dwellings; and one space per unit for middle housing on a flag lot.

FINDING: An additional definition of flag lot is included in Section 8.020, which states, "Flag Lot. A lot which fronts a public street or road and where access to the street or road is by a private driveway. A lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width having between 20 and 50 feet of street frontage." Pursuant to both this definition and the above criteria, the one flag lot included in the proposal – Lot 40 – would contain a flag pole that is less than half the width of their respective average lot width and is at least 20 feet wide and less than 150 feet in length. Furthermore, the lot would contain at least 20 feet of street frontage, would not be located near the Dry Canyon Rim, and would meet the applicable zone standards, including the minimum lot size requirement, despite excluding the flagpole areas from the lot size calculation. To ensure that Lot 40 continues to comply with applicable criteria, staff recommends a condition of approval requiring Lot 40 to be provided with at least one parking space and a paved private driveway at least 12 feet in width from the abutting street, unless the driveway would conflict with RC Section 8.2820. Additionally, the applicant shall be required to orient the front elevation of all dwellings on Lot 40 towards the abutting public street to the east. With this condition, the above criteria could be met.

8.2710 Streets.

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

FINDING: The proposal includes improvements to one existing arterial street (NW Pershall Way), improvements to one existing major collector street (NW 10th Street), the extension of three adjacent local residential streets (NW 7th Lane, NW 8th Street, and NW 9th Street), the construction of two new local residential streets (Local Street A and Local Street B), the construction of two intersections (between NW 9th Street and Local Street A and between Local Street A and NW 10th Street), and the construction of two private alleys and emergency

access road. According to staff review of the tentative plan, all of the streets would be spaced at a distance of less than 660 feet between centerlines and would conform to the topography of the subject property. None of the new streets or street extensions would follow along or intersect with an arterial street. This criterion is met.

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and pedestrian pathways outside the development. Such facilities shall serve existing and planned parks, schools, or other public lands within a neighborhood.

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

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

FINDING: The entirety of the subject property's frontage along NW Pershall Way and along NW 10th Street is within 660 feet of the Pershall Way and 10th Street intersection; local street connection to NW 10th Street, a collector, is permitted and is proposed. The proposal also includes connections to and extensions of all other adjacent roadways. This criterion is met.

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

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

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

FINDING: The proposal's compliance with Section 8.2820 is evaluated further below. According to the TSP, the subject property is adjacent to the following planned projects: widen and improve minor arterial NW Pershall Way (project S1), widen and improve major collector NW 10th Street (project S3), add an eastbound right-turn lane to the NW Pershall Way and NW 10th Street intersection (project I2), add a shared-use path along NW Pershall Way

(project B1), and add bike lanes within NW 10th Street (project B3). The proposal includes improvements to NW Pershall Way and NW 10th Street that will satisfy the TSP requirements if constructed in compliance with Public Works Standards and Specifications. This criterion will be met.

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

FINDING: The proposal's compliance with the TIA and resulting TSA approval memo are evaluated further below. The portions of NW Pershall Way and NW 10th Street adjacent to the subject property are currently of inadequate ROW width. According to the tentative plan, this is proposed to be corrected by dedicating an additional 25 feet from centerline for NW Pershall Way and 20 feet from centerline for NW 10th Street. This criterion will be met.

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

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

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

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

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

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

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

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

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

FINDING: As discussed earlier, the subject property abuts a minor arterial (NW Pershall Way) and a major collector (NW 10th Street), however, the proposed residential properties would be physically separated from these roadways by multi-use paths and landscaping. Proposed Local Street A will provide direct access to NW 10th Street. Staff finds that no additional treatments or separation is necessary. This criterion is met.

7. *Streets Adjacent to Railroads, Freeways and Parkways.* When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on either side of such right-of-way at a distance suitable for use of the land between the required street and the abutting railroad, freeway, or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width between the railroad right-of-way and residential property. The land strip must be occupied by the fire-resistant materials, and may contain a fence, a trellis, a wall, or small decorative or artistic feature. If the intervening property between such parallel streets and a freeway or a parkway is less

than 80 feet in width, such intervening property shall be dedicated to a passive-style park or thoroughfare use by bicycles and/or pedestrians. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for approach grades to a future grade separation and right-of-way widths of the cross street.

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

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

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

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

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

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

FINDING: The subject property is not adjacent to school routes. All of the public streets proposed to be improved, extended, or constructed are shown to include sidewalks on both sides or a multi-use path on one side. No alternatives or deviations from this criterion are proposed. This criterion will be met.

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

FINDING: As discussed previously, the proposal includes a multi-use path following along NW Pershall Way, NW 10th Street, and Tract E, which would be consistent with projects identified in the TSP. This criterion will be met.

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

FINDING: As shown on the tentative plan, the two proposed street intersections (between NW 9th Street and Local Street A and between Local Street A and NW 10th Street) have been designed at right angle of 90 degrees. This criterion 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: According to the tentative plan, all street intersections are over 200 feet apart. This criterion is met.

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

[...]

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

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

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

8.2715 Fundamental Design Elements.

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

FINDING: This criterion will be met as part of site development review with the City Engineering Department.

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

FINDING: The proposal includes a direct connection to NW 10th Street via Local Street A and an extension of NW 9th Street to the south, both during phase 1. Additionally, a permanent

emergency access road on NW Pershall Way will serve as a secondary point of access, however, this is not proposed until phase 2. This criterion 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: According to the tentative plan, the proposal includes water and sewer mainline extensions and service lines for each residential lot. Water and sewer system development, including mains and service lines, will be evaluated at the time of construction plan review. This criterion will be met.

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

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

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

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

6. *Preservation and Replacement Trees.* All deciduous or coniferous existing trees having a ten-inch trunk diameter 4.5 feet above grade or greater are considered significant and shall be preserved or replaced at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 4.5 feet above grade. This criterion

shall be met in the submitted landscape plan. Street trees are counted as replacement trees. Trees removed for installation of public infrastructure are not required to be replaced, however they should be preserved where possible. The Community Development Director, or designee, may prohibit removal of significant trees located within the setback along the perimeter of the parcel to be developed, located adjacent to water features, or that provide screening or buffering to existing development where not located within the proposed or potential building footprint. An alternate restoration plan may be approved by the Community Development Director, or designee.

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

7. *Land for Public Purposes.*

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

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

B. *Drainage.* If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

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

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

FINDING: The proposal includes a medium-high density residential subdivision containing 95 residential lots, 102 dwelling units, and 1.16 acres of park/open space throughout the neighborhood. The proposed 1.16 acres exceeds the required amount of park area. Both the landscaping and park amenities will be evaluated at the time of construction plan review. This criterion is met.

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

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

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

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

ARTICLE III – LAND DIVISION STANDARDS > SUPPLEMENTARY PROVISIONS

Sections 8.2800 through 8.2840

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

1. *Plan Review and Approval.* Improvement work shall not be commenced until plans thereof have been reviewed and approved by the Community Development Director, or Hearings Body, or a designated representative thereof. To the extent necessary for evaluation of a proposed development, such improvement plans may be required before approval of the tentative plat or preliminary map or drawing.

2. *Public Improvements as Platted.* Public improvements shall be designed, installed, and constructed as platted and approved by the City Engineering Division, and plans shall be filed with the final plat at the time of recordation or upon completion.
3. *Inspection.* Improvements shall be constructed under the inspection and approval of a city Inspector. Expenses incurred thereby shall be borne by the applicant/owner. The inspector may require changes in sections and details of the improvements if unusual conditions arise during construction to warrant such changes.
4. *As-Built Plans.* A map showing the completed public improvements shall be filed with the Community Development Department upon completion of the improvements.

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

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

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

[...]

FINDING: These criteria describe the transportation system analysis application (TSAA) and TIA process requirements. According to the record, the applicant submitted a TSAA, dated April 2024, and a TIA conducted by Ferguson & Associates, Inc., dated August 2024. The TSAA and TIA were reviewed and approved by the Engineering Division, and a TSA approval memo was issued October 8, 2024, and includes various mitigation requirements, which are incorporated into the conditions of approval. These criteria are met.

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

Location of Access Points.

1. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.
2. Every lot or parcel shall be limited to one point of access, subject to the following exceptions:
 - A. *Single Family Dwellings, Accessory Dwelling Units, Plexes, Mixed-Use Developments.*
 1. Lots with multiple frontages on local roadways or alleys may be permitted one access per frontage, provided the driveways meet all other required standards.

2. Lots with accessory structures requiring vehicular access, such as a shop or detached garage, may be permitted two access points, provided the lot frontage is on a local roadway, the driveways are separated by a minimum of 10 feet, and the driveways meet all other required standards.
- B. *All Other Uses.*
 1. Lots may be permitted a secondary access when it is demonstrated that the additional access improves on-site circulation, does not adversely impact the operations of the transportation system, and when approved by the City Engineer or designee.
3. Lots with more than one existing access may be required to close an existing street access upon redevelopment. This standard may be waived when access to an existing, permanent garage structure would be removed, or removal of the access would result in increasing the nonconformity of the site.
4. In the event that the access management standards cannot be achieved on the subject property, shared access with adjacent property may be permitted. When a driveway serves more than one lot, the developer must record an access and maintenance easement/agreement to benefit each lot prior to building permit issuance. Shared access points should be centered on property boundaries when possible.
5. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.

FINDING: The subject property currently contains one access point along NW Pershall Way, which is proposed to be removed upon development and replaced with an emergency access road that would be constructed with removable bollards and signage, consistent with Fire requirements and the Public Works Standards and Specifications. According to staff review of the tentative plan, all of the residential lots appear able to obtain primary access from either a local street or a private alley. Staff recommends a condition of approval that prior to the approval of plat for any phase, the applicant shall provide evidence demonstrating that all lots to be served by private alleys in that phase are guaranteed legal access to said alleys, including all permanent alley accesses. With this condition, the above criteria will be met.

Design of Access Points.

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

9. Corner clearance shall be provided and is measured from the edge of right-of-way to the nearest edge of the access. Spacing is measured from centerline of access/intersection to centerline of access/intersection. Driveway spacing and corner clearance is required as follows:
All land use approvals shall be in compliance with the following standards.

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

Additional Standards.

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

FINDING: The proposed intersection of proposed Local Street A and NW 10th Street (a collector) will be at least 330 feet from the nearest intersections of NW 10th and NW Pershall and NW 10th and NW Walnut Avenue. The location, allocation, and design of access points for individual residential lots will be determined at the time of building permits. These criteria will be met.

8.2835 City as Beneficiary to Covenants, Conditions and Restrictions. When Covenants, Conditions and Restrictions (CCR's), or other similar documents, are required by either the provisions of this Code or through the land use review process, the City of Redmond may require the CCR's (or other documents) include a provision or provisions that allow the City to come onto the property(s) that are subject to the CCR's for the purpose of removing, repairing or maintaining improvements and other common areas in the event such improvements or common areas are not property maintained or otherwise kept in good order. The provision(s) shall state that the City has sole and exclusive discretion to determine the need for and timing of any such removal, repair, or maintenance. The provision shall authorize the City to recover the cost of such removal, repair, or maintenance by directly billing the record owner of the property(s) subject to the CCR's or the property(s) directly benefited by the removal, repair, or maintenance. In the event a bill is not paid, the City may impose a lien on the property(s), which shall be recorded and may be enforced in the manner of an assessment lien. The inclusion of a provision or provisions described in this Section does not affect the obligations of an association, group and/or other persons or property owner(s) designated in the CCR's from any

responsibilities or obligations respecting such improvements or common areas, nor shall it obligate the City to such undertake such removal, repair, or maintenance.

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

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

III. RECOMMENDATION

Recommendation:

At the first evidentiary hearing held on May 21, 2025, the Redmond Urban Area Planning Commission voted unanimously (4-0) to adopt a recommendation of approval for the Cinderview West project [file numbers 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)] for City Council consideration. City Council held the second evidentiary hearing on July 8, 2025, and ultimately requested the applicant make modifications to the proposal, specifically, to provide direct access onto NW 10th Street and decrease the uninterrupted length of the private alley. Staff has reviewed the applicant's updated plans and recommends approval, subject to the conditions below.

Conditions of Approval:

1. All subsequent development within the boundaries of this approval shall be consistent with this approval (file numbers 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)). Notwithstanding changes necessary to comply with the conditions of this approval, any proposed changes shall comply with Redmond Code Section 8.1400 and 8.0270(3)(E). This authorization is subject to the requirements of Section 8.1605 concerning expiration.
2. The applicant shall obtain any and all authorizations determined by the Building Division to be necessary for structural development on residential lots.
3. The development shall be established in compliance with the Oregon Fire Code and any other Redmond Fire and Rescue requirements. Additionally, the applicant is permitted to alter the tentative plan prior to final plat in order to comply with applicable fire requirements without obtaining minor alteration approval, provided that the alteration does not qualify as a modification of approval pursuant to RC Section 8.1400(1), that only the minimum necessary changes have been made, and that the proposal's compliance with all other criteria and conditions of approval have not been affected.
4. Prior to final plat of Phase 1, the applicant shall improve NW 10th Street along the project frontage to Major Collector standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 40-feet from centerline, a minimum 5-foot-wide public utility easement, a separated

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

5. Prior to final plat of Phase 2, the applicant shall improve NW Pershall Way along the project frontage to Arterial standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 50-feet from centerline, a minimum 5-foot-wide public utility easement, a separated 10-foot wide multiuse path per drawing 2-6 on the south side, street trees on the east side, curb on both sides, and full width pavement and striping. A public access easement shall be provided where the multiuse path is located on private property.
6. Prior to final plat of Phase 1, the applicant shall improve the intersection of NW Pershall Way and NW 10th Street. The existing NW 10th Street intersects NW Pershall Way at a 60-degree angle and will need to be reconstructed to intersect at a 90-degree angle. Additional right of way shall be dedicated if necessary to achieve this standard. If right of way is obtained from other properties to achieve this standard, it must be dedicated prior to engineering plan approval. Curb ramps shall be installed on the southeast corner of the intersection per drawing 2-16. A left turn lane shall be installed on NW Pershall Way on the westbound approach. Pavement tapers shall be installed along NW Pershall Way east and west of the intersection per City Standards.
7. Prior to final plat of Phase 1, the applicant shall improve NW 9th St and Local Street A to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, 36-feet of pavement, a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides. End of roadway markers shall be installed on roadway terminuses. A stop bar shall be installed at the western approach at Local Street A / NW 10th Street.
8. Prior to plat of Phase 2, the applicant shall improve NW 7th St and NW 8th St, and Local Street B to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, 36-feet of pavement, a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides. End of roadway markers shall be installed on roadway terminuses.
9. Prior to final plat of Phase 1, the applicant shall pay a proportionate share of \$18,695 to the City of Redmond for the construction of left turn lanes at 10th Street and Walnut Avenue, unless the improvement is funded via another mechanism.
10. Prior to plat of all affected phases, alleys shall be constructed to COR standards and are required to be privately owned and maintained. An access easement shall be provided on all alleys. Public sewer easements shall be provided where sewer is proposed in private alleys. Turnarounds shall be provided at dead end alleys per City standards. Parking stalls adjacent to the alley must meet City of Redmond size, angle, backing distance, and clear vision requirements.
11. Driveway access to NW Pershall Way and NW 10th Street is prohibited, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire

gate. A public access easement will be required over any such emergency access.

12. Prior to all affected phases, water mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way and NW 10th Street, and on all internal local roadways. Water mains shall be 8-inch minimum, except the water mains on NW Pershall Way and NW 10th Street shall be 12-inch minimum. Each lot shall receive one water service.
13. Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations.
14. Prior to all affected phases, 8-inch minimum gravity sewer mains shall be installed per City of Redmond Standards and Specifications throughout project limits, unless otherwise approved by the City Engineer based on topography limitations. Each lot shall receive one sewer service.
15. Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations.
16. The applicant shall submit a Site Development permit to the Engineering Division after the land use decision is issued and all work shall meet City of Redmond Standards and Specifications.
17. Prior to the approval of plat for any phase, the applicant shall provide evidence demonstrating that all lots to be served by the private alley in that phase are guaranteed legal access to said alley, including all permanent alley accesses.
18. At no point in the development process shall any proposal to modify the COID easement, to develop or use COID easement areas, or to change the functionality of COID easement be allowed without COID authorization. This includes but is not limited to the installation of public or private infrastructure, trails, individual lot access, landscaping, fences, signage, or changes to existing elevations, grading, or drainage. The City may participate in communication between COID and the applicant, but the applicant is entirely responsible for obtaining any necessary COID authorization. Any proposal to alter or modify this approval resulting from an inability to obtain COID authorization shall be reviewed and processed the same as any other proposal for alteration or modification.
19. All park/open space areas shall be landscaped with drought tolerant species, consistent with the landscape design standards of RC Section 8.530. Landscaping plans for park/open space areas shall be reviewed and approved by the City prior to final plat.
20. Only those tree species suited to provide shade shall be planted as street trees. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable for providing shade given anticipated site and planting conditions.
21. The applicant shall install an artistic feature at Tract C or Tract J prior to approval of the phase one plat, subject to RCAPP approval, or alternatively, the applicant shall donate \$100 per each dwelling unit in a plat prior to approval of that plat.

22. Prior to issuance of site development approval for Phase 1, the applicant shall provide an approved water rights division plan, or alternatively, confirmation from COID that no such plan is necessary.
23. The conflicting portion of the J.J. Ellinger Road easement, recorded in the Crook County Commissioners' Journal and dated July 20, 1909, shall be vacated prior to approval of the Phase 1 plat.
24. The applicant shall submit the HOA CC&Rs for City review and approval prior to approval of the Phase 1 plat. The HOA CC&Rs shall be recorded with the Phase 1 plat and shall contain standards for the maintenance of the private alley and all other common areas, including the 35-foot URA landscape buffer area. Additionally, the HOA CC&Rs shall not restrict middle housing per ORS 93.277, as amended, and shall prohibit the use of residential units as short-term or vacation rentals.
25. The applicant's alternative urban-rural interface design shall be properly installed and maintained. The applicant shall plant the maximum possible number of trees within the 35-foot URA landscape buffer area, using only those tree species that are suited to serve as a visual barrier. The City Arborist shall serve as the final arbiter as to which trees species from the approved street tree list would be suitable as a visual barrier given anticipated site and planting conditions. Prior to issuance of site development approval for Phase 2, the applicant must provide written assurance that they will be able to plant the agreed upon number and species of trees.
26. A public access easement over Tract E shall be provided with or prior to the approval of the Phase 2 plat.
27. A trail at least 10 feet in width shall be provided following the entire length of the irrigation lateral prior to issuance of certificate of occupancy for any dwelling in Phase 2, subject to COID review and approval.
28. Lot 40 shall be provided with at least one parking space and a paved private driveway at least 12 feet in width from the abutting street, unless the driveway would conflict with RC Section 8.2820. Additionally, the applicant shall be required to orient the front elevation of all dwellings on Lot 40 towards the abutting public street to the east. Finally, Lot 40 shall not be partitioned or further divided except as provided for by middle housing.

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

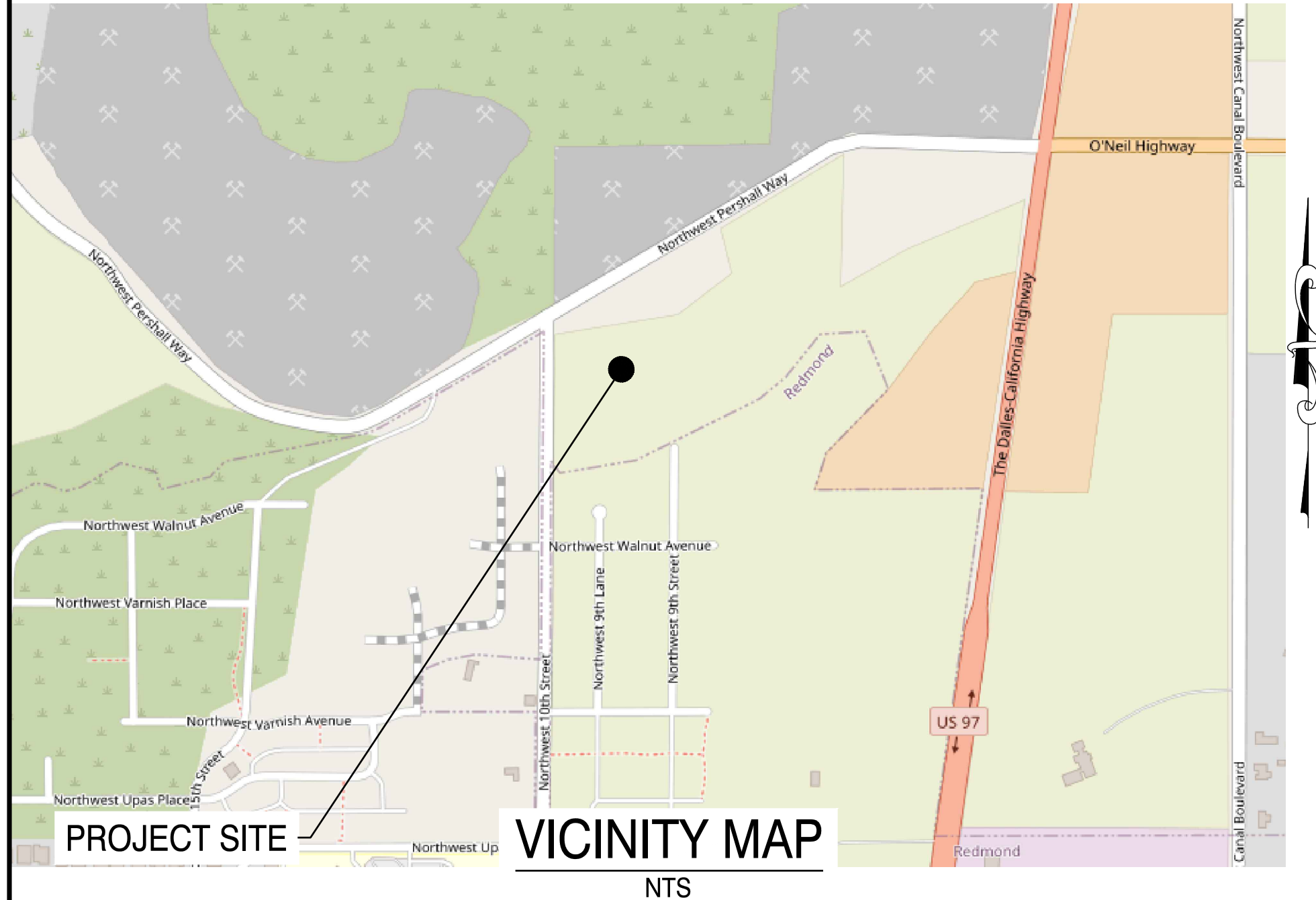
Attachment A

CINDERVIEW WEST MASTER PLAN, SUBDIVISION

900 NW PERSHALL WAY, REDMOND, OR, 97756

TAX LOT 1804, MAP 141333

AUGUST, 2025



SITE INFORMATION

ADDRESS: 900 NW PERSHALL WAY, REDMOND, OR, 97756
TAX ASSESSORS MAP: LOT 1804, MAP 141333
ZONING: UH10

OWNER

KNOX INVESTMENTS LLC
13150 N THORYDALE RD,
MARANA, AZ 85658

APPLICANT

WOODHILL HOMES
70 SW CENTURY DRIVE,
BEND, OR 97702

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

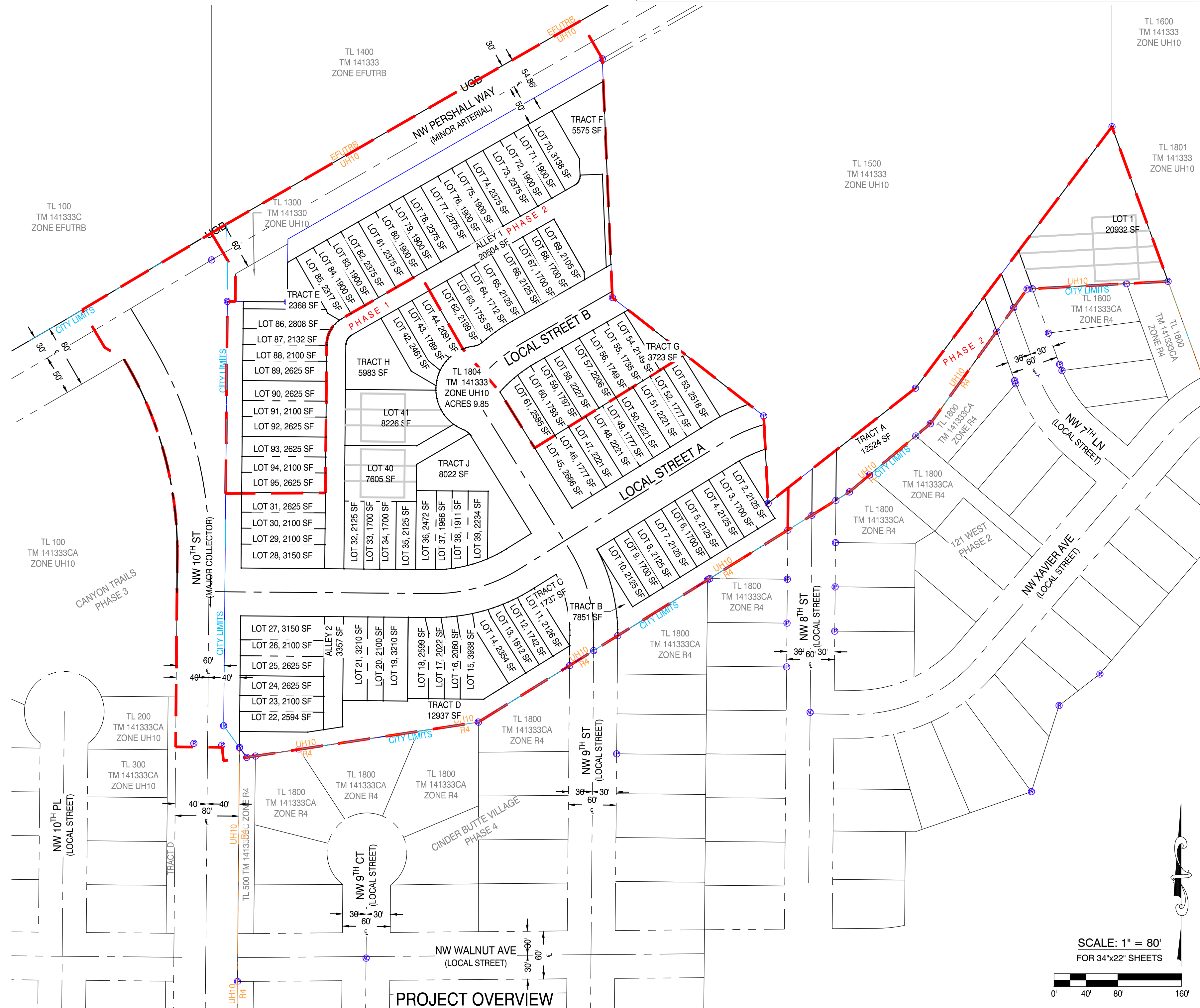
UNDERGROUND UTILITIES WERE MARKED BY ONE CALL OREGON UNDER TICKETS NO. 20479275, 20479276, 2024032610580, AND 2024032610589.

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.

EXISTING 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				
		EXISTING	PROPOSED	
ECABL	EXISTING CABLE			SANITARY SEWER MANHOLE
EGAS	EXISTING GAS			STORM DRAIN MANHOLE, DRYWELL
EIRRG	EXISTING IRRIGATION			WATER VALVE, GAS VALVE
OHW	EXISTING OVERHEAD LINES			AIR RELEASE VALVE
EPOWER	EXISTING POWER			BACKFLOW PREVENTER
EX SS	EXISTING SANITARY SEWER			WATER METER, GAS METER
EX SD	EXISTING STORM DRAIN			FIRE HYDRANT
ECOMM	EXISTING TELECOMMUNICATIONS			CATCH BASIN/CURB INLET
EWAT	EXISTING WATER			CLEAN OUT
CABL	NEW CABLE			RAIN DRAIN
GAS	NEW GAS			STREET LIGHT, PARKING LOT LIGHT
IRRG	NEW IRRIGATION			UTILITY POLE, GUY ANCHOR
POWER	NEW POWER			UTILITY VAULT
SSWR	NEW SANITARY SEWER			ELECTRICAL PEDESTAL
SD	NEW STORM DRAIN			CABLE PEDESTAL
COMM	NEW TELECOMMUNICATIONS			TELECOMMUNICATIONS PEDESTAL
WAT	NEW WATER			IRON ROD, IRON PIPE
   	FENCE			TREES
   	EXISTING RIGHT-OF-WAY			SIGN
   	EXISTING EDGE OF GRAVEL			MAILBOX
   	EXISTING EDGE OF PAVEMENT			
   	EXISTING CURB			
   	NEW RIGHT-OF-WAY			
   	NEW EDGE OF GRAVEL			
   	NEW EDGE OF PAVEMENT			
   	NEW CURB			

PROFESSIONAL
ENGINEER
366886P
STATE OF OREGON
HATES A. W. COCCO
RENEWAL DATE: 12/31/26

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EXISTING COND	4/29/24	△		
☒ MASTER PLAN	8/6/25	△		
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☐		△		

H.A. McCOY
ENGINEERING & SURVEYING, LLC
1180 20th. Street, Suite 201 Thornton, CO 80746
HAYES McCoy
P.E., PLS, CWRRE
hays@ham-eyr.com
541-923-7554

PROJECT:
CINDERVIEW WEST

PROJECT LOCATION:
REDMOND, OR

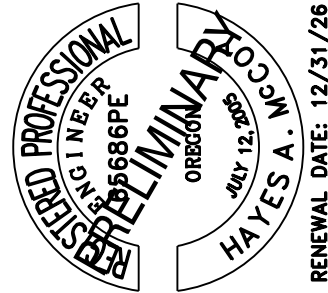
CLIENT:
WOODHILL HOMES

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

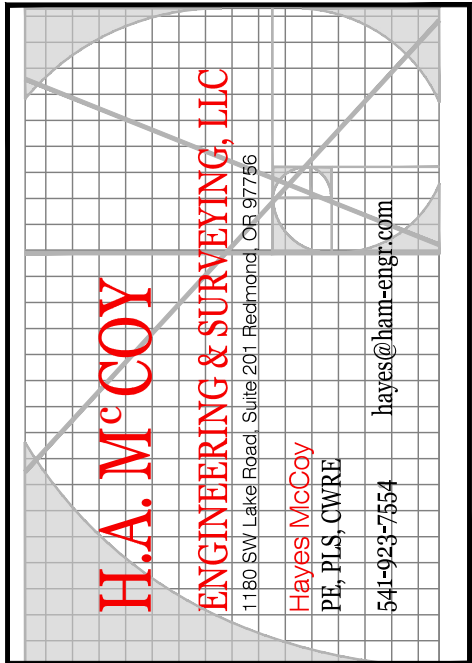
JOB NO.	24-022
DRAWN BY:	CPF
DRAWING:	MP1.0

LEGEND	
CURB	CURB AND CURB
CG	STANDARD AND GUTTER
MC	MOUNTABLE CURB
EC	EDGE OF CONCRETE
EG	EDGE OF GRAVEL
EP	EDGE OF PAVEMENT
	TREE TO BE REMOVED
SIGN	
S1	NATURAL GAS PIPELINE
S2	UNDERGROUND PHONE CABLE
S3	SPEED LIMIT 35MPH
S4	STOP STREET NAME PERSHALL/10TH

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



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EXISTING COND	4/29/24	△		
☒ MASTER PLAN	8/6/25	△		
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☐		△		



PROJECT: CINDERVIEW WEST

PROJECT LOCATION: REDMOND, OR

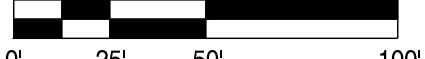
CLIENT: WOODHILL HOMES

SHEET TITLE:
EXISTING CONDITIONS

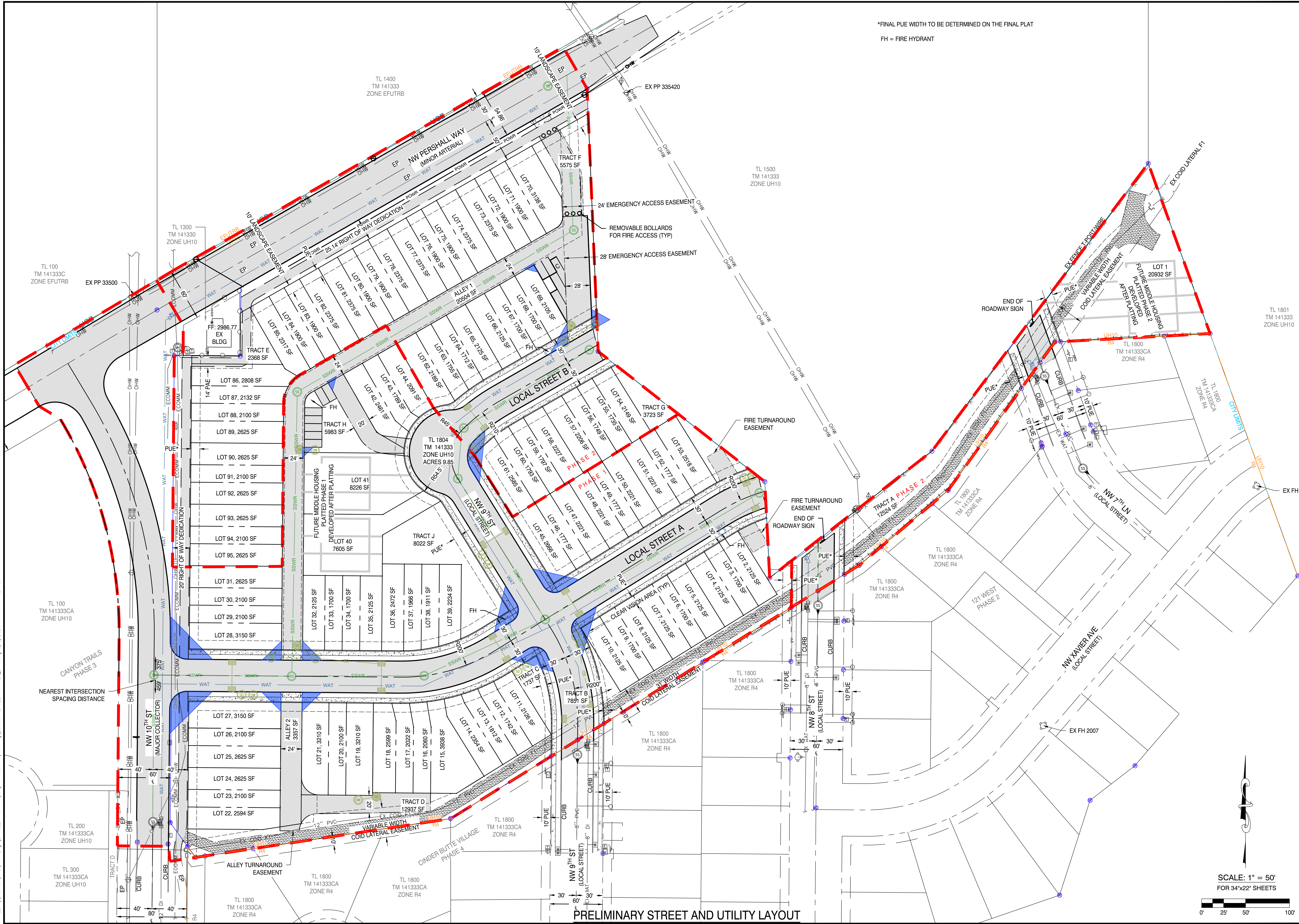
JOB NO.	24-022
DRAWN BY:	CPF
DRAWING:	MP1.1

PARCEL LINE TABLE		
LINE#	LENGTH	DIRECTION
L1	454.32	S60° 10' 45"W
L2	299.50	S2° 24' 58"E
L3	240.92	S51° 57' 57"E
L4	109.68	S2° 53' 17"E
L5	234.39	N52° 00' 16"E
L6	410.09	S36° 55' 57"W
L7	206.23	S19° 57' 01"E
L8	177.02	S86° 54' 08"W
L9	208.08	S35° 42' 55"W
L10	132.41	S49° 52' 40"W
L11	209.49	N58° 10' 44"E
L12	274.20	N58° 10' 44"E
L13	293.83	N81° 22' 05"E
L14	15.33	S35° 58' 42"E
L15	33.65	S35° 58' 42"E
L16	531.91	N0° 29' 36"E
L17	75.01	S89° 36' 22"E
L18	78.74	N0° 40' 23"E

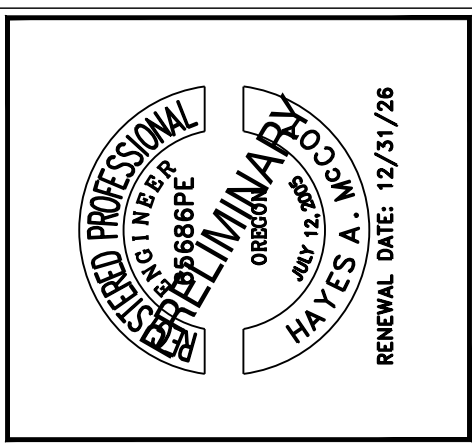
SCALE: 1" = 50'
FOR 34"x22" SHEETS



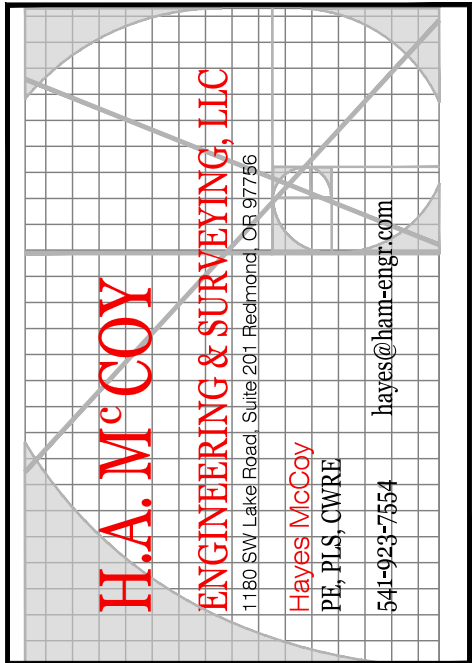
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*FINAL PUE WIDTH TO BE DETERMINED ON THE FINAL PLAT
FH = FIRE HYDRANT



DRAWING STATUS:	DATE:	REVISION:	DATE:
☐ EXISTING COND	4/29/24	No.	
☒ MASTER PLAN	8/6/25	1	
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☐		10	



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

SHEET TITLE: PRELIMINARY STREET AND UTILITY LAYOUT

JOB NO. 24-022
DRAWN BY: CPF
DRAWING: MP2.0

FILE: \\freemans\MS\HAM_Eng\24-022 Knox Property - Woodhill\Planning\250806-24022-MP_REV_CPF.dwg 8/6/2025 9:16 AM - E:\kloc

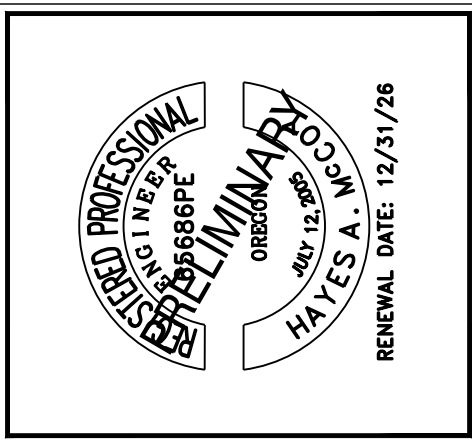
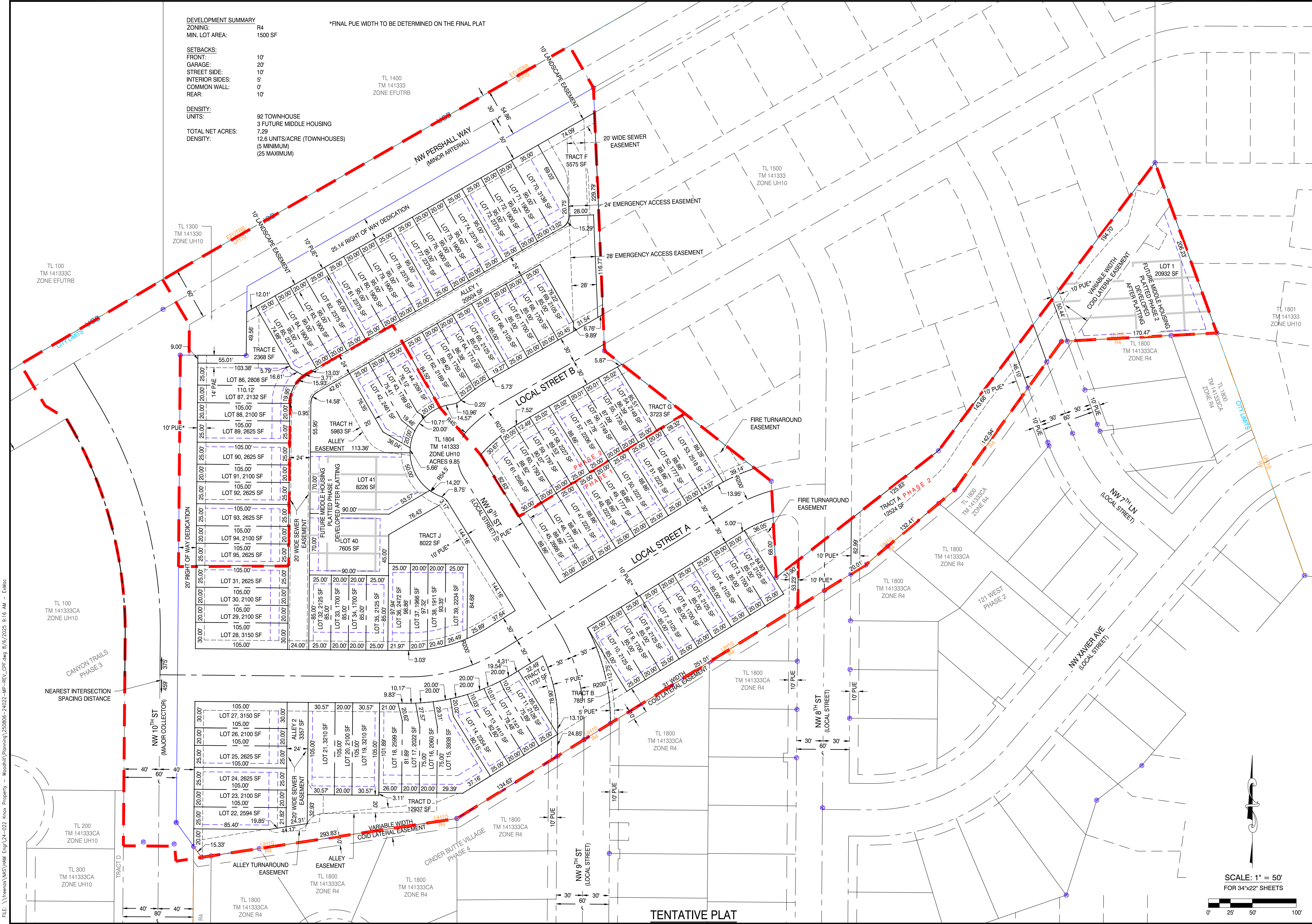
DEVELOPMENT SUMMARY
ZONING: R4
MIN. LOT AREA: 1500 SF

SETBACKS:
FRONT: 10'
GARAGE: 20'
STREET SIDE: 10'
INTERIOR SIDES: 5'
COMMON WALL: 0'
REAR: 10'

DENSITY:
UNITS: 92 TOWNHOUSE
3 FUTURE MIDDLE HOUSING
7.29
TOTAL NET ACRES: 12.6 UNITS/ACRE (TOWNHOUSES)
(5 MINIMUM)
(25 MAXIMUM)

*FINAL PUE WIDTH TO BE DETERMINED ON THE FINAL PLAT

TL 1400
TM 141333
ZONE EFUTRB



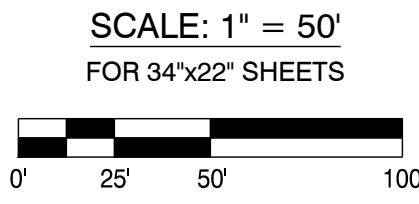
DRAWING STATUS:	DATE:	REVISION:	No.
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☒ MASTER PLAN	8/6/25		
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1180 SW 1st Ave, Suite 201, Redmond, OR 97756
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P.E., P.S. CIVIL
541-424-7554
hayes@ham-engr.com

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

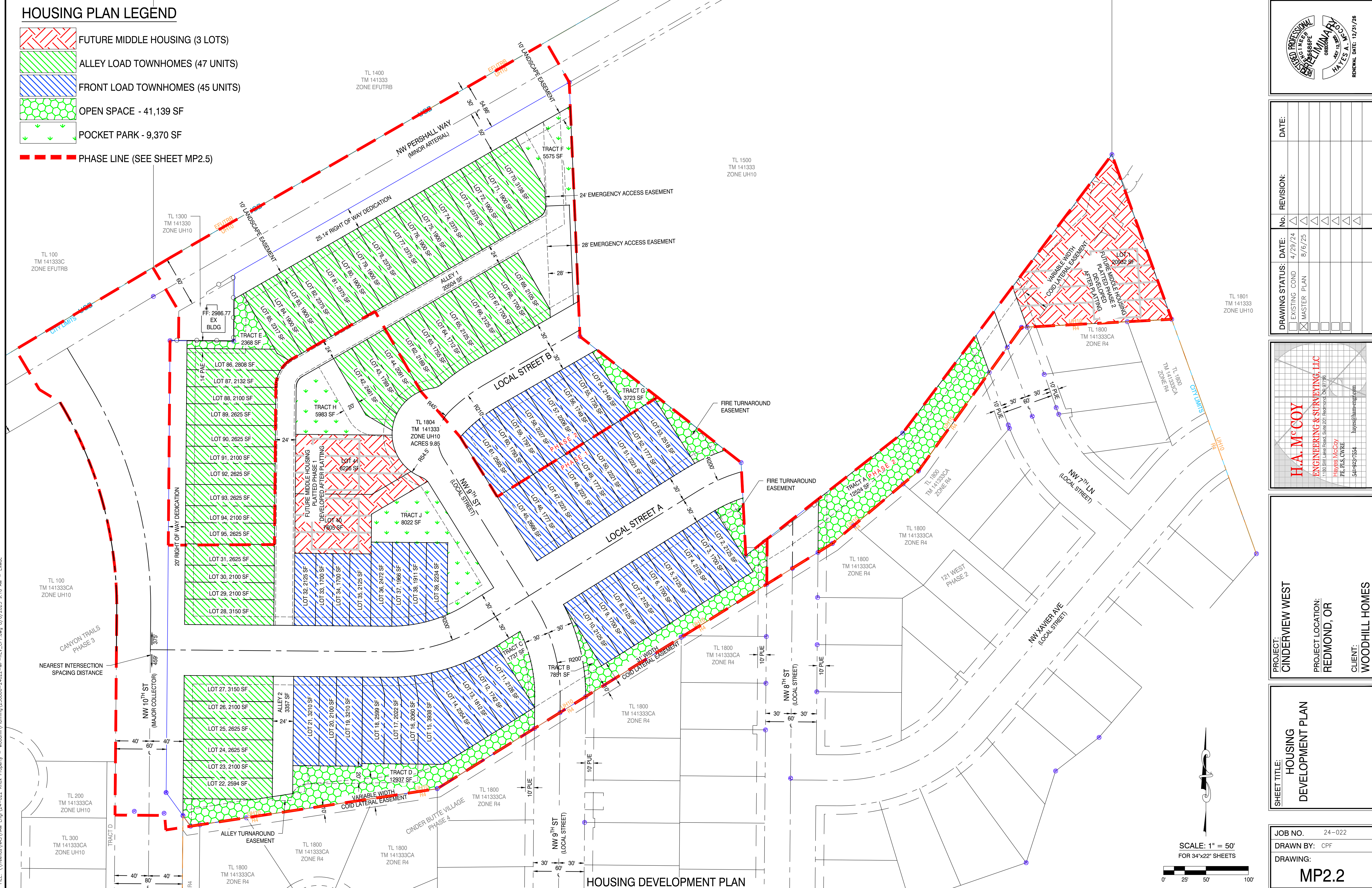
SHEET TITLE: TENTATIVE PLAT

JOB NO. 24-022
DRAWN BY: CPF
DRAWING: MP2.1



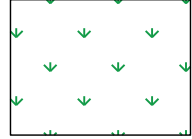
HOUSING PLAN LEGEND

- FUTURE MIDDLE HOUSING (3 LOTS)
- ALLEY LOAD TOWNHOMES (47 UNITS)
- FRONT LOAD TOWNHOMES (45 UNITS)
- OPEN SPACE - 41,139 SF
- POCKET PARK - 9,370 SF
- PHASE LINE (SEE SHEET MP2.5)



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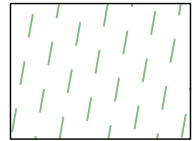
LANDSCAPE LEGEND



POCKET PARK LANDSCAPING TO BE DESIGNED PRIOR TO PLATTING



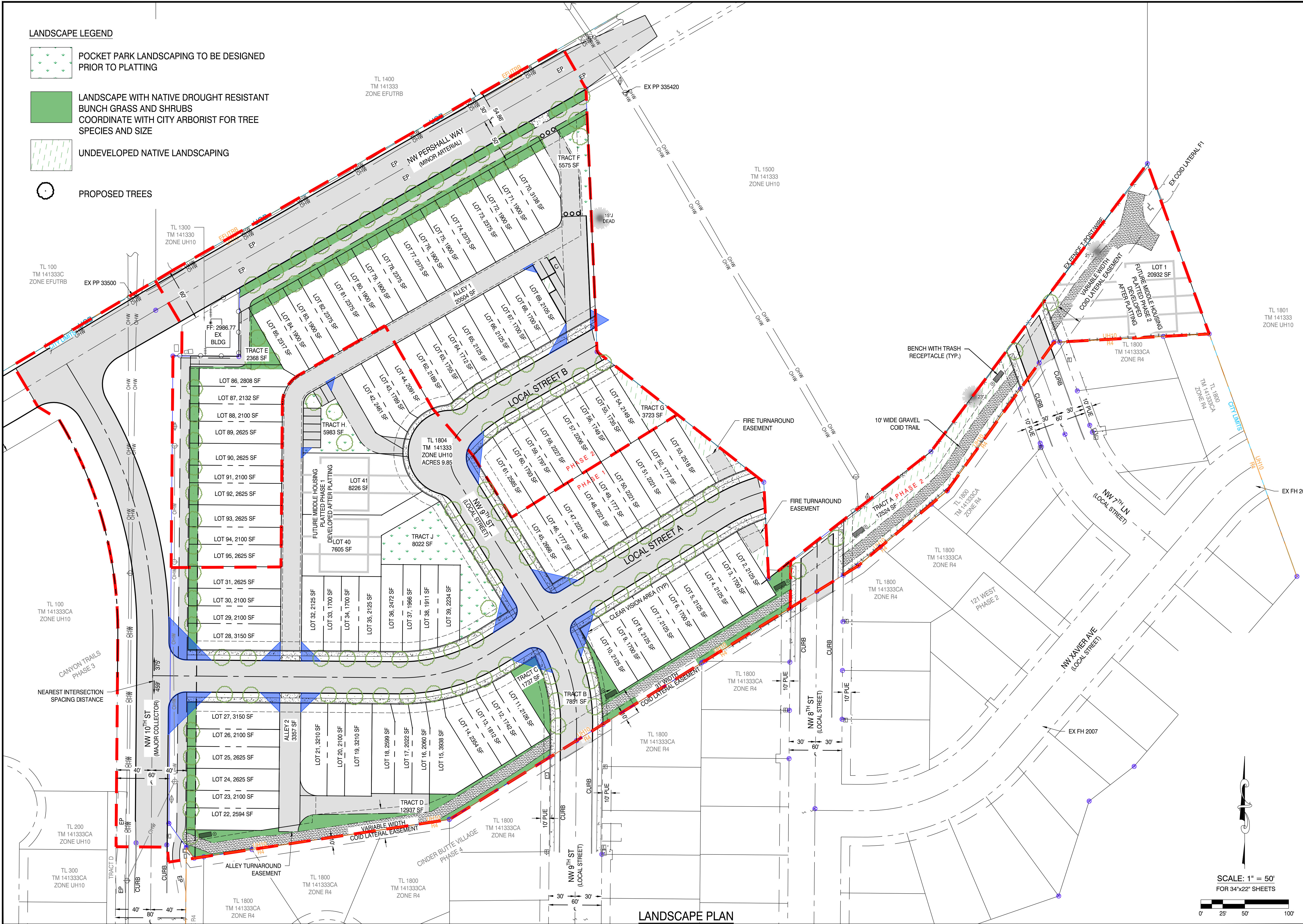
LANDSCAPE WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS
COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE



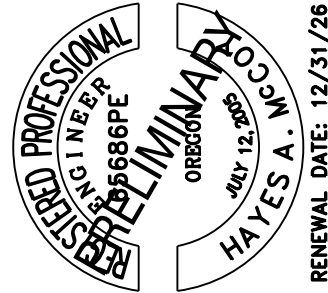
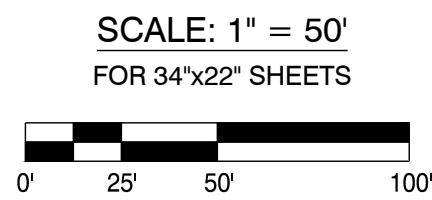
UNDEVELOPED NATIVE LANDSCAPING



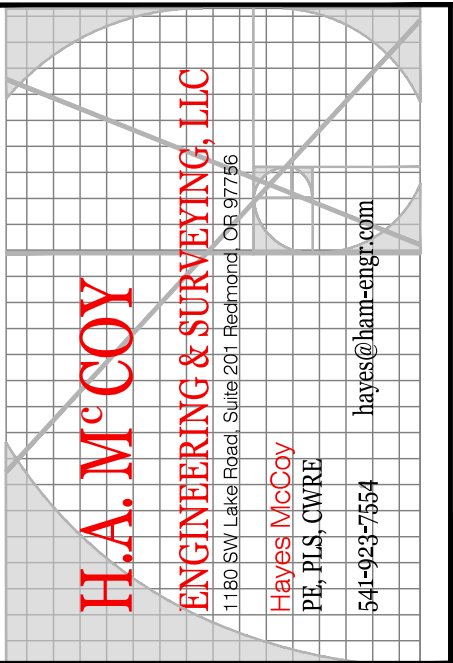
PROPOSED TREES



LANDSCAPE PLAN



DRAWING STATUS:	DATE:	REVISION:	DATE:
☐ EXISTING COND	4/29/24	☐ No.	☐ DATE
☒ MASTER PLAN	8/6/25	☐ 1	☐ 4/29/24
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☐		☐ 10	☐

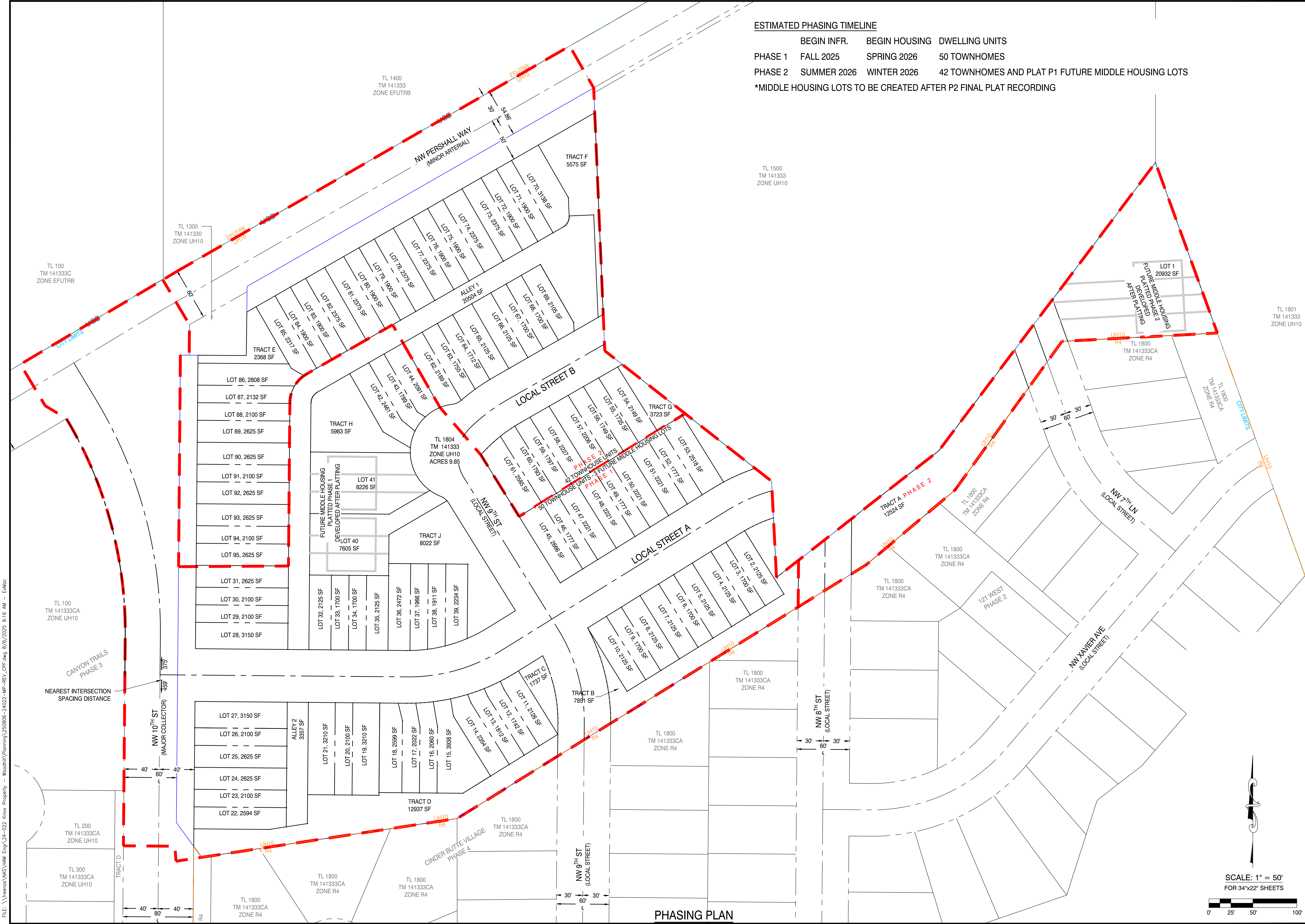


PROJECT: CINDERVIEW WEST
PROJECT LOCATION: REDMOND, OR
CLIENT: WOODHILL HOMES

SHEET TITLE:
LANDSCAPE PLAN

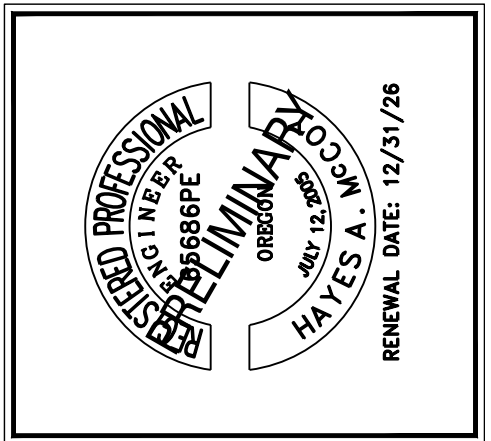
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DRAWN BY: CPF
DRAWING: MP2.3

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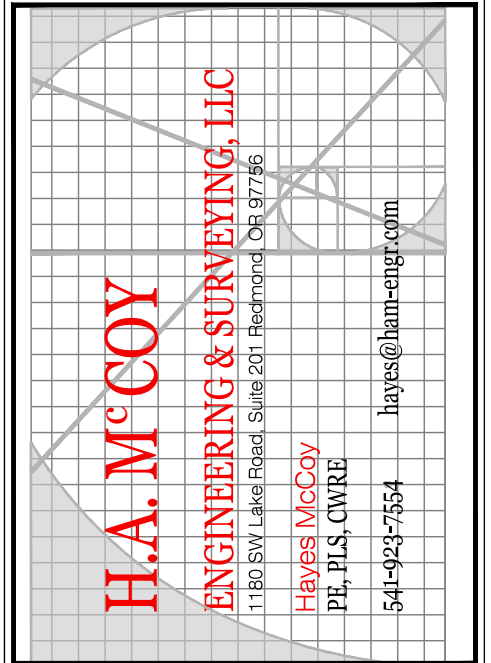


ESTIMATED PHASING TIMELINE

	BEGIN INFR.	BEGIN HOUSING	DWELLING UNITS
PHASE 1	FALL 2025	SPRING 2026	50 TOWNHOMES
PHASE 2	SUMMER 2026	WINTER 2026	42 TOWNHOMES AND PLAT P1 FUTURE MIDDLE HOUSING LOTS
*MIDDLE HOUSING LOTS TO BE CREATED AFTER P2 FINAL PLAT RECORDING			



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
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☒ MASTER PLAN	8/6/25	△		
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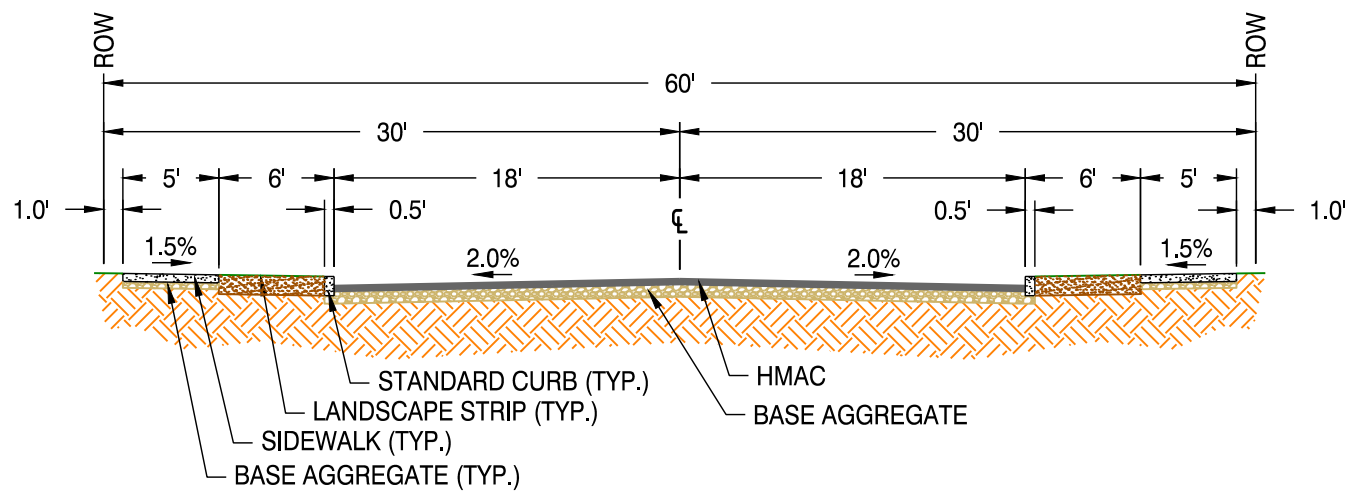


PROJECT:	CINDERVIEW WEST
PROJECT LOCATION:	REDMOND, OR
CLIENT:	WOODHILL HOMES

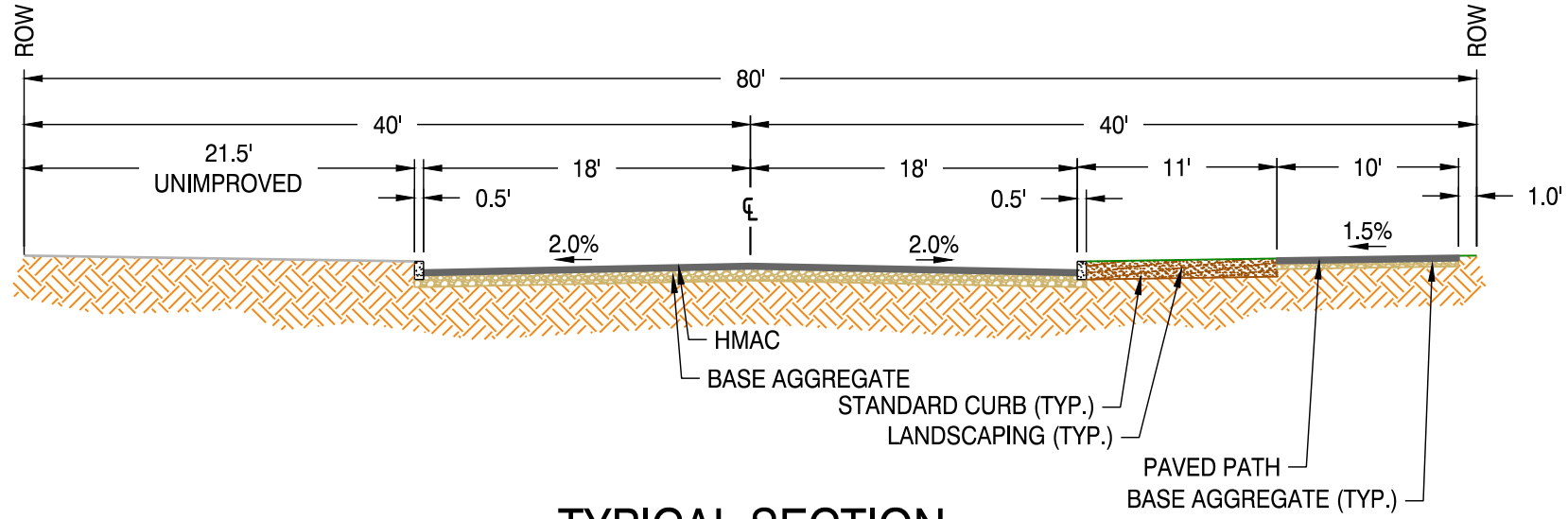
SHEET TITLE:	PHASING PLAN
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JOB NO.	24-022
DRAWN BY:	CPF
DRAWING:	MP2.4

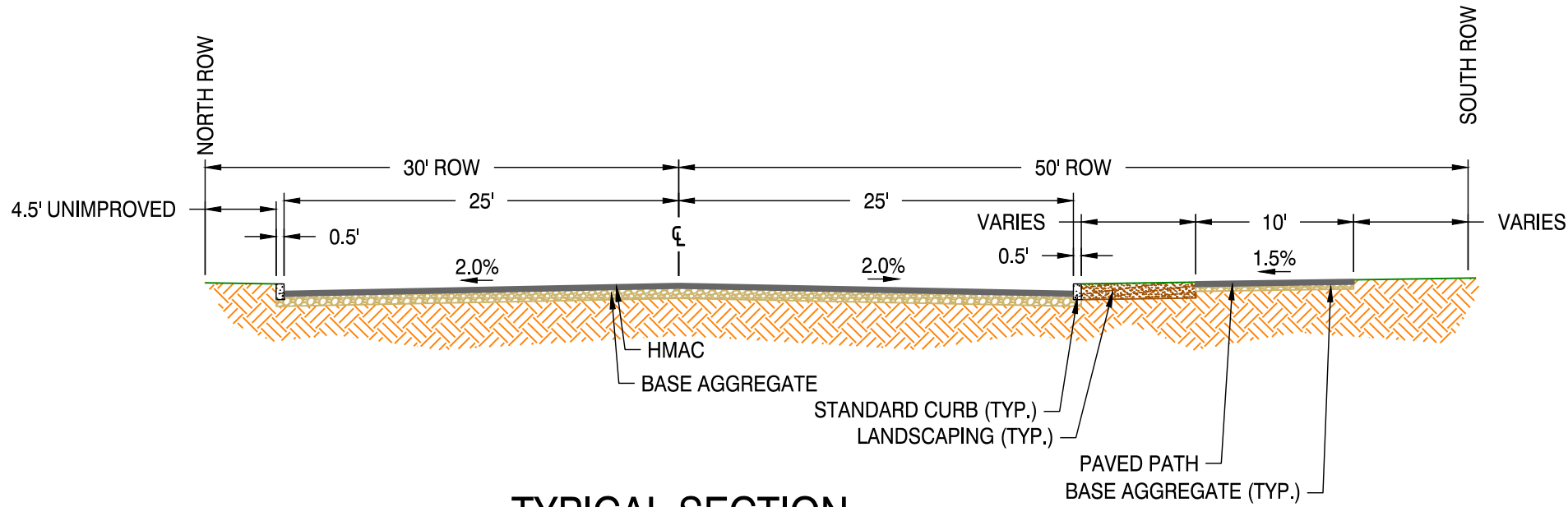
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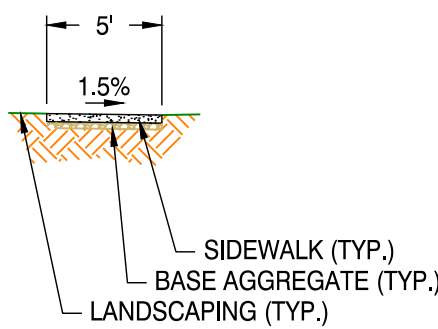
TYPICAL SECTION
LOCAL STREET: FULL IMPROVEMENT
LOCAL STREETS A AND B
NW 7TH LN
NW 8TH ST
NW 9TH ST
NTS



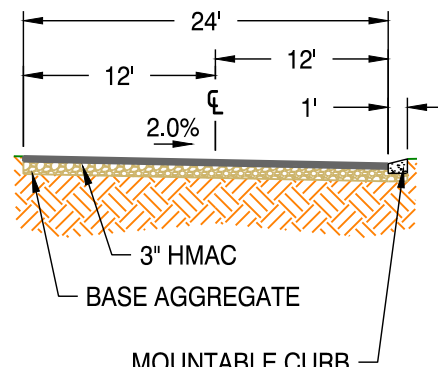
TYPICAL SECTION
MAJOR COLLECTOR: PARTIAL IMPROVEMENT
NW 10TH ST
NTS



TYPICAL SECTION
MINOR ARTERIAL: PARTIAL IMPROVEMENT
NW PERSHALL WAY
NTS

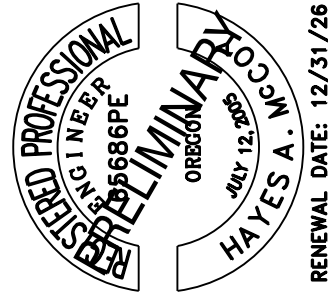


TYPICAL SECTION
SIDEWALK
TRACT F
NTS



TYPICAL SECTION
PAVED ALLEY
NTS

TYPICAL STREET SECTIONS



DRAWING STATUS:	DATE:	REVISION:	No.
☐ EXISTING COND	4/29/24		1
☒ MASTER PLAN	8/6/25		2
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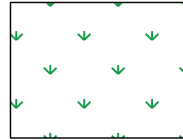
PROJECT: CINDERVIEW WEST
PROJECT LOCATION: REDMOND, OR
CLIENT: WOODHILL HOMES

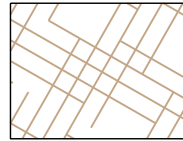
SHEET TITLE: TYPICAL STREET SECTIONS

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

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LANDSCAPE LEGEND

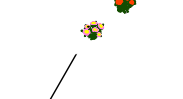
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POCKET PARK LANDSCAPING TO BE DESIGNED PRIOR TO PLATTING.
- 

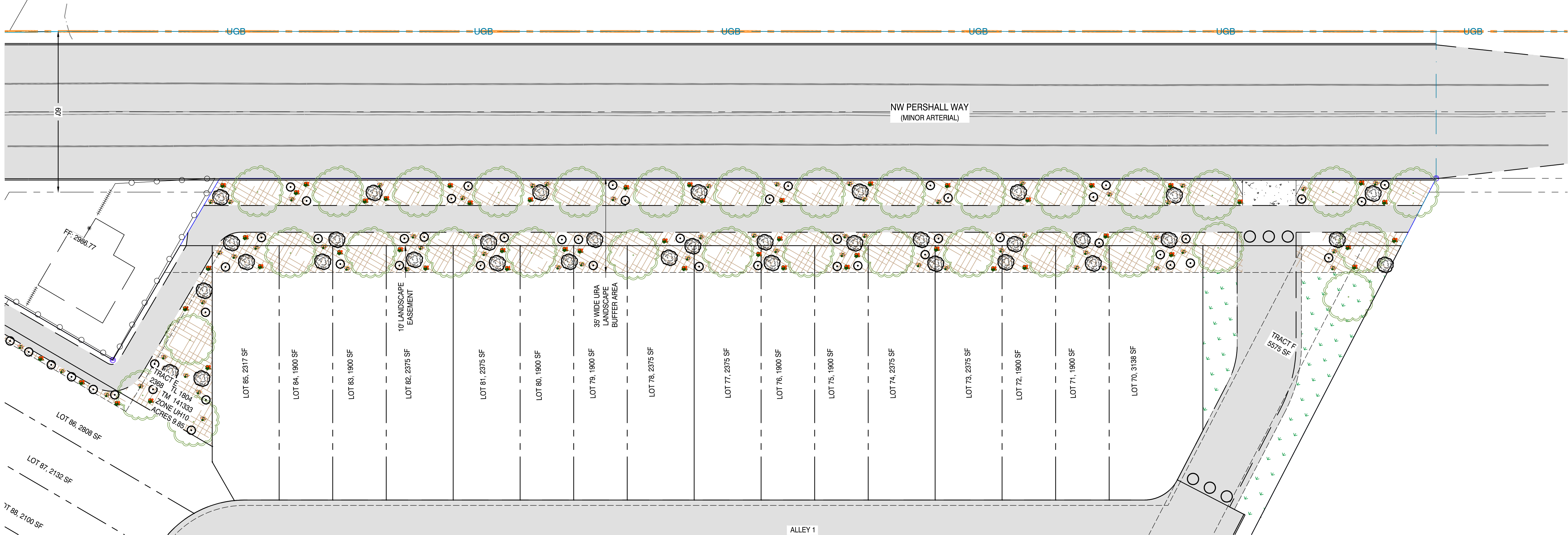
DECORATIVE LANDSCAPE ROCK WITH NATIVE DROUGHT RESISTANT BUNCH GRASS AND SHRUBS
COORDINATE WITH CITY ARBORIST FOR TREE SPECIES AND SIZE
- 

ROCKY MOUNTAIN MAPLE (LOW WATER) OR APPROVED EQUAL
- 

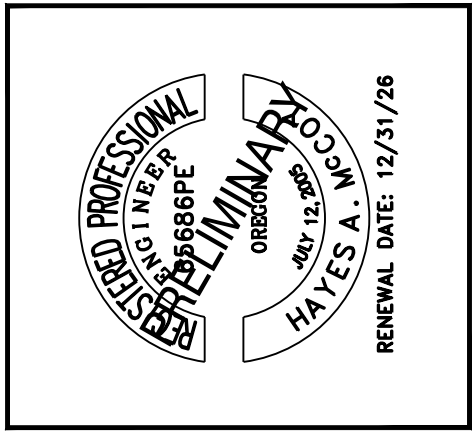
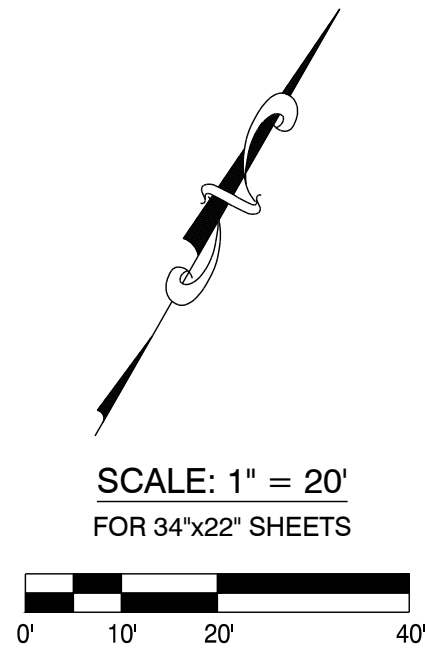
GOLDEN CURRANT (LOW WATER) OR APPROVED EQUAL
- 

LITTLE BLUESTEM (LOW WATER) OR APPROVED EQUAL
- 

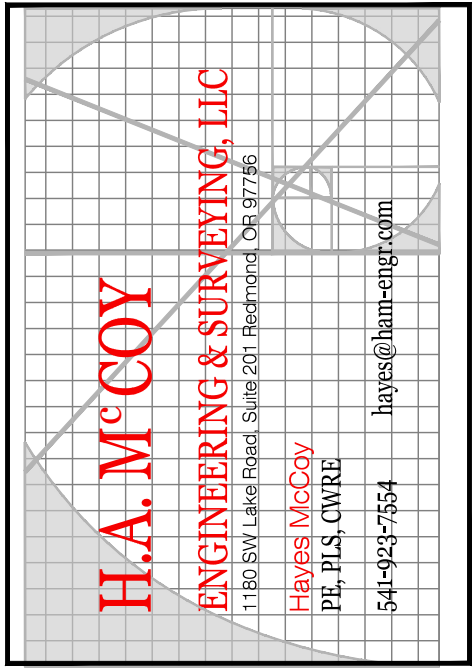
KINNICKINNICK (VERY LOW WATER) OR APPROVED EQUAL



URA LANDSCAPE BUFFER DETAIL



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EXISTING COND	4/29/24	△		
☒ MASTER PLAN	8/6/25	△		
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PROJECT:	CINDerview WEST
PROJECT LOCATION:	REDMOND, OR
CLIENT:	WOODHILL HOMES

SHEET TITLE:	URA LANDSCAPE BUFFER DETAIL
--------------	--------------------------------

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

Cinderview West

Burden of Proof Statement

Master Plan, Subdivision

REQUEST: Requesting approval of a 102-lot master planned subdivision approval for townhomes and future middle housing.

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

PROPERTY OWNER: Knox Investments LLC
13150 N Thorydale Rd
Marana, AZ 85658

APPLICANT: Woodhill Homes
70 SW Century Drive
Bend, OR 97702

Aerial Map



Applicable Criteria

ARTICLE I – ZONING STANDARDS

RESIDENTIAL USE ZONES

CHAPTER 8.115 – GENERAL RESIDENTIAL R-4 ZONE

CHAPTER 8.130 – URBAN HOLDING UH-10 ZONE

CHAPTER 8.135 – TABLE A, RESIDENTIAL ZONES, USES PERMITTED

CHAPTER 8.140 – TABLE B, MINIMUM STANDARDS

CHAPTER 8.142 – TOWNHOUSE DEVELOPMENT AND DESIGN STANDARDS

MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

CHAPTER 8.270 – MASTER DEVELOPMENT PLANS

SUPPLEMENTARY PROVISIONS

CHAPTER 8.305 – ESTABLISHMENT OF CLEAR VISION AREAS

CHAPTER 8.310 – EXCEPTIONS TO CLEAR VISION AREAS

CHAPTER 8.385 – NEIGHBORHOOD MEETING

OFF-STREET PARKING & LOADING REQUIREMENTS

CHAPTER 8.500 – OFF STREET PARKING

CHAPTER 8. 505 – OFF STREET PARKING AND LOADING

LANDSCAPING REQUIREMENTS

CHAPTER 8.520 – LANDSCAPE PLAN STANDARDS

CHAPTER 8.530 – LANDSCAPE DESIGN STANDARDS

CHAPTER 8.540 – STREET TREE STANDARDS

CHAPTER 8.760 – CRITERIA FOR AMENDMENTS

CHAPTER 8.765 – TENTATIVE APPROVAL

ARTICLE III – LAND DIVISION

TENTATIVE SUBDIVISION PLAN

CHAPTER 8.2200 – PRE-APPLICATION MEETING

CHAPTER 8.2202 – NEIGHBORHOOD MEETING

CHAPTER 8.2205 – APPLICATION SUBMISSION

CHAPTER 8.2210 – SCALE OF TENTATIVE SUBDIVISION PLAN

CHAPTER 8.2215 – INFORMATIONAL REQUIREMENTS

CHAPTER 8.2220 – PHASED DEVELOPMENT PLAN

CHAPTER 8.2225 – APPROVAL OF PHASED DEVELOPMENT PLAN

CHAPTER 8.2230 – DEVELOPMENT FOLLOWING APPROVAL

CHAPTER 8.2235 – APPROVAL CRITERIA FOR TENTATIVE SUBDIVISION PLANS

CHAPTER 8.2240 – FUTURE SUBDIVISION

CHAPTER 8.2245 – RESUBMISSION OF DENIED TENTATIVE SUBDIVISION PLANS

DESIGN STANDARDS AND IMPROVEMENTS

CHAPTER 8.2700 – COMPLIANCE REQUIRED

CHAPTER 8.2705 – BLOCKS, LOTS AND PARCELS

CHAPTER 8.2710 – STREETS

CHAPTER 8.2715 – FUNDAMENTAL DESIGN ELEMENTS

CHAPTER 8.2720 – GRADING BUILDING SITES

SUPPLEMENTARY PROVISIONS

CHAPTER 8.2800 – IMPROVEMENT PROCEDURES

CHAPTER 8.2805 – IMPROVEMENTS IN PARTITIONS

CHAPTER 8.2810 – ACCEPTANCE OF IMPROVEMENTS

CHAPTER 8.2815 – TRANSPORTATION SYSTEM ANALYSIS

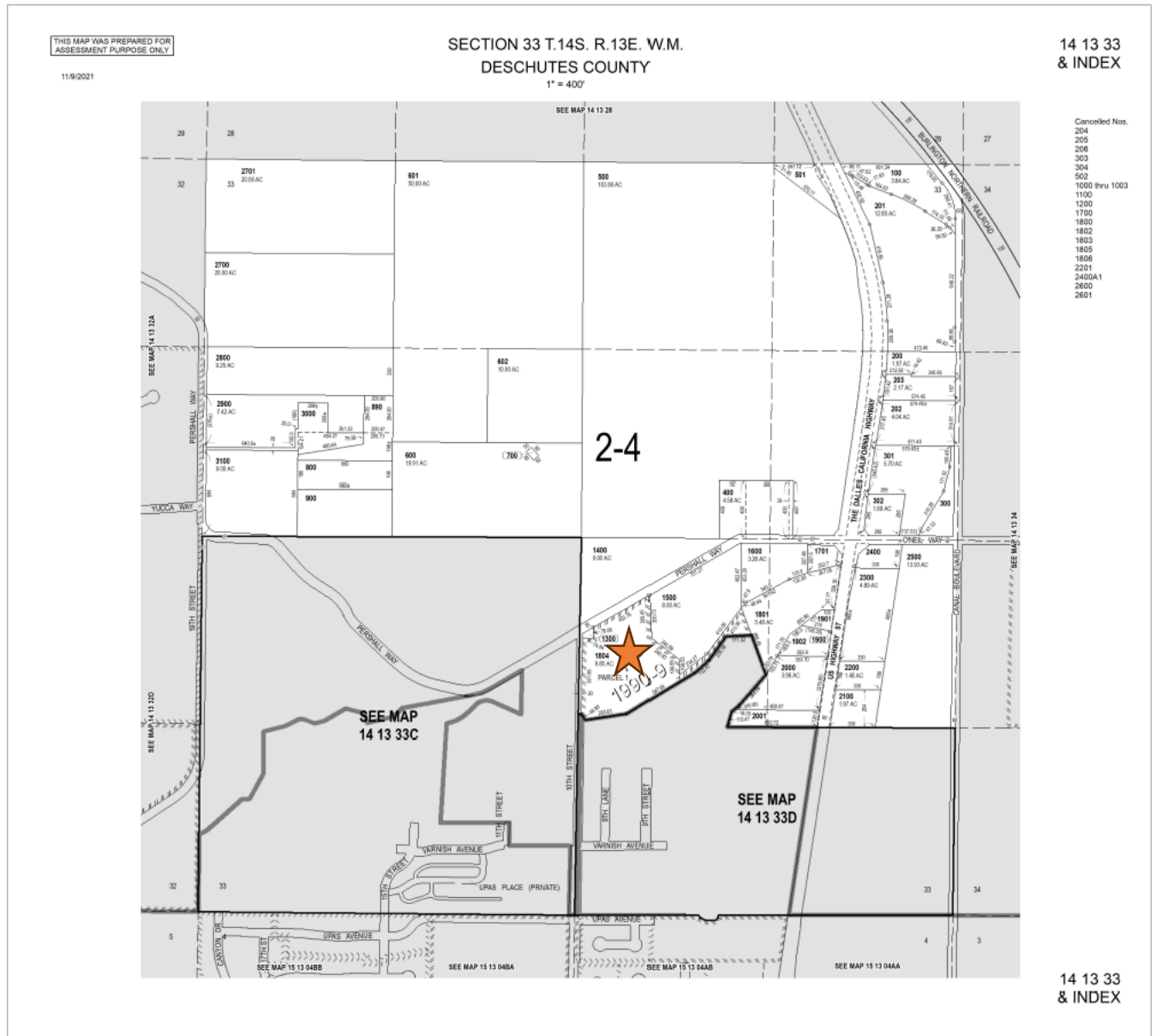
CHAPTER 8.2820 – ACCESS MANAGEMENT STANDARDS

CHAPTER 8.2825 – STREET DEDICATIONS

OREGON REVISED STATUTES

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

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



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

RESIDENTIAL USE ZONES

Sec. 8.115. General Residential R-4 Zone.

Sec. 8.130. Urban Holding UH-10 Zone.

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

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

Non-Residential Properties.

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

Residential Properties.

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

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

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

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

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

"O" means Permitted Outright

"C" means Permitted Conditionally

"N" means Not Allowed

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

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

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

Sec. 8.140. Table B, Minimum Standards.

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

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

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

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

Sec. 8.142. Townhouse Development and Design Standards.

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

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

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

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

RESPONSE: This standard will be addressed in Section 8.500.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- G. *Fences.* See Section 8.340.

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

MASTER DEVELOPMENT PLANS AND PLAN UNIT DEVELOPMENTS

Sec. 8.270. Master Development Plans.

A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

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

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

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

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

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

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

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

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

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

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

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

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

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

4. *Land Use Diagram.* The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
5. *Significant Resources Inventory.* An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites.
6. *Parks and Open Space.* Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use.
7. *Air, Noise, and Water Resources.* Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, State, and Federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.
8. *Natural Hazard Areas.* Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
9. *Residential Uses.* Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
10. *Employment Uses.* Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

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11. *Transportation Analysis and Diagram.* Prepare a *Transportation Impact Analysis (TIA)* including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan (TSP)* and adopted Area or Framework Plans. The TIA shall identify and show:
 - a. The proposed classification for all streets.
 - b. The location of approved TSP improvement projects.
 - c. Any capital improvements that may need to be added to the TSP in order to serve the plan area.
 - d. Proposed bicycle pedestrian, and trail routes.
 - e. Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
 12. *Public Facilities Analysis and Diagram.* The plan shall include a conceptual layout of public facilities, including sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the City's adopted *Public Facility Plan (PFP)* and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.
 13. *North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance.* The master plan shall comply with the following policies, if applicable:
 - a. Any property newly annexed within the IAMP area shall have:
 - i. Direct Access to a local public street other than a State highway consistent with the Local Street Connectivity Plan; and,
 - ii. Any property to be annexed to the City shall relinquish all direct access rights to a State highway as a condition of development approval (when a legal alternative access exists).

RESPONSE: Additional materials submitted in support of the proposed Master Development Plan include all the applicable elements listed above.

14. *Great Neighborhood Principles.* MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.
 - a. *Transportation.* Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with existing or planned pedestrian facilities.

RESPONSE: Sidewalks through the development and paths connecting to multi use trails along NW Pershall Way and NW 10th Street will allow bicycles and pedestrians to conveniently and safely traverse the proposed subdivision and surrounding area. The proposed pedestrian elements will contribute to the orderly development of the area allowing for a connection of people and places through a permanent and safe means.

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

RESPONSE: The subject property is 9.85 acres and proposed to be developed with a mixture of housing that includes townhomes and future middle housing (triplex and quadplexes). This provides for a variation of typical housing within the Redmond HAP area.

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

RESPONSE: This development proposes a total of 51,302 square feet of open space including 12,403 square feet of centrally located pocket parks with recreational amenities equaling 15% of the net acreage. A paved multi use trail is proposed along the development and connects to the sidewalks along all streets through the interior of the development. Specific amenities shall be designed during the engineering process. No significant natural features exist to be preserved.

- d. *Integrated design elements.* Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the MDP. MDPs may integrate design themes with adjacent developed or planned areas.
- e. *Diverse mix of activities.* A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.

RESPONSE: This criterion is best suited to larger more complex developments, primarily developments with recreational centers or town centers. The project will have townhomes and plexes with sloped roofs in a varied Pacific Northwest style common in other areas of Redmond. The infrastructure (streets, sidewalks, street trees, streetlights) will all be developed according to City standards and specifications which will provide continuity throughout the development.

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

RESPONSE: Per the annexation agreement, the owner may agree to donate funds to the Redmond Committee for Art in Public Places.

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

RESPONSE: The subject property is located North and East of existing and present development with available scenic views located to the west. Varied housing types and upper story development may offer view opportunities. Based on the development factors it can be found that the development takes advantage of the views to the greatest degree practical.

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

RESPONSE: This proposal seeks an appropriate and equivalent transitional element to be approved by the Review Authority. A 35' wide strip behind the proposed curb line on NW Pershall Way with 25' of densely vegetated landscape buffer and a 10' multi use paved path is provided between the proposed residential subdivision and the urban growth boundary. A variety of plant species with varying heights are proposed to provide screening throughout the proposed buffer zone.

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

RESPONSE: This standard has been addressed in criterion 'c' above.

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

RESPONSE: No open canals or laterals are present on or adjacent to the subject property.

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

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

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

RESPONSE: These standards are advisory.

SUPPLEMENTARY PROVISIONS

Sec. 8.305. Establishment of Clear Vision Areas.

Clear vision areas must be established at the intersection of two streets, an alley and a street, a driveway and a street, or a street and a railroad right-of-way. These standards apply to public and private streets, alleys, and driveways. The clear vision area is triangular shaped and extends across the corner of private property to the face of the curb at the adjacent street or alley. The two legs of the clear vision area are each measured from the point of intersection of the two corner lot lines or access easement lines. Where rounded corners are present, the two legs of the clear vision area are measured from the point of intersection that would result from extending the two corner lot lines. Measurements along a driveway are taken at the edge of pavement. No structures, fences, or sight obstructions are permitted in the clear vision area, except as permitted in Section 8.310 Exceptions to Clear Vision Areas.

Clear vision distances shall be measured as follows:

Intersection at a Street and the Following:	Minimum Distance of Triangle Side
Street	15 feet
Alley	10 feet
Driveway	10 feet
Railroad	15 feet

RESPONSE: Clear vision areas have been established and are shown on the site plan.

Sec. 8.385. Neighborhood Meeting.

1. *Purpose and Intent.* The purpose of the neighborhood meeting is to provide a forum for the applicant, surrounding neighbors, and interested members of the community to meet and consider a proposed land use application, and to discuss issues/concerns regarding the proposal prior to application submittal. Neighborhood meetings encourage citizen participation early in the development process, and an opportunity to revise the land use application to address the issues prior to application submittal.
2. *Applicability.* Neighborhood meetings are encouraged prior to submitting any land use application. The following application types or development proposals shall be subject to the neighborhood meeting requirements:
 - A. Master Development Plans.
 - B. Residential or mixed use development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required.

C. **Wireless and Broadcast Communications Facilities.**

3. **Requirements and Procedures.** The neighborhood meeting must be held after a pre-development meeting with City Staff, but before submittal of a land use application. The applicant shall be required to hold only one meeting prior to submitting an application for a specific site but may hold more if desired. If the development proposal is revised after the neighborhood meeting, and a major modification is requested, a second neighborhood meeting with a new notice shall be required before the revised application is submitted.

- A. **Location and Time.** Neighborhood meetings shall be held in person at a location in reasonable proximity to the subject site. The meeting shall be held at a location open to the public., City Staff, and at a facility that is ADA accessible. The meeting shall be held on a weekday evening, or weekends at any reasonable time. Applicants may provide a virtual component for participants to join in the meeting. The virtual component shall not be done in lieu of the in-person requirements. ADA accommodations when requested by attendee must be provided.
- B. **Notice - Mail.** Mailed notice of the meeting shall be provided by the applicant to the neighboring property owners (within 750 feet outside city limits and 250 feet within city limits) and the Community Development Department between ten and 30 calendar days prior to the meeting. Notices must be sent first class and shall include the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. The description shall take into consideration information provided by City staff at the pre-development meeting, include project contact information, a copy of the tax map or a GIS map that clearly identifies the location of the proposed development, and a conceptual site plan.
- C. **Notice - Signage.** The applicant shall also post notice of the neighborhood meeting on the subject site or on an access easement to the site within clear view of a public street at least seven days in advance of the meeting. The sign must display the meeting date, time, and address as well as project contact information.
- D. **Meeting Requirements.** The developer must provide a sign-in sheet for attendees to provide their name, address, telephone number, and email address. At the meeting, the applicant shall provide a conceptual site plan and describe the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities; traffic impacts; proposed building size and height; proposed access and parking; and proposed landscaping, buffering and/or protection of natural resources as applicable. Attendees will have an opportunity to speak at the meeting and may identify any issues that they believe should be addressed. If no one arrives within 30 minutes of the scheduled start time for the meeting, the applicant may close the meeting and this requirement will be considered met upon the applicant's submittal of the documentation to that effect.
- E. **Materials Submitted with Application.** The neighborhood meeting notes that identify the major points discussed about the development, list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the applicant, and a signature sheet of attendees shall be included with the development application upon submittal.
- F. **Validity Period.** The land use application shall be submitted to the City within 180 days of the neighborhood meeting. If an application is not submitted in this timeframe, the applicant shall be required to hold a new neighborhood meeting.
- G. **Denial.** Failure of the applicant to hold a neighborhood meeting in accordance with these provisions prior to submittal of a land use application shall result in an incomplete application and the application may be rejected.

RESPONSE: Neighborhood meeting procedures have been adhered to and the required documentation is included with this application.

OFF-STREET PARKING AND LOADING REQUIREMENTS

Sec. 8.500. Off-Street Parking.

1. Parking space requirements are based on the following standards according to the use (note: all required accessible parking is included in the calculation derived parking standards). Manufacturing, warehousing, and other industrial uses may base the number of required parking spaces on the number of employees. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

Land use	Standard
Residential	
Townhouse	1 space per DU
Triplex and Quadplex	1 space / DU

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

Sec. 8.505. Off-Street Parking and Loading.

General provisions are as follows:

1. The provisions and maintenance of off-street parking and loading spaces is the continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is sited, thereby increasing off-street parking, or loading requirements, this Section must then be complied with. Businesses within the Central Business District (C-2 zone) and Downtown Overlay District (DOD) shall be exempt from this provision if there is an existing building on the subject site that prevents the addition of on-site parking. Expansions of buildings in the C-2 and DOD zone must comply with this Section.
2. Requirements for types of buildings and uses not specifically listed in these standards shall be determined by the Community Development Director, or designee, based upon the requirements for comparable uses listed.
3. In the event that several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the net floor area requirements of the several uses computed separately.
4. Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided that satisfactory legal evidence is presented to the City in the form of deeds, leases, or contracts to establish the joint use.

RESPONSE: These standards are advisory.

5. Off-street parking spaces for Dwelling Units (DU) shall be located on the same parcel with those dwellings, or written contract of agreement shall be provided to the City that expressly permits shared use of parking areas which are off-site.
6. All required parking spaces shall be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building unless approved by the City Engineer.

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7. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

RESPONSE: Proposed parking for the dwelling units will be located on the same parcel and are adjacent to the buildings in which they serve. Resident and visitor parking for each unit will be located within 65' of the building served. No outdoor storage for parking is proposed.

8. In any zone, every building having a gross floor area of 10,000 square feet or more, which is to be occupied for: manufacturing, storage, warehousing, retail sales, hotel, hospital, laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles, materials or merchandise, shall provide one off-street loading berth, plus one additional loading berth for each additional 20,000 square feet of gross floor area. Each loading berth shall be provided with paved access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet wide and 22 feet long with a height clearance of at least 14 feet. Additionally, all loading areas shall be screened from view of public streets at no less than three feet in height.
9. Interior loading docks, or loading areas or docks located inside buildings, shall be considered as being screened when securable by a powered overhead door that totally encloses the opening for vehicles being loaded / unloaded.
10. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

RESPONSE: Proposed parking is within a residential zone; therefore, these standards do not apply.

11. Common Parking Areas shall conform to City standards and shall be located within 220 feet of the land use.

RESPONSE: Common parking areas are not proposed for this development.

LANDSCAPING REQUIREMENTS

Sec. 8.520. Landscape Plan Standards.

1. *Applicability.* A landscape plan is required for proposal which includes any of the following:
 - A. New housing.
 - B. Development subject to Article IV Site and Design review.
 - C. Planned Unit Development.
 - D. New wireless broadcast communication facilities, as described in Section 8.415.
2. *Contents.* A landscape plan need not be prepared by a certified landscape architect unless deviations from the Landscape Design Standards of Section 8.530 are proposed. In all cases, a landscape plan must include the following to be considered complete:
 - A. *Existing Landscaping.* The existing landscaping diagram shall depict the location of existing natural features and vegetation on the subject property and adjacent right-of-way areas. Any tree with a diameter of ten inches as measured at three feet above natural grade or greater shall be clearly labeled as a significant tree; smaller trees need not be depicted. Any tree that is shown on the plan shall be identified as coniferous or deciduous and whether the tree(s) is proposed to be retained or removed as part of the development.

RESPONSE: Existing conditions including trees with diameters greater than ten inches are shown on the provided plan and what trees are planned to be removed.

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

RESPONSE: Landscape areas are incorporated into the provided plan set and divided into park landscaping to be designed and approved by the planner during engineering of construction plans, native landscape areas with drought resistant bunch grass and shrubs, and undeveloped native landscaping.

Sec. 8.540. Street Tree Standards.

Street trees are required wherever the subject property abuts public or private streets and shall be subject to the following:

1. *Species of Street Trees.* Street trees shall be selected from the most recent City of Redmond Approved Street Trees list.

RESPONSE: Street tree species will be selected in coordination with the city arborist.

2. *Amount of Required Street Trees.* The amount of street trees required to be installed shall be based on the length of the development frontage, less the clearance areas, divided by the required spacing distance. The required spacing distance is based on the species of tree and described in the City of Redmond Approved Street Trees list. Clearance areas are described in Subsection (C.) below.

Number of Trees Required = [(Length of Development Frontage) — (Clearance Areas)] / (Required Spacing Distance)

RESPONSE: Street trees are proposed in landscape strips along the local streets and within landscape easements adjacent to the major streets and are spaced 30 feet apart.

3. *Placement of Street Trees.* Trees shall be centered in the landscape strip or shoulder, where applicable, at the required spacing distance. The required spacing distance of street trees is based on the species of tree and described in the City of Redmond Approved Street Trees list; spacing shall be measured from the center of the trunk of the tree. The spacing distance of street trees shall be adjusted based on the following:
 - A. Clearance Areas, wherein no tree shall be planted. Clearance areas include:
 1. Clear vision areas;

2. Sight distance areas;
3. Stopping distance areas;
4. Medians less than four feet wide;
5. Utility easements;
6. City easements, unless permitted by City Engineer.

RESPONSE: Street tree spacing deviates where clear vision is shown and resumes after clear vision areas end.

- B. Buffers, which provide space between a tree and boundaries, infrastructure, improvements, or other physical barrier, shall be provided as described in the table below.

Physical Barrier	Required Buffer
Stop Signs	50 feet
Other Traffic Signs	20 feet
Streetlights	25 feet
Non-Streetlight Utility Poles	10 feet
Retaining Walls	5 feet
Fire Hydrants	10 feet
Water or Sewer Meter/Service, including vaults, utility boxes, sampling manholes	5 feet
Catch Basins, Sedimentation Manhole, Drywell	10 feet
Intersections	35 feet
Alleys	10 feet
Driveways	5 feet
Sidewalks, Curbs	2 feet, unless centered in landscape strip
Property Lines	2 feet
Other	Subject to City Engineer review

RESPONSE: Street trees are buffered from physical barriers described above in the provided plan set.

- C. Existing street trees may be factored into spacing distance and placement of street trees.

RESPONSE: No existing trees are proposed as street trees.

4. The Community Development Director or designee may approve alternate street tree species selections and placements. Additionally, in the event that the required amount of street trees cannot be entirely accommodated within the public or private street frontage based on the above standards and adjustments, street trees may be permitted to be located on private property within five feet of the right-of-way, utility easement boundary, or property line.

RESPONSE: This standard is advisory.

CRITERIA FOR AMENDMENTS

Sec. 8.760. Criteria for Amendments.

The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

RESPONSE: *ORS 222.127 – Annexation without election notwithstanding contrary city law upon petition of all owners of land is included and addressed at the end of this document.*

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

RESPONSE: *The Redmond Comprehensive Plan details State-wide planning goals applicable to Redmond. By conforming with the comprehensive plan, this proposal will also conform with state-wide planning goals.*

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

RESPONSE: *Adherence to the Redmond Comprehensive Plan, land use requirements and policies is demonstrated through the responses within this document that addresses the applicable code for a master plan and subdivision application.*

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

RESPONSE: *No amendment to the planned zoning is requested.*

Sec. 8.765. Tentative Approval.

Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed change. Such approval shall include any conditions, stipulations, or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, later, rezone the affected property to its original zoning by order.

RESPONSE: *This standard is procedural.*

TENTATIVE SUBDIVISION PLAN

Sec. 8.2200. Pre-Application Meeting.

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

RESPONSE: *Pre-development meeting was held and is identified as 711-24-000051-PLNG-PD.*

Sec. 8.2202. Neighborhood Meeting.

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

RESPONSE: This standard has been addressed in Section 8.0385.

Sec. 8.2205. Application Submission.

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

RESPONSE: All required documents have been included with this submission.

Sec. 8.2210. Scale of Tentative Subdivision Plan.

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

RESPONSE: This standard is advisory.

Sec. 8.2215. Informational Requirements.

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

1. *General Information Required.*
 - A. Proposed name of the subdivision.
 - B. Names, address, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Oregon Secretary of State Corporation Division by the applicant. If the application is filed by anyone other than the owner of record, a letter or other evidence of the owner's permission to file the application.
 - C. Date of plan preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.
 - D. Appropriate identification of the drawing as a tentative plan for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.
 - E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.
 - F. Title report or subdivision guarantee, issued within the last 90 days, and supporting documentation of all easements identified on the property.
2. *Information Concerning Existing Conditions.*
 - A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
 - B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
 - C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, designated wetlands, wooded areas, and natural hazards.

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- D. Location and direction of water courses, and the location of areas subject to flooding and high water tables.
 - E. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.
 - F. Existing sewer lines or septic tanks and drain fields, water mains, wells, fire hydrants, culverts, and other underground and overhead utilities within and adjacent to the proposed subdivision together with pipe sizes, grades, and locations.
 - G. Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to 15 percent, ten feet for slopes of 15 to 20 percent, and 20 feet for slopes greater than 20 percent.
 - H. Zoning classification of land within and adjacent to the proposed subdivision.
 - I. Names and addresses of all adjoining property owners.
 - J. Existing covenants, conditions, and restrictions.
 - K. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.
3. *Information Concerning Proposed Subdivision.*
- A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
 - B. Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.
 - C. Location of at least one temporary benchmark within the proposed subdivision boundary.
 - D. Location, approximate area and dimensions of each proposed lot, and proposed lot and block numbers.
 - E. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.
 - F. Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.
 - G. An outline of the area proposed for partial recording, if contemplated or proposed.
 - H. Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.
 - I. Description and location of any proposed community facility.
 - J. Storm water, drainage facility and grading plans.
 - K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.
 - L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.
 - M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.
4. *Narrative.* Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.
5. *Tree Survey.* A survey indicating location of all trees having ten-inch trunk diameter 4.5 feet above grade or greater, their diameter, and whether they are coniferous or deciduous on private property and in the right-of-way adjacent to the property. The plan shall show which trees are proposed for removal and the location of

replacement trees. The plan shall show the Tree Protection Zone (TPZ) for trees to be preserved, conforming with the Public Works Standards and Specifications. The tree survey shall show the proposed improvements or potential improvements, indicated by the buildable area of a lot consistent with the maximum lot coverage area of the zone.

RESPONSE: These standards are advisory and have been adhered to as shown on the accompanying site plan.

Sec. 8.2220. Phased Development Plan.

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

1. Overall development plan, including phase or unit sequence.
 - A. For development that includes a commercial component, a surety may be required when the commercial component is not sequenced in the initial phases.
2. Show compliance with all applicable land division standards and policies as described in this Article.
3. Schedule of improvements initiation and completion.
4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).
5. General program for phasing timetable projection.
6. Development plans for any common elements or facilities.

Sec. 8.2225. Approval of Phased Development Plan.

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

Sec. 8.2230. Development Following Approval.

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

RESPONSE: All phases of the proposed subdivision are included. This standard is met.

Sec. 8.2235. Approval Criteria for Tentative Subdivision Plans.

1. The Review Authority shall approve, approve with conditions, or deny a proposed tentative subdivision plan. Approval, or approval with conditions shall be based on compliance with the following criteria:
 - A. Proposal is in compliance with ORS Chapter 92.
 - B. Proposal complies with the standards of this Code, including but not limited to:
 1. Section 8.2705, Blocks, Lots and Parcels.
 2. Section 8.2710, Streets.
 3. Section 8.2715, Fundamental Design Standards.
 4. Section 8.2720, Grading of Building Sites.
 5. Section 8.2815, Transportation System Analysis.

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6. Section 8.2820, Access Management Standards.
 7. Any other applicable standards.
- C. Proposal complies with the standards of the zoning district in which the project is located.
 - D. The proposal is in conformance with any applicable approved area plan, master plan, and/or framework plan.
 - E. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.
 - F. The proposed subdivision will provide required transportation system infrastructure, water supply, sewage disposal, drainage, and other public utilities consistent with the Public Works Standards and Specifications.
 - G. The subdivision will not exceed the operational capacity of public facilities and services as identified in the City's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.
 - H. A water rights division plan has been approved by the applicable irrigation district.

RESPONSE: This document serves to address how the proposal complies with the above standards.

Sec. 8.2240. Future Subdivision.

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

RESPONSE: Future middle housing lots are depicted on the provided plan set with the intended future divisions to take place on the lots.

Sec. 8.2245. Resubmission of Denied Tentative Subdivision Plans.

1. A tentative plan that was previously denied for an area or tract of land shall be resubmitted in accordance with this Chapter, and shall be reviewed in the same manner as any other tentative plan.

RESPONSE: This application is not a resubmittal of a previously denied application. This standard is not applicable.

DESIGN STANDARDS AND IMPROVEMENTS

Sec. 8.2700. Compliance Required.

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

Sec. 8.2705. Blocks, Lots and Parcels.

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

RESPONSE: All streets and block lengths within the subdivision comply with the 660-foot maximum block length.

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

RESPONSE: The block length along NW Pershall Way is 360 feet and a 10 foot wide paved multi use path is proposed in the right-of-way.

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

RESPONSE: The subject property is adjacent to a minor arterial and major collector. Two tier blocks are proposed in the interior of the site with a proposed alley separating block tiers along the perimeter adjacent to the major roadways.

- D. Where appropriate at approved cul-de-sacs, dead-end streets, or along blocks approved at more than the maximum block length standard, pedestrian and bicycle access corridors shall be required to be constructed between lots to minimize travel distance between subdivisions, parks, school, and collector or arterial streets. Access corridors shall be located to provide a reasonably direct connection between likely pedestrian destinations and shall be consistent with the City of Redmond Bicycle Refinement Plan where applicable. A reasonably direct connection is a route which minimizes out of direction travel for people likely to use the connection considering terrain, safety, and likely destination. The Review Authority may determine based on evidence in the record that construction of a separate access corridor is inappropriate or impractical. Such evidence may include but is not limited to:
 - 1. When the nature of abutting existing development makes construction of an access corridor impractical.
 - 2. When the access corridor would cross a natural area with significant natural habitat and construction would be incompatible with protection of natural values.
 - 3. When the access corridor would cross topography where slopes exceed 30 percent or where path grade would exceed 12 percent slope; or
 - 4. When a cul-de-sac or dead-end street abuts rural resource land at the urban growth boundary. In industrial zones, this standard may be waived at the discretion of the Review Authority, when it is determined that the City's grid street standards should not be applied to the industrial development.

RESPONSE: Pedestrian and bicycle corridors are proposed between the alley, Pershall and 10th Street to provide reasonably direct connections between streets and blocks.

- 2. *Lots and Parcels.* The size, width, and orientation of newly created lots and parcels shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots and parcels shall be generally rectangular in shape and shall be consistent with the lot size provisions of the zoning standards and the density requirements as established in the City of Redmond Comprehensive Plan. Notwithstanding these requirements, the following exceptions may apply:
 - A. In areas beyond the City Limits where public sewer is not currently available, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall be sufficient to permit adequate sewage disposal. Any problems posed by soil structure and water table as related to sewage disposal by septic tank shall be addressed and resolved in the applicant's initial plan.
 - B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the Review Authority. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
 - C. In steep terrain, increased lot or parcel sizes may be required to avoid excessive cuts, fills, and steep driveways.

RESPONSE: The proposed lots are designed in an appropriate fashion and are very roughly rectangular in shape as far as practicable. Some deviation from a rectangular lot is required around the eyebrows and

where the property shape is irregular. The lots are sufficiently large enough to serve the intended uses (townhouse and future middle housing developments). All lots comply with the minimum lot size standard for the zone. The proposal meets the above standards, subject to the conditions of approval.

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

RESPONSE: All townhouse and flag lot frontages are a minimum of 20 feet. The lot on the cul-de-sac bulb has a frontage of 30 feet. The remaining standard lot has a frontage of 50.44 feet.

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

RESPONSE: The side lot lines of the proposed lots are as near to right angles as practical as allowed by this standard. The proposal is in general compliance with this standard.

5. *Through/Double Frontage Lots and Parcels.* Through lots or parcels, and lots or parcels with double frontage shall be avoided whenever possible, including lots or parcels created adjacent to Collector and Arterial Streets, but not including alley frontage as described in Section 8.2705(6.) below, except when they are necessary due to an irregular parent lot or parcel configuration, or are necessitated by topography or other unique circumstance.

RESPONSE: There are no double frontage lots proposed within the subdivision.

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

RESPONSE: The lots designated for townhome development along NW Pershall Way, a minor arterial, and NW 10th Street, a major collector, have exclusive rear load access and meet the minimum setback requirement as shown on the site plan.

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

RESPONSE: Landscape tracts are located at intersection corners of the proposed subdivision. Side yard requirements are able to be met in all proposed lots.

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

RESPONSE: No special building setbacks are proposed for this subdivision; therefore, this standard does not apply.

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

RESPONSE: This standard is advisory.

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

RESPONSE: Due to the awkward shape of the subject property and the inability to take access from collector and arterial streets, curvilinear streets are required through the proposed subdivision.

11. *Flag Lots.* A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:
- A. Flag poles shall be no less than 20 feet wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.

RESPONSE: Proposed flag poles are 20 feet wide minimum.

- B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
- C. Each flag lot shall contain a minimum 12-foot-wide paved driveway.

RESPONSE: One flag lot is proposed. Setbacks are shown on the provided site plan. Driveways shall be determined at the time of engineering or home construction.

- D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.

RESPONSE: 20 feet of frontage minimum is proposed for flag lots.

- E. Front and/or rear yard setbacks may be reduced to no less than ten feet subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property owner and is subject to the review and approval of the Community Development Director, or designee. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.

RESPONSE: No reduced setbacks are proposed.

- F. No flag lot shall be partitioned or further divided, except as provided for by middle housing.

RESPONSE: The proposed flag lots are intended for future middle housing and therefore the exception to this standard.

- G. The "pole" of the flag lot shall be no longer than 150 feet measured from the street intersection to the beginning of the base of the flag.

RESPONSE: The proposed "pole" is 65 feet in length from the right-of-way intersection to the base along the longest property line.

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

RESPONSE: The lot size excluding the "pole" exceeds the minimum lot size. Lot 18 is 9,321 square feet for a future quadplex.

- I. Flag lots shall be exempt from street tree requirements unless the street frontage portion of the flag lot is 30 feet or greater.
- J. Flag lots are prohibited along or abutting the Dry Canyon Rim.

RESPONSE: These standards are advisory.

- K. Two off-street parking spaces shall be provided for single family detached dwellings; and one space per unit for middle housing on a flag lot.

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

Sec. 8.2710. Streets.

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

RESPONSE: Streets are developed consistent with the City of Redmond Transportation System Plan.

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and pedestrian pathways outside the development. Such facilities shall serve existing and planned parks, schools, or other public lands within a neighborhood.

RESPONSE: All proposed streets and sidewalks connect to other streets and sidewalks as shown in the provided plans.

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

RESPONSE: The extensions of new local streets maintain their current alignments with existing streets. The proposed eyebrows are the only reasonable solution for efficient development of the site allowing safe access to the various housing.

- D. Consideration should be given to alternative street designs other than required herein in the City's non-residential land use zones to allow for more effective developments. Such designs may be considered and approved during the subdivision or partition process without need for variance.
 - E. All proposed or required streets and alleys shall comply with Section 8.2820 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

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

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

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

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

RESPONSE: This standard is advisory.

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

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

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

RESPONSE: All proposed new local streets meet the minimum 60' requirement for right-of-way. Right-of-way dedications for NW Pershall Way and NW 10th Street are provided to meet the required distance from centerline for the respective classifications.

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

RESPONSE: The future extension of streets has been incorporated into the proposed subdivision plan.

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

RESPONSE: Consistent with the annexation agreement, the applicant shall construct a multiuse path along NW Pershall Way and NW 10th Street. No other special treatments are required.

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

RESPONSE: The subject property does not abut a railroad, freeway, or parkway. This standard does not apply.

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

RESPONSE: The project includes the extension and alignment of NW 7th Street, NW 8th Street, and NW 9th Street.

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

RESPONSE: The unnamed local streets shall be named by Redmond Fire & Rescue and shown on the final plat.

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

RESPONSE: Sidewalks are proposed along all local streets and a 10 foot wide paved multi use path is proposed along NW 10th Street and NW Pershall Way.

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

RESPONSE: Multi use paved paths are proposed along NW 10th Street and NW Pershall Way and are connected to the subdivision via sidewalk and alley access.

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

RESPONSE: The proposed street intersections are as near right angles as possible to meet this requirement.

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

RESPONSE: There are no streets within the proposed site plan that utilize a staggered alignment.

14. *Narrow Streets.* Local streets designed at widths less than 36 feet may be permitted subject to the following:
- A. The narrow street is internal to a Subdivision or Planned Unit Development with street connections on both ends.
 - B. All lots adjoining the narrow streets are at least 5,000 square feet and have a minimum 50 feet of frontage.
 - C. Sidewalks, curbs, and street trees conforming with Public Works Standards and Specifications shall be installed.
 - D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted Public Works Standards and Specifications.
 - E. Covenants, Conditions, and Restrictions (CC&Rs) and a Homeowners Association (HOA) are established for the development. The CC&Rs must effectuate the HOA as responsible for parking enforcement.

RESPONSE: No narrow streets are proposed. This standard does not apply.

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

RESPONSE: No private streets are proposed. This standard does not apply.

Sec. 8.2715. Fundamental Design Standards.

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

RESPONSE: Street lighting is reviewed for compliance by the Engineering Department as a part of the public improvement process.

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

RESPONSE: Access to the site is provided by NW 9th Street, NW 7th Street, and a fire access with removable bollards on NW Pershall Way.

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

RESPONSE: As proposed, each lot shall be connected to City Water and Sewer services.

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

RESPONSE: All new utilities are proposed underground.

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

RESPONSE: There are no natural features on the proposed site. Several trees greater than ten inches in diameter are proposed to remain in the dedicated right-of-way for NW Pershall Way.

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

RESPONSE: Three trees with diameters greater than ten inches are proposed to be removed. 87 new trees are proposed along the new local streets and in the landscape easements along NW Pershall Way and NW 10th Street.

7. *Easements.*

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

RESPONSE: Easements for utilities will be created in the Final Plat and are shown on the submitted Tentative Plat to meet the standard described.

- B. *Drainage.* If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

RESPONSE: No water course exists on the subject property. This standard does not apply.

8. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: 1/2 of the park dedicated to turf areas, benches, trees, shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

RESPONSE: The proposed subdivision falls within the R-4 zone and has provided three pocket park areas greater than 3,000 square feet individually and totaling 12,403 square feet for 102 proposed lots. Specific amenities with the pocket parks shall be designed during the engineering process.

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

RESPONSE: This proposal seeks an appropriate and equivalent transitional element to be approved by the Review Authority. A 35' wide strip behind the proposed curb line on NW Pershall Way with 25' of densely vegetated landscape buffer and a 10' multi use paved path is provided between the proposed residential subdivision and the urban growth boundary. A variety of plant species with varying heights are proposed to provide screening throughout the proposed buffer zone.

Sec. 8.2720. Grading of Building Sites.

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

RESPONSE: The applicant will supply a final grading and drainage plan to the Engineering Department for review and approval after the Subdivision Application.

SUPPLEMENTARY PROVISIONS

Sec. 8.2800. Improvement Procedures.

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

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

RESPONSE: The applicant can meet these standards by complying with the conditions of approval.

Sec. 8.2805. Improvements in Partitions.

The same improvements may be required to be installed to serve each building site of a partition as are required of a subdivision.

RESPONSE: The proposal is a subdivision. This standard is not applicable.

Sec. 8.2810. Acceptance of Improvements.

Improvements shall be considered for acceptance after final inspection, after the improvements have been completed.

RESPONSE: The applicant can meet these standards by complying with the conditions of approval.

Sec. 8.2815. Transportation System Analysis.

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

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

RESPONSE: A TIA and approved TSA are provided as part of the application materials.

Sec. 8.2820. Access Management Standards.

Access management standards apply to new developments, redevelopments, subdivisions, and partitions.

Location of Access Points.

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1. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.

RESPONSE: All access in the proposed subdivision is proposed to be taken from local streets. Alley access connected to NW Pershall Way is proposed for fire and protected with removable bollards.

2. Every lot or parcel shall be limited to one point of access, subject to the following exceptions:
 - A. *Single Family Dwellings, Accessory Dwelling Units, Plexes, Mixed-Use Developments.*
 1. Lots with multiple frontages on local roadways or alleys may be permitted one access per frontage, provided the driveways meet all other required standards.
 2. Lots with accessory structures requiring vehicular access, such as a shop or detached garage, may be permitted two access points, provided the lot frontage is on a local roadway, the driveways are separated by a minimum of 10 feet, and the driveways meet all other required standards.

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

3. Lots with more than one existing access may be required to close an existing street access upon redevelopment. This standard may be waived when access to an existing, permanent garage structure would be removed, or removal of the access would result in increasing the nonconformity of the site.

RESPONSE: One gravel access on NW Pershall Way is proposed to be closed while the second access will be converted into a fire access with removable bollards.

4. In the event that the access management standards cannot be achieved on the subject property, shared access with adjacent property may be permitted. When a driveway serves more than one lot, the developer must record an access and maintenance easement/agreement to benefit each lot prior to building permit issuance. Shared access points should be centered on property boundaries when possible.

RESPONSE: No shared access is proposed.

5. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.

Design of Access Points.

6. The City Engineer or designee may require access locations to align with existing driveways on the opposite side of the roadway, be located as far from driveways on the same side of the street or intersections as possible, or to be right-in/right-out. Right-in/right-out may be required when the access is located within 300 feet of a signalized intersection or roundabout.

RESPONSE: Access is taken via extending existing dead end streets stubbed to the subject property.

7. Property-tight driveway aprons excluding the wings must be located a minimum of three feet from property lines, and curb-tight driveway aprons excluding the wings must be located a minimum of six feet from property lines, unless the access is approved to be shared.

RESPONSE: Driveways shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the access management standards for local streets described above.

8. A minimum of 24 feet of backing distance shall be provided and shall be measured from the rear end of a perpendicular parking stall or garage door face to the opposite end of a paved alley or roadway. If the abutting alley or street is unpaved, the measurement shall be taken to the opposite end of the right-of-way. If the backing distance is demonstrated onsite, the measurement shall be taken to the nearest barrier, such as a property line, retaining wall, fence, or edge of driveway.

RESPONSE: Parking shall be determined at time of engineering or home construction; however, the lots are designed to be able to meet the access management standards for local streets described above.

9. Corner clearance shall be provided and is measured from the edge of right-of-way to the nearest edge of the access. Spacing is measured from centerline of access/intersection to centerline of access/intersection. Driveway spacing and corner clearance is required as follows:

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

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

RESPONSE: Driveways shall be determined at time of engineering or home construction.

Additional Standards.

10. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).

RESPONSE: This standard will be addressed at the time the final engineering plan is submitted.

11. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)," as amended.

RESPONSE: The subject property is not within the IAMP. This standard does not apply.

12. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or onsite circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.

RESPONSE: A traffic impact analysis is provided as part of this application.

Sec. 8.2825. Street Dedications.

Any person desiring to create a street not part of a subdivision or partition shall make written application to the Community Development Department.

1. *Application.* Said application shall be accompanied by the required information and appropriate filing fee. In cases where such dedication would have the effect of creating a land division, the dedication shall be treated as a new subdivision or partition as applicable.
2. *Minimum Design Standards.* The minimum standards of design and improvements for the dedication of a street shall be in compliance with the City of Redmond Public Works Standards and Specifications and all other applicable street standards and regulations as specified in Section 8.2710.
3. *Procedure.*
 - A. Upon receipt of written application and appropriate filing fee for street dedication, the Community Development Director shall refer the proposal to the City Engineer, or designee, for review and recommendation.
 - B. The City Engineer shall report his or her findings and recommendations regarding the proposed dedication to the Community Development Director.

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- C. Upon receipt by the Community Development Director of written findings and recommendations from the City Engineer, the proposal shall be submitted to the City Council for a public hearing, unless part of a proposed project undergoing Planning Commission review.
 - D. The only notice required for a hearing under this Section shall be by publication.
 - E. Following the hearing, the Council may accept or reject the proposed dedication.

RESPONSE: The streets are proposed to be dedicated to the public within the subdivision.

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

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

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

SITE AND DESIGN REVIEW STANDARDS

Sec. 8.3000. Purpose and Intent.

The purpose of this Article is to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. The intent is to ensure that there is general compatibility between adjoining uses, outdoor space is designed and installed in a functional and attractive manner, vehicular access and circulation is designed and constructed consistent with maximizing public safety, adequate public utilities are available, and the structures on-site provide a consistent architectural theme. This Article further implements the policies and goals of the City of Redmond Comprehensive Plan.

RESPONSE: This standard is advisory.

Sec. 8.3005. Applicability of Site and Design and Review.

Unless exempted in Section 8.3010, Site and Design Review shall be required for any new development or use containing a structure, or multiple structures, and Mobile Food Pods.

Sec. 8.3010. Exemptions.

The following are exempt from Site Design and Review:

1. Normal maintenance and repair.
2. Hangar development entirely on and interior to airport property.
3. Single family detached dwellings and middle housing, unless located on a lot within 100 feet of the canyon.
4. Manufactured home in an approved manufactured home park.
5. Additions to an existing building of less than 25 percent of the total building square footage, not to exceed 1,000 square feet.

-
6. Any development that does not include the construction or alteration of a building which will have a negligible impact on the land as determined by the Community Development Director, or designee.
 7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
 8. Child care facility in residential neighborhoods that utilize existing structures.
 9. Any single room occupancy development which complies with the development and design standards of Sections 8.141, 8.142, or 8.143.
 10. Supportive Shelters, as identified in Section 8.370.

RESPONSE: Middle housing is exempt from site and design review. This proposal is by definition all middle housing.

ORS 222.127

Annexation without election notwithstanding contrary city law upon petition of all owners of land

1. This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.
2. Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:
 - a. The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015 (Definitions for ORS chapters 195, 196, 197 and ORS 197A.300 to 197A.325);
 - b. The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
 - c. At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; **and**
 - d. The proposal conforms to all other requirements of the city's ordinances.

RESPONSE: The subject property is located within the urban growth boundary, will be subject to the comprehensive plan to the city, is contiguous to the city limits, and is designed to meet the applicable standards of the city's development code.

3. The territory to be annexed under this section includes any additional territory described in ORS 222.111 (Authority and procedure for annexation) (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.

RESPONSE: The subject property is part of Redmond's Highway Area Plan and annexation is necessary for the development of the planned infrastructure. The density proposed is within the standards for the planned R4 zone as described above.

4. When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

RESPONSE: This standard is procedural.



CITY OF REDMOND
Engineering Division

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DEVELOPMENT REVIEW

TO: MORGAN SNYDER, *Planning Division/Community Development Dept*FROM: EVAN MALONE, *Engineering Division/Public Works Dept*

DATE: April 1, 2025

SUBJECT: **711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB): Cinderview West**Knox Investments LLC/H.A. McCoy Engineering & Surveying
Tax Lot 14-13-33-1804

Subject property located south of NW Pershall Way, east of 10th St. and north of Walnut Ave. and west of US97. 900 NW Pershall Way. The Engineering Division provides the following recommendations based on the submitted planning application and plans dated 3-27-25 per Redmond Development (COR) Code Section 8.0270, 8.0305, 8.1015(1)(C) and 8.2000-2840 and City of Redmond Public Works Standards and Specifications (CORPWSS):

Conditions of Approval:

- 1) Prior to final plat of Phase 1, the applicant shall improve NW 10th Street along the project frontage to Major Collector standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 40-feet from centerline, a minimum 5-foot-wide public utility easement, a separated 10-foot wide multiuse path per drawing 2-6 on the east side, street trees on the east side, curb on both sides, and full width pavement and striping. A public access easement shall be provided where the multiuse path is located on private property.
- 2) Prior to final plat of Phase 2, the applicant shall improve NW Pershall Way along the project frontage to Arterial standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 50-feet from centerline, a minimum 5-foot-wide public utility easement, a separated 10-foot wide multiuse path per drawing 2-6 on the south side, street trees on the east side, curb on both sides, and full width pavement and striping. A public access easement shall be provided where the multiuse path is located on private property.
- 3) Prior to final plat of Phase 1, the applicant shall improve the intersection of NW Pershall Way and NW 10th Street. The existing NW 10th Street intersects NW Pershall Way at a 60-degree angle and will need to be reconstructed to intersect at a 90-degree angle. Additional right of way shall be dedicated if necessary to achieve this standard. If right of way is obtained from other properties to achieve this standard, it must be dedicated prior to engineering plan approval. Curb ramps shall be installed on the southeast corner of the intersection per drawing 2-16. A left turn lane shall be installed on NW Pershall Way on the westbound approach. Pavement tapers shall be installed along NW Pershall Way east and west of the intersection per City Standards.
- 4) Prior to final plat of Phase 1, the applicant shall improve NW 9th St and Local Street A to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, 36-feet of pavement, a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides. End of roadway markers shall be installed on roadway terminuses. A stop bar shall be installed at the western approach at Local Street A / NW 10th Street.
- 5) Prior to plat of Phase 2, the applicant shall improve NW 7th St and NW 8th St, and Local Street B to Local roadway standards per City of Redmond Standards and Specifications per drawing 2-1, including right of way dedication to achieve a minimum of 60 feet total, 36-feet of pavement,

a minimum 5-foot-wide public utility easement, sidewalks, curbs, and street trees on both sides. End of roadway markers shall be installed on roadway terminuses.

- 6) Prior to final plat of Phase 1, the applicant shall pay a proportionate share of \$18,695 to the City of Redmond for the construction of left turn lanes at 10th Street and Walnut Avenue, unless the improvement is funded via another mechanism.
- 7) Prior to plat of all affected phases, alleys shall be constructed to COR standards and are required to be privately owned and maintained. An access easement shall be provided on all alleys. Public sewer easements shall be provided where sewer is proposed in private alleys. Turnarounds shall be provided at dead end alleys per City standards. Parking stalls adjacent to the alley must meet City of Redmond size, angle, backing distance, and clear vision requirements.
- 8) Driveway access to NW Pershall Way and NW 10th Street is prohibited, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public access easement will be required over any such emergency access.
- 9) Prior to all affected phases, water mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way and NW 10th Street, and on all internal local roadways. Water mains shall be 8-inch minimum, except the water mains on NW Pershall Way and NW 10th Street shall be 12-inch minimum. Each lot shall receive one water service.
- 10) Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations.
- 11) Prior to all affected phases, 8-inch minimum gravity sewer mains shall be installed per City of Redmond Standards and Specifications throughout project limits, unless otherwise approved by the City Engineer based on topography limitations. Each lot shall receive one sewer service.
- 12) Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations.
- 13) The applicant shall submit a Site Development permit to the Engineering Division after the land use decision is issued and all work shall meet City of Redmond Standards and Specifications.



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October 8, 2024

Scott Ferguson
Ferguson & Associates, Inc.
gscott@traffic-team.us

Re: Approval Memo for Knox Property Residential Traffic Impact Analysis (711-24-000067-PW)

The City reviewed the Traffic Impact Analysis prepared by Ferguson & Associates, Inc. dated May 2024. Transportation mitigations for the project will be required as follows:

General Mitigations:

- Local streets must be extended to and through the property limits to serve all the new lots created. Local street extensions include 7th, 8th, and 9th Street. Local streets must be constructed to meet City of Redmond (COR) standard 2-1, which include a 60-ft public ROW (30-ft from centerline) with curb and sidewalks on both sides. A partial street section will be required where a full width street section is not feasible. Curbs must be constructed to meet COR standards 2-7 and sidewalks must be constructed to meet COR standards 2-21.
- COR Design Standards Section II A. require "street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°". The angle at Local Street A and Local Street B is less than 60° and will need to be realigned to as close to a right angle as possible.
- Stop bars shall be constructed where local roadways intersect 10th Street and Pershall Way.
- No driveway access to 10th Street or Pershall Way is permitted, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public access easement will be required over the emergency access.
- Alleys shall be constructed to COR standards and are required to be privately owned and maintained.
- Suitable fire access must be maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150' as required by Redmond Fire.
- Perpendicular curb ramps that meet COR standards 2-16 will be required at all intersections serving crossings in all directions.
- A proportionate share of \$18,695 will be paid to the City of Redmond for the construction of left turn lanes at 10th Street and Walnut Avenue prior to plat of Phase 1, unless the improvement is funded via another mechanism or if waived by the City Engineer.
- Unless waived by the City Engineer, construct a pedestrian path that meets COR standards 2-6 or 2-21 that connects the internal local streets to Pershall Way to meet the requirements of COR Development code section 8.2705, which states "The recommended minimum length of a block along an arterial street is 1320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way."

10th Street Frontage Mitigations:

- Dedicate the necessary Right of Way to achieve 40 ft from centerline to meet COR major collector standards.



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- Construct 10th Street to meet COR Collector standards 2-1 from the southern property limits to and through the 10th and Pershall intersection. Reconstruct the pavement to 36 ft width (18 ft from centerline). Striping will need to include two (2) 6-ft bike lanes and two (2) 12-ft travel lanes.
- Construct curb on both sides of Pershall Way that meets COR standards 2-7 or 2-8 along the project frontage.
- A separated 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

Pershall Way Frontage Mitigations:

- Dedicate the necessary Right of Way to achieve 50 ft from centerline to meet COR arterial roadway standards from the eastern property limits to and through the 10th and Pershall intersection. The plan submitted shows 40 feet from centerline and shall be revised to show 50 feet from centerline prior to land use submittal.
- Construct Pershall way to meet COR Arterial standards 2-1. Reconstruct the pavement to 50 ft width (25 ft from centerline). Striping will need to include two (2) 6-ft bike lanes, two (2) 12-ft travel lanes, and a 14-ft center turn lane.
- Construct curb on both sides that meets COR standards 2-7 or 2-8 along the project frontage.
- A 10-ft wide multiuse path that meets COR standards 2-6 must be constructed along the project frontage.

10th Street and Pershall Way Intersection:

- Construct perpendicular curb ramps that meet COR standards 2-16 at the southeast corner of the intersection of 10th St. and Pershall Way.
- COR Design Standards Section II A. require "street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60°". 10th Street and Pershall Way is less than 60° and will need to be realigned to as close to a right angle as possible within the existing Right of Way.
- A left turn lane shall be constructed on Pershall Way for westbound traffic.

Please contact me with any questions.

Evan Malone, PE
Project Engineer
City of Redmond

Evan.malone@redmondoregon.gov | 541-504-2038

Morgan Snyder

From: Jon Skidmore <jskidmore@coid.org>
Sent: Thursday, March 27, 2025 12:36 PM
To: Hayes McCoy; Morgan Snyder
Cc: Baxter Davies; Dan Downing; Jason Heinrick; Kelley O'Rourke
Subject: Cinderview West
Attachments: 1917 ROW Document.pdf

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

Hi folks,

COID is in receipt of a courtesy copy of the proposed Cinderview West Master Plan from Hayes and the city's official notice arrived via email today. We will put together a formal set of comments addressing various items, but one issue needs to be highlighted at this point. As proposed, Lots 2 – 15, 18, and 22 encroach into the 20-foot right of way associated with the F-1 Lateral. The lots need to be configured to avoid encroachment in the easement area.

The easement extends 10-feet in either direction from the center of the pipeline that was constructed in the canal. The attached document from 1917 identifies the 20-foot easement that accompanies the lateral.

Again, we will provide additional comments but felt it was important to identify this conflict early in the process.

Thanks!

Jon Skidmore | Deputy Managing Director

Central Oregon Irrigation District | 1055 SW Lake Court Redmond, OR 97756 | 541.350.3783



W 1/2 604 Earle Benton

Bought 6 Ac.

Resurveyed Nov. 21 1917
C. M. Redfield
R. L. Thurston
H. G. Gray

Center of
33

Above Lateral. 28.59 Ac.

40 ROAD

House

ORCHARD
1294 0.61 Ac

1.57 Ac.
CLOVER

950

1315

2.06 Ac

PLOWED

617

3.30 Ac.

478

3.13 Ac.

784

ALFALFA

162

3.13
3.30
2.06
1.57
.61
10.67

NW SE 33 - 14 - 13

11 Irr. Ac.

Scale: 1" = 200'

April 9, 2025

Morgan Snyder, Long Range Planner
City of Redmond

Subject: Comments on Redmond Planning Files 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), and 711-24-000242-PLNG (SUB)

Hi Morgan,

Thanks for meeting with COID staff and H.A. McCoy team to discuss the proposed master plan project. As discussed, COID's main concern is protecting the integrity of and access to the F1 Lateral. The F1 Lateral is accompanied by a 20-foot easement that extends 10-feet from centerline of the pipeline that was initially granted with the federal patent to COID.

COID's concern about the proposed subdivision is that the southernmost lots are within the 20-foot easement area and in some cases, based on the renderings provided, the lots look to encroach within a foot or two of the pipeline. COID won't support a project that has lot lines within our easements or that close to our infrastructure. In our discussion, Hayes McCoy explained that his plan is to have the lots setback from the pipeline by at least five feet and then extend a 15-foot easement on the south of the lateral to provide access to the pipeline. In total, there would be a 20-foot easement that would be recorded on the plat.

COID is willing to consider that approach. However, what is important at this stage is to make sure that the rear lot lines of Lots 2 – 20 are in fact at least five feet from the pipeline. To verify that the lots are at least five feet from the pipeline, COID requests that the location of the pipeline is surveyed. The pipeline has tracer wire on it which allows the location to be accurately located and mapped. COID requests that the rear lot lines and the pipeline are flagged on site so that distances can be verified. Further, exhibits will need to document the pipeline and lot line locations. If it can be demonstrated that the rear lot line of all lots in question are at least five feet from the centerline of the pipeline, COID can agree to the offset 20-foot easement.

In addition to this issue, COID has the following comments:

- Any public crossings over COID's canal must be coordinated with COID. This may require realigning and lowering COID's existing pipe during COID's offseason (Nov 1-March 31) to meet clearance standards
- COID requests to see the proposed Roadways over the F-1 pipe
- All crossings by franchise/ C.O.R need to be recorded as a permitted crossing
- 18-inches of clearance between bottom of COID pipe and top of crossing

- 18-feet of overhead clearance is required
- The hammer head turnaround at the end of the alley within COID's easement needs COID's sign off – is this a fire department required turn-around?
- Access into and out of COID's easement needs to be accommodated with curb cuts
- Storm drains / catch basins must not reside within COID's easement
- Bench within COID's easement need to be at the furthest edges if allowed
- Show the 10' trail exhibit typical that resides on COID's easement/ pipe
- Utilities running parallel in the NE corner of development need to be outside of COID's easement
- Lot 1 appears to be landlocked - is there a request to use COID's easement for access?
- COID requests to see the utility plan with a profile view of COID's F-1 pipe to determine if conflicts with utilities are present
- COID requests a grading plan for further comments
- There are 2 cleanouts within the proposed trail - traffic rated lids are required if the trail is located on top of the cleanouts
- SW corner of the project does not show the F-1-6 delivery nor the inlet structure under 10th street
- The water line at the SW corner of the project might be in conflict with COID's easement/ facilities
- The proposed walk path on the east side of 10th street might be in conflict with COID's F-1 pipe inlet structure
- NE corner has a transition culvert/ trail on top might be in conflict
- No new trees in COID's easement
- No fences in COID's easement
- NE should allow for turnaround radius for COID vehicles to access and clean weed rack
- COID requests that signage be installed along the proposed trail in the COID easement to inform people of COID's access needs to our infrastructure within the proposed development.

These comments are based on the discussion between COID, H.A. McCoy and city of Redmond staff from April 7, 2025 as well as the preliminary March 2025 Cinderview West master plan renderings. COID comments are subject to change as additional information is provided.

Thank you,



Jon Skidmore

Deputy Managing Director

c. Hayes McCoy, HA McCoy Engineering & Surveying

Re: Updated Cinderview West plan set

From Tom Mooney <tom.mooney@rdmfire.org>

Date Tue 8/5/2025 11:00

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

 1 attachment (697 KB)

250802-24022-MP_FD Comments_8-2025.pdf;

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

Kyle,

I marked up the plans with some comments. The proposed fire hydrant neat Lot 42 will require them to widen the alley to 26 feet, 20 feet before and 20 feet after the fire hydrant.

The corners of the alley look tight on the north side. They need to show vehicle tracking through the alley using auto turn with a WB-40 with a turning radius of inside 30 and outside 50.

The hammerhead by Lot 53 and Lot 2 is not aligned with itself, it is off on an angle.

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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From: Kyle Roberts <kyle.roberts@redmondoregon.gov>

Sent: Tuesday, August 5, 2025 6:36 AM



REDMOND FIRE & RESCUE

341 NW Dogwood Avenue, Redmond, OR 97756

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

www.rdmfire.org

April 14, 2025

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

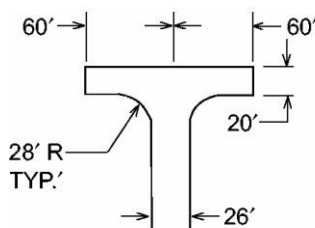
Re: Cinderview West
Tax Lot ID: 1413330001804

Dear Morgan,

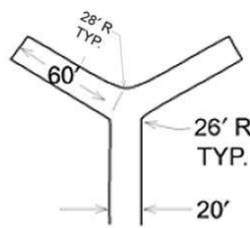
Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. These notes are provided in regard to the plans received March 27, 2024. There may be more or less requirements needed based upon the final project design, however, Redmond Fire & Rescue will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

FIRE APPARATUS ACCESS:

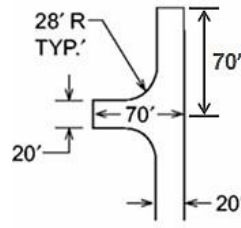
- FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
- DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds are shown below: (OFC 503.2.5 & D103.1)



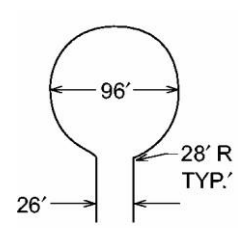
120' HAMMERHEAD



60-FOOT "Y"



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD



96' DIAMETER
CUL-DE-SAC

3. **ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3.
Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107)

Currently a secondary access road is proposed off of NW Pershall Way.

4. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)
5. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)
6. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

Post signs along fire access roads and near turnarounds.

7. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted
8. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked “NO PARKING FIRE LANE” at 25-foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
9. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
10. **TURNOUTS:** Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. (OFC 503.2.2)

11. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced as to provide all-weather driving capabilities. (OFC 503.2.3)
12. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 30 feet and 50 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
13. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 10%.
14. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
15. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
16. **BOLLARDS:** Where secondary fire access roads are required, they shall be secured utilizing a removable bollard. The *fire code official* is authorized to require the installation and maintenance of gates or other *approved* barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys or highways. The MaxiForce Removable Bollard MRRW-RS1-R, MRRW-RS2-R, MRSW-SS1-R, MRSW-SS2-R and MRSW-SS3-R are approved for use. maxiforcebollards.com (OFC 503.5)

Maximum of two bollards at secondary access road.

17. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
18. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here:

FIREFIGHTING WATER SUPPLIES:

19. **FIREFIGHTING WATER SUPPLY FOR INDIVIDUAL ONE- AND TWO-FAMILY DWELLINGS:** The minimum available fire flow for one and two-family dwellings served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to OFC Appendix B. (OFC B105.2)
20. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply

system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

Provide documentation of a fire flow test.

21. **WATER SUPPLY DURING CONSTRUCTION IN MUNICIPAL AREAS:** In areas with fixed and reliable water supply, approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

22. **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where the most remote portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
23. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C)
24. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

Fire hydrants will be required along NW 10th St and NW Pershall Way.

25. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
26. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
27. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3-foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

BUILDING ACCESS AND FIRE SERVICE FEATURES

28. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

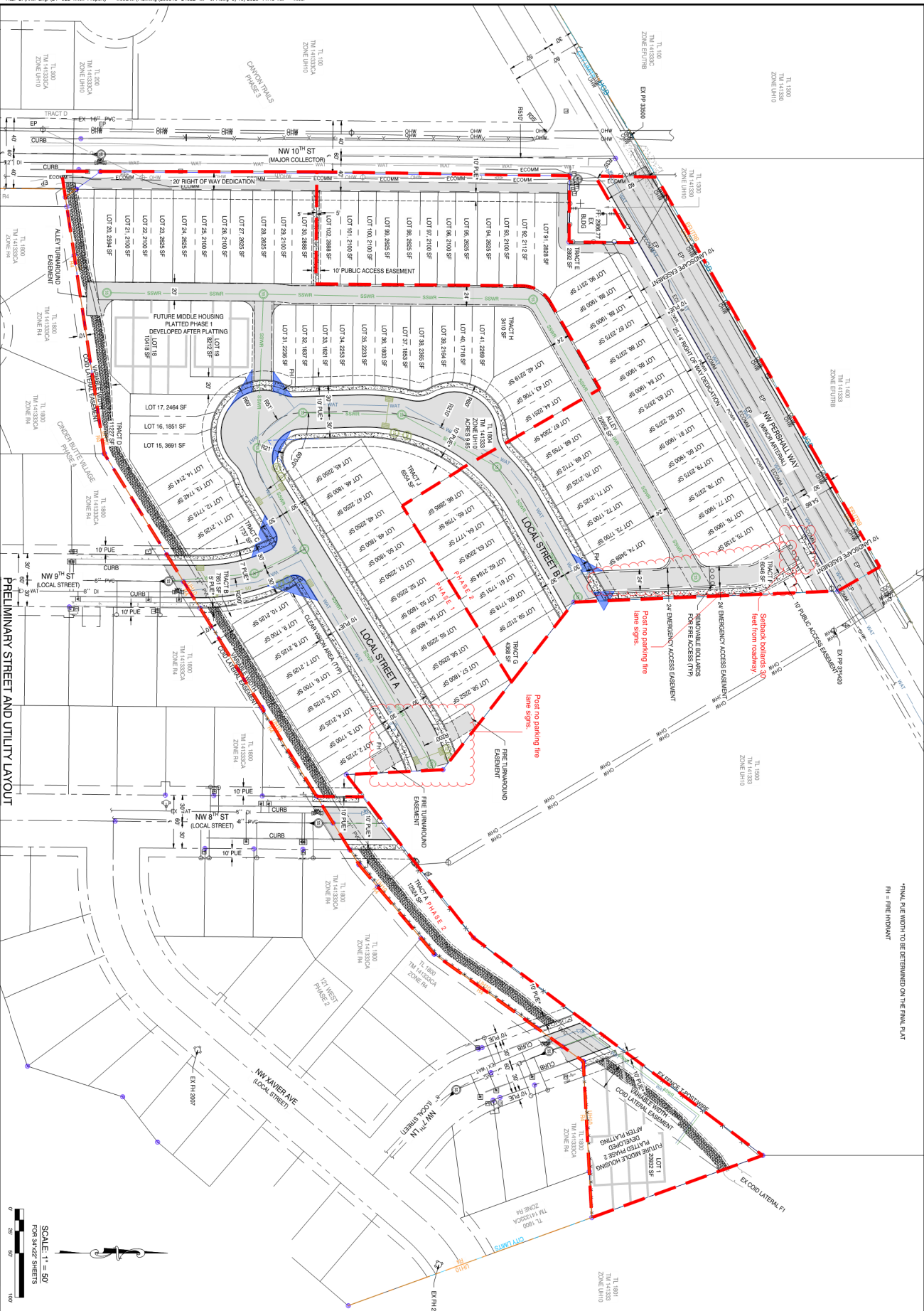
If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at 541-504-5010.

Sincerely,

Tom Mooney

Tom Mooney
Fire Marshal
Tom.mooney@rdmfire.org

Cc: File



Morgan Snyder

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

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

Good morning Morgan,

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

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

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

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

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

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

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

Thank you so much for your work growing our city,

Brandie
541-410-0626

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



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

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Morgan Snyder

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

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Dear Morgan Snyder,

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

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

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

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

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

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

Sincerely,
David Spansel

Morgan Snyder

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

Importance: High

FYI- comment regarding CVW.

Kyle Roberts, AICP | City of Redmond
Planning Director

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

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

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DISCLOSURE NOTICE:

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

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

Kyle Roberts, AICP | City of Redmond
Planning Director

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

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

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DISCLOSURE NOTICE:

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

I assume this is planning commission
Get [Outlook for iOS](#)

From: Dusty Stenkamp <dustyjstenkamp@gmail.com>

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

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

Subject: Public Hearing Today

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

Hello Mayor Fitch and City Council Members,

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

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

Thank you for your time and consideration,

Dusty Stenkamp

541-279-6852

Morgan Snyder

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

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

Good morning Morgan,

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

It currently says, " This application package was submitted to enable the development of a residential neighborhood on the subject property, as already planned and anticipated in the Redmond Comprehensive Plan. Additionally, the proposal will be developed in compliance with the Great Neighborhood Principles of Section 8.270(3)(C)(14), ensuring a livable neighborhood with amenities" How, specifically, will 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD) meet the city's housing goals? We would like to see the numbers that reflect housing and housing needs so we can compare this proposal with Goal 10. Many cities make reference to Housing Needs Assessment (HNA) or their Buildable Lands Inventory (BLI).

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

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

Hi Mathew,

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

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

Thank you for your patience,



Morgan Snyder | City of Redmond

Senior Long-Range Planner

phone **541.504.3062**

email morgan.snyder@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



WWW.REDMONDOREGON.GOV

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DISCLOSURE NOTICE:

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

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

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

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

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Thank you Morgan!

Mathew Hogan

Fair Housing Council of Oregon

Phone: (406) 439 0950

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

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

Good morning Mathew,

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

Thanks for your interest and for checking in!



Morgan Snyder | City of Redmond

Senior Long-Range Planner

phone **541.504.3062**

email morgan.snyder@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



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DISCLOSURE NOTICE:

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

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

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

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

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Good morning Morgan,

My name is Mathew Hogan and I am conducting outreach for the Fair Housing Council of Oregon (FHCO). I was hoping to obtain the staff report and all corresponding attachments for 711-24-000263-PLNG (ANN), 711-24-000241-PLNG (MD), the “This proposal includes a request for annexation, for a zone change from Urban-Holding (UH-10) to General Residential (R-4) consistent with the existing Redmond Comprehensive Plan designation, and to master plan a two-phase residential subdivision consisting of 99 townhouse lots, two quadplex lots, and one triplex lot. The applicant's proposal represents a change to the combined Redmond Comprehensive Plan and Zone Map and is therefore subject to recommendation by the Redmond Urban Area Planning Commission (RUAPC), decision by the Redmond City Council, and acknowledgement by the Oregon Department of Land Conservation and Development (DLCD).“ when available. We will be reviewing the staff report predominantly for Statewide Planning Goal 10 compliance.

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

Very Respectfully,

Mathew Hogan

Fair Housing Council of Oregon

Phone: (503) 928-8597

E-mail: Mathew.JamesFHCO@gmail.com

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

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Morgan Snyder

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

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

Hi Morgan,

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

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

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

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

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

Jessica Spansel
541-788-9332

Morgan Snyder

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

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Good morning Morgan.

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

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

Any information will be appreciated.

v/r

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

900 NW Pershall - Cinderview West

From Michael Thille <mthille74@gmail.com>

Date Mon 6/16/2025 10:43

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

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

Good morning,

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

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

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

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

Thank you for your time and service to the community.

Michael Thille, D.C.

mthille74@gmail.com

RE: Cinderview West - located adjacent to NW Pershall Way

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

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

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

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

Kyle Roberts, AICP | City of Redmond
Planning Director

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

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

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

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

Thank you so much.

Get [Outlook for iOS](#)

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

Hi Dawn,

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

Kyle Roberts, AICP | City of Redmond
Planning Director

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

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

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

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Hi Kyle,

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

Thanks again,

Dawn

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

Hi Dawn,

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

Kyle Roberts, AICP | City of Redmond
Planning Director

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

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

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

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

Hi Morgan,

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

Thank you,

Dawn

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

Will do, and thank you!

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

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

-Morgan

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

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Hi Morgan,

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

Thanks, 😊

Dawn Lane



CITY OF REDMOND | CITIZEN COMMENT/PUBLIC HEARING REGISTRATION CARD

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

Subject or Public Hearing Item #: _____

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

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

Roberto Ricalday

Name

Date

05/21/2025

3517 NW 9th St

Redmond

OR

97756

Street Address (Address is required for the record.)

City

State

Zip

541-331-0990

Phone

robertoricalday@gmail.com

Email

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

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

Deschutes County Official Records	2024-22987
D-ANXCON	
Stn=6 DR	09/05/2024 08:32 AM
\$30.00 \$11.00 \$10.00 \$61.00 \$6.00	\$118.00
I, Steve Dennison, County Clerk for Deschutes County, Oregon, certify that the instrument identified herein was recorded in the Official Records.	
Steve Dennison - County Clerk	

ANNEXATION AGREEMENT

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

RECITALS

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

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

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

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

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

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

AGREEMENT

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

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

3. **COMPREHENSIVE PLAN/ZONING:** Prior to development, the Owner is required to receive master development plan approval for the property in compliance with the Redmond Comprehensive Plan 2040, Redmond Development Code, and Engineering Department requirements. The master development plan will identify Comprehensive Plan and Zoning designations, subject to City Council review and approval. Upon adoption of the master development plan, successful annexation, and a Comprehensive Plan Map and Zone Map adoption, the City will apply the Comprehensive Plan and Zoning designations identified in the master development plan.
4. **DEVELOPMENT:** Owner agrees as follows:
- a. Owner shall waive and shall not assert any claim against the City that may now exist or that may accrue through the date of annexation of the Property arising out of any land use regulation or under Measure 37 (ORS 197.352), Measure 49, and Measure 56 (ORS 227.186).
 - b. Owner agrees any development of the property will comply with the applicable approved Highway 97 Area Plan and master development plan for the property, except as modified consistent with City requirements.
 - c. Owner agrees to incorporate and apply the City's Great Neighborhood Principles as found in the Redmond Comprehensive Plan 2040 and Redmond Development Code. The City shall determine the applicability of the Great Neighborhood Principles to the subject property as necessary. All development must comply with federal, state and city regulations.
 - d. Owner agrees that it will, without any cost to the City, dedicate the necessary rights-of-way or easements for all planned improvements identified in the City's Public Facilities Plan or adopted master plans. The owner agrees to dedicate sufficient right-of-way under owner's control to the City to meet the minimum right-of-way widths required by Redmond Development Code and Standards and Specifications, which require fifty (50) feet of Right-of-Way from center line on NW Pershall Way and forty (40) ft of Right-of-Way for center line on NW 10th Street.
 - e. Owner agrees to complete a Traffic Impact Analysis as outlined in the Redmond Development Code and agrees to complete any requirements determined by the Traffic Impact Analysis.
 - f. Owner agrees that it will install all public improvements conforming to City of Redmond Standards and Specifications, Public Facilities Plans, and master plan documents including, but not limited to, the following:
 - 1. Owner shall construct and dedicate a separated public pedestrian/bike multi-use path identified as B1 along NW Pershall Way property frontage per City 2020 Transportation System Plan.
 - 2. Owner shall construct, or at the discretion of the City Engineer provide a payment in lieu of construction, proposed roadways in accordance with the Redmond Development Code and Standards and Specifications. NW Pershall Way shall be constructed per minor arterial roadway standards and NW 10th St. shall be constructed per major collector roadway standards. All local internal roadways shall be constructed per local roadway standards.
 - 3. Owner shall construct a 12-inch diameter water main identified in the Water Master Plan along the NW 10th St. and NW Pershall Way property frontages. The Owner must extend water infrastructure conforming with the Standards and Specifications throughout the development.

4. Owner must extend sewer infrastructure conforming with the Standards and Specifications throughout the development and on the property's frontage.
- g. Owner shall supply draft CCR/HOA documents to City for review, modification, and preliminary approval prior to the land use hearing for the master development plan. The CCR/HOA documents shall include, but not limited to, a prohibition on using residential units as short-term or vacation rentals, and per ORS 93.277, a prohibition on restricting development of ADUs on single-family lots.
- h. Owner shall remove all additional Central Oregon Irrigation District (COID) irrigation water rights from Property, unless use is otherwise approved by the Redmond City Council and COID.
- i. Owner shall remove all ground water rights from Property unless partial use is otherwise approved by the Redmond City Council. If required, Owner is directed to remove water rights via sale or transfer to the City. Removal shall occur prior to the platting of the first phase of development.
- j. Owner agrees to not remonstrate against the formation of a local improvement district or reimbursement district created for funding public improvements that will serve the Property. This waiver applies to the Property until all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City. If the property is developed in phases, the waiver may be removed on a phase-by-phase basis if all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City.
- k. Owner agrees to donate funds to the Redmond Committee for Art in Public Places or install an artistic feature. Public art fee of \$100 per housing unit will be charged and paid in lump sum at the time of any plat approval for the property. Installation of an artistic feature is required to provide focal points, preferably at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.
5. **AMENDMENT:** This Agreement and any exhibits attached hereto may be amended only by the mutual written consent of both parties.
6. **SEVERABILITY:** If any provision, covenant or portion of this Agreement or its application to any person, entity, property or portion of property is held invalid, or if any ordinance or resolution adopted pursuant to this Agreement or its application to any person, entity, property or portion of property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Agreement or other ordinances or resolutions passed pursuant hereto, and to that end, all provisions, covenants, and portions of this Agreement and of the ordinances and resolutions adopted pursuant hereto are declared to be severable.
7. **NO WAIVER OF RIGHT TO ENFORCE AGREEMENT:** Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.
8. **ENTIRE AGREEMENT:** This Agreement supersedes all prior agreements, negotiations and exhibits and is a full integration of the entire agreement of the parties relating to the subject matter hereof. The parties shall have no obligations other than specifically stated in this Agreement except those of general applicability.
9. **SURVIVAL:** The provisions contained in this Agreement shall survive the annexation of the

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

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

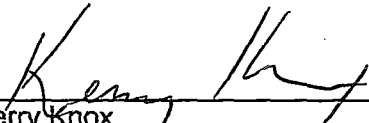
IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first above written.

CITY



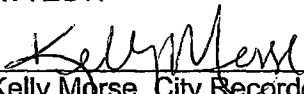
Keith Witcosky, City Manager

OWNER



Kerry Knox
Knox Investments, LLC

ATTEST:



Kelly Morse, City Recorder

STATE OF OREGON)
) ss.
County of Deschutes)

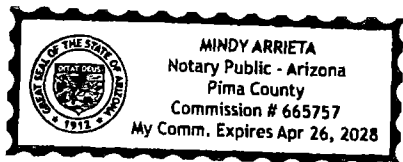
Keith Witcosky, City Manager, on behalf of the City of Redmond, who acknowledged that he had authority to sign on behalf of the City of Redmond and this instrument to be the City's voluntary act and deed, acknowledged this instrument before me this 5th day of September 2024.




Notary Public for Oregon

STATE OF ARIZONA)
) ss.
County of Pima)

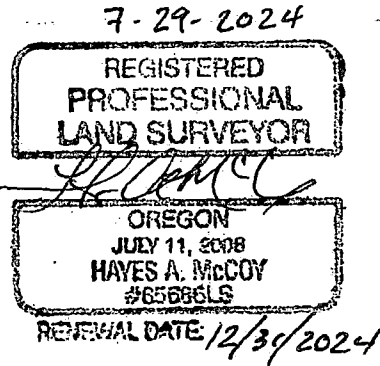
This instrument was acknowledged before me this 15th day of August 2024, by Knox Investments, LLC, by Kerry Knox, its owner, who acknowledged this instrument to be his/her voluntary act and deed.




Notary Public for Arizona

Exhibit A

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





CINDERVIEW WEST

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

August 12, 2025

AERIAL VIEW

Cinder Pit
(County)

O'Neil
Junction
(ODOT)

Canyon Trails
Development
2023 to Current

812 NW Pershall Way
Not involved

Subject Property
900 NW Pershall Way
9.85 acres

121 West
Development
2024 to Current

Cinder Butte Village
Development
2021 to 2023



LAND USE APPROVAL REQUESTS

01

MASTER DEVELOPMENT PLAN

~9.85 ACRES IN NORTH REDMOND

02

TENTATIVE SUBDIVISION PLAN

2 PHASES | 92 TOWNHOUSE LOTS | 3 PLEX LOTS | OPEN
SPACE TRACTS & TRAILS

ORIGINAL PROPOSAL:

99 Townhouse Lots
1 Triplex Lot
2 Quadplex Lots

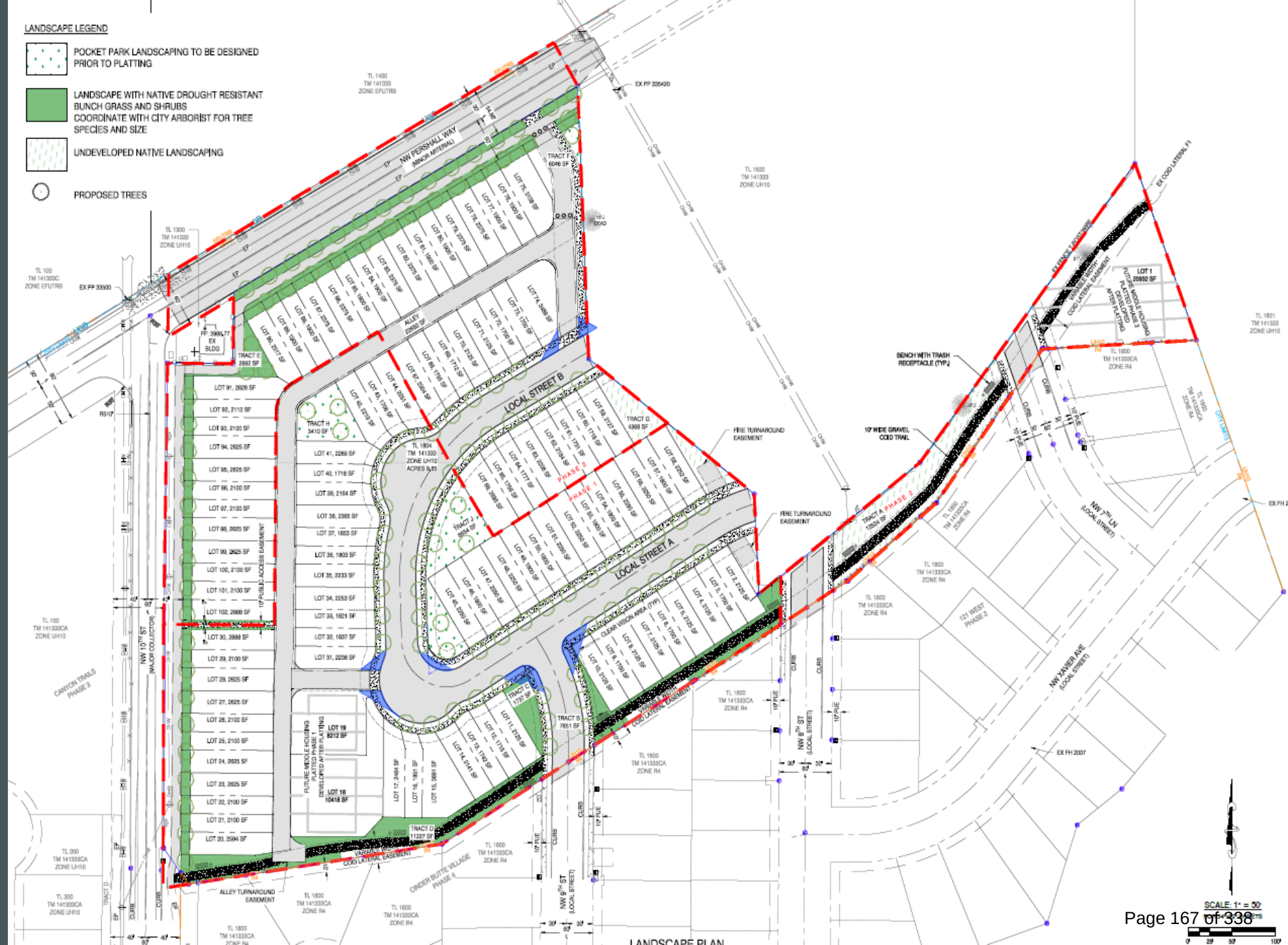
Indirect access onto NW
10th St.

Length of private alley
w/o multiple access
points

Off-street parking

Open space

Alignment of internal
streets



92 Townhouse Lots
2 Triplex Lots
1 Quadplex Lot

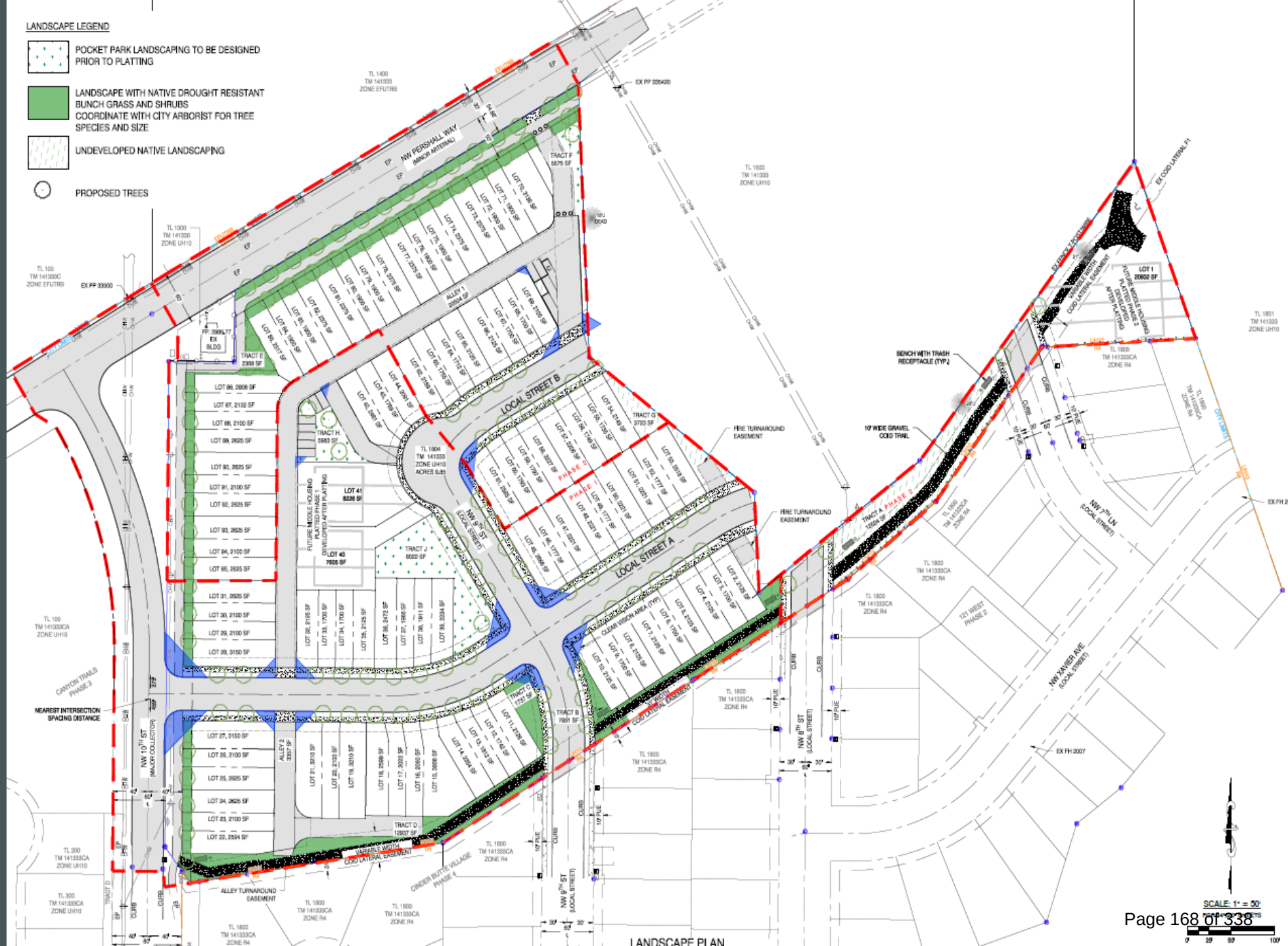
Direct access onto NW 10th St.

Private alley w/ multiple access points

Off-street parking

Open space

Re-alignment of internal streets





RECOMMENDATION & CONDITIONS OF APPROVAL

SLIDE / 6

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

Reconstruct to intersect at a 90° angle.

- **OPEN SPACE TRACTS:**

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

Tract must be privately maintained.

- **PROPORTIONATE SHARE:**

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



QUESTIONS?



CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Claessa Davis, Long Range Planner
Kyle Roberts, Planning Director
SUBJECT: Ordinance #2025-16 - An ordinance approving Colton Crossing Master Development Plan, Tentative Subdivision, and Minor Subdivision Variance Compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

Report in Brief:

This item requests the City Council approve land use applications associated with the proposed Colton Crossing master development planned subdivision located in southwest Redmond. The application package is composed of three land use requests:

- Master Development Plan
- Tentative Subdivision
- Minor Variance

Background:

The project is comprised of two properties located in southwest Redmond, adjacent to the 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 barn. The southern property has an existing residence and barn. The properties together are 13.71 acres in size and are currently zoned Urban Holding (UH-10) but are planned Limited Residential (R-2) when they annex into the city.

Staff held a pre-development meeting with the applicant in January 2024 to discuss the applicant's development plans for the subject property. The applicant's proposal must comply with the City's Comprehensive Plan and Development Code. Approving this ordinance will approve the applicant's proposal and authorize the subject property to be formally annexed via adoption of Resolution #2025-15.

Area Planning History

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

The Framework Plan conceptually identifies the general area of the subject property 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 the time of annexation, the subject properties will be rezoned to R-2.

Discussion:

The applicant, Dunlap Fine Homes, proposes to annex the 13.71-acre area into the city limits and create a 44-lot master development planned residential subdivision. 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. As part of phase 1 of the project, the applicant will construct SW Yew Avenue to fully connect to SW Helmholtz Way, which will improve connectivity in the southwest part of town. A minor variance to the minimum lot size standard for 13 lots and minimum street frontage standard for four lots have been requested as part of the applicant's proposal.

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

Staff have reviewed the applicant's 'burden of proof' and plan set and find the proposal complies with all required review criteria. The 'Conclusionary Findings' are contained in Ordinance #2025-16, Exhibit A, and indicate how the proposal complies with all applicable criteria and the Redmond Development Code. The attachments included as part of this staff report and ordinance include:

- Attachment A - Project Plans
- Attachment B - Applicant's Burden of Proof
- Attachment C - City Department and Related Agency Comments
- Attachment D - Letters Received from the Public
- Attachment E - Transportation System Analysis Memo

Urban Area Planning Commission recommendation:

The Urban Area Planning Commission held a public hearing to review the applicant's proposal on July 23, 2025. No citizens provided oral testimony at the hearing. The Commission voted unanimously (5-0) in support of staff's recommendation to recommend approval.

As required by the City Charter, on August 5, 2025, notices regarding this Ordinance were posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

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

Alternative Courses of Action:

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

1. Approve Ordinance #2025-16.
2. Make additional modifications to Conditions of Approval, and approve Ordinance #2025-16.
3. Continue the public hearing and request additional information from the applicant.
4. Do not approve Ordinance #2025-16.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2025-16 by title only." (Voice vote)

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

"I move to approve Ordinance #2025-16." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2025-16**

AN ORDINANCE APPROVING COLTON CROSSING MASTER DEVELOPMENT PLAN, TENTATIVE SUBDIVISION, AND MINOR SUBDIVISION VARIANCE COMPLIANT WITH THE 2040 GREATER REDMOND AREA COMPREHENSIVE PLAN AND ZONE MAP.

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

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

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

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

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on July 23, 2025, and after reviewing the record and gathering public testimony, has recommended that the Redmond City Council approve the Master Development Plan, Tentative Subdivision, and Minor Variance, subject to conditions of approval; and

WHEREAS, the City Council held a public hearing on August 12, 2025, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record, and gather additional evidence and public testimony; and

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

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

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

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

SECTION TWO: In support of the approval, the City of Redmond hereby adopts the findings, which are attached hereto as Exhibit A, which were prepared by City staff and demonstrate compliance with the Redmond Development Code, Section 8.270 – Master Development Plans, Section 8.2335 et seq – Tentative Subdivisions, Section 8.2830 et seq – Variances, and the applicable Statewide Planning Goals.

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

PASSED by the City Council and **APPROVED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

EXHIBIT A

COLTON CROSSING ANNEXATION, MASTER DEVELOPMENT PLAN, TENTATIVE SUBDIVISION, AND VARIANCE

HEARING DATE: August 12, 2025, at 6:00 PM in Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

HEARINGS BODY: Redmond City Council

FILE NUMBERS: 711-25-000023-ANN, 711-24-000243-MD, 711-24-000244-SUB, and 711-24-000245-V

FILE NAME: Colton Crossing

REQUEST: Approval of an Annexation, Master Development Plan, 44-lot Tentative Subdivision, and Minor Variance

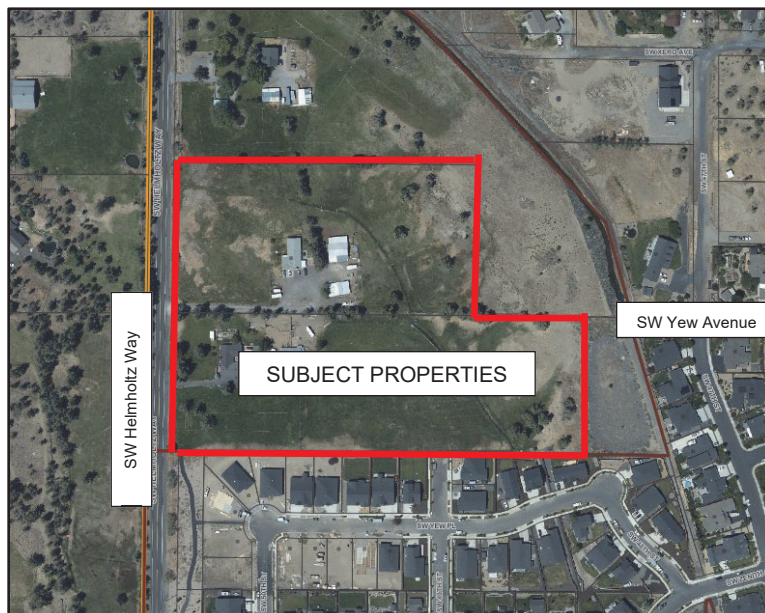
LOCATION: 3530 SW Helmholtz Way (taxlot: 151330BC00600) and 3498 SW Helmholtz Way (taxlot: 151330BB00800) in Redmond, OR 97756

APPLICANT: Dunlap Fine Homes
Hayes McCoy, H.A. McCoy Engineering and Surveying

PROPERTY OWNER: Helmholtz Holdings LLC and Debusk Family Revocable Trust

REVIEWING STAFF: Claressa Davis, Long Range Planner
Kyle Roberts, AICP, Planning Director

RECOMMENDATION: Approved with Conditions



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 two written comments were received from the public by the Planning Division and they are included as Attachment D of this staff report.

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
- Adjacent property owner notices of City Council public hearing mailed on July 22nd, 2025
- Planning Commission conducted a public hearing on July 23rd, 2025
- City Council public hearing notice published in the *Redmond Spokesman* on July 31st, 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 Statutes, Oregon Administrative Rules, the City of Redmond Urban Area Comprehensive Plan, and the Redmond Development Code:

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

- City of Redmond Comprehensive Plan 2040
- City of Redmond Framework Plan
- 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 is approximately 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 is 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 SW Helmholtz Way. 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 multi-use 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 detached single-family in the City's limited residential zones (i.e., R-1, R-2, and R-3). This further aligns with Oregon's Statewide Planning Goal 10: Housing. 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 platting. 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 single-tiered block is along the southern, northern, eastern, and western boundaries of the development. Lots on the southern side abut existing lots from the Korbin Meadows subdivision, which will create a two-tiered block. Lots on the western side abut the open space tract parcels. Future development abutting the subject property to the north and east sides will ultimately result in 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 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 is requesting a minor variance to the street frontage requirement, which is addressed later in this staff report. 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. This also aligns with Oregon's Statewide Planning Goal 10: 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 multi-use 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:**

The Redmond Urban Area Planning Commission held a public hearing on July 23rd and voted 5-0 in support of staff's recommendation to recommend approval with the 20 conditions of approval.

Therefore, based on the submitted plans, staff findings and conclusions, staff and Planning Commission recommend the City Council 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-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.

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.

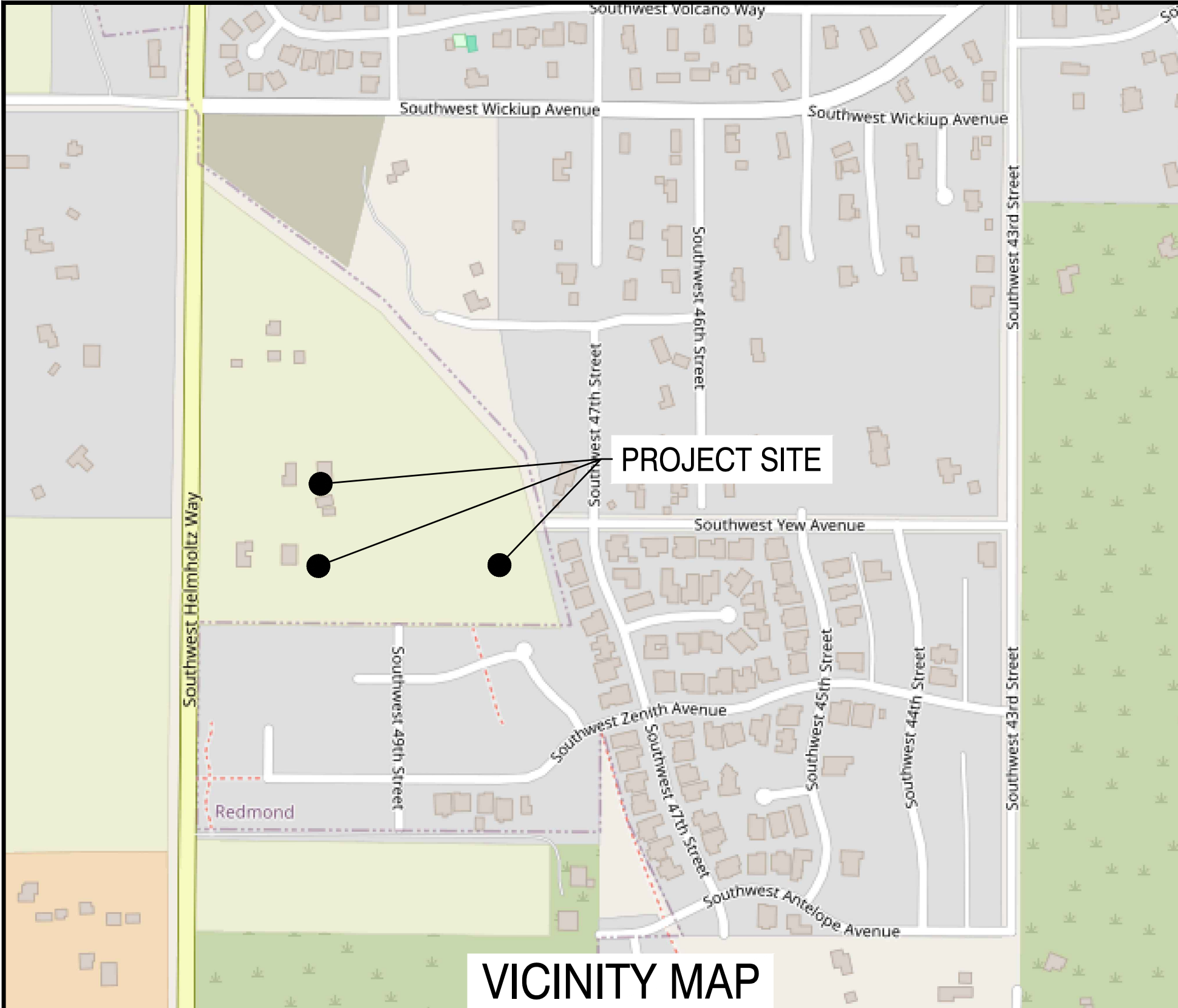
18. Prior to final plat of Phase 4, a cash contribution shall be provided for the standard eight (8) inch pipe portion of the Far West Sewer Interceptor (FWSI) at ten (10) foot average depth in lieu of constructing the FWSI extension in Helmholtz Way along project/property frontage per current Redmond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



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
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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

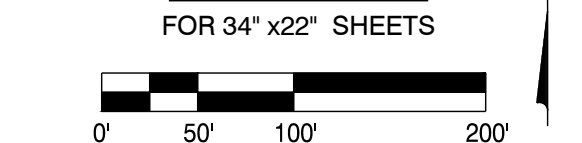
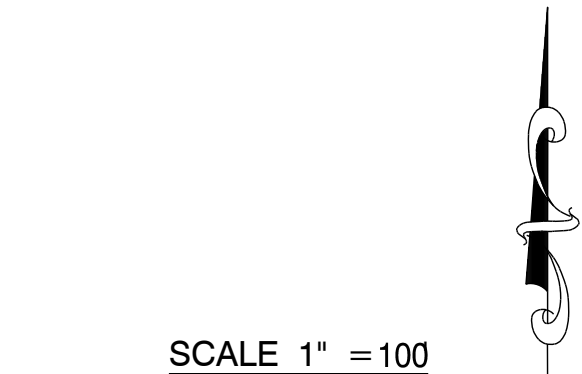
ELEVATIONS ARE BASED ON TIE TO CITY OF REDMOND BENCHMARK 8-M-2 BEING A 3" BRASS DISK SET IN CONCRETE ABUTMENT OF WING WALL AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE AND NW CANAL BLVD. ELEVATION= 2990.38' (NGVD29)

LEGEND	
	EX CABLE
	EX GAS
	EX IRRIGATION
	EX OVERHEAD LINES
	EX POWER
	EX SANITARY SEWER
	EX STORM DRAIN
	EX TELECOMMUNICATIONS
	EX WATER
	NEW CABLE
	NEW GAS
	NEW IRRIGATION
	NEW POWER
	NEW SANITARY SEWER
	NEW STORM DRAIN
	NEW TELECOMMUNICATIONS
	NEW WATER
	FENCE
	EX RIGHT-OF-WAY
	EX EDGE OF GRAVEL
	EX EDGE OF PAVEMENT
	EX CURB
	NEW RIGHT-OF-WAY
	NEW EDGE OF GRAVEL
	NEW EDGE OF PAVEMENT
	NEW CURB
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE, DRYWELL
	WATER VALVE, GAS VALVE
	AIR RELEASE VALVE
	BACKFLOW PREVENTER
	WATER METER, GAS METER
	FIRE HYDRANT
	CATCH BASIN/CURB INLET
	CLEAN OUT
	RAIN DRAIN
	STREET LIGHT, PARKING LOT LIGHT
	UTILITY POLE, GUY ANCHOR
	UTILITY VAULT
	ELECTRICAL PEDESTAL
	CABLE PEDESTAL
	TELECOMMUNICATIONS PEDESTAL
	IRON ROD, IRON PIPE
	TREES
	SIGN
	MAILBOX

LEGEND	
CURB	STANDARD CURB
CG	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

SCALE 1" = 100
FOR 34" x 22" SHEETS



ATTACHMENT A

COLTON CROSSING
MASTER PLAN, SUBDIVISION, MINOR VARIANCE

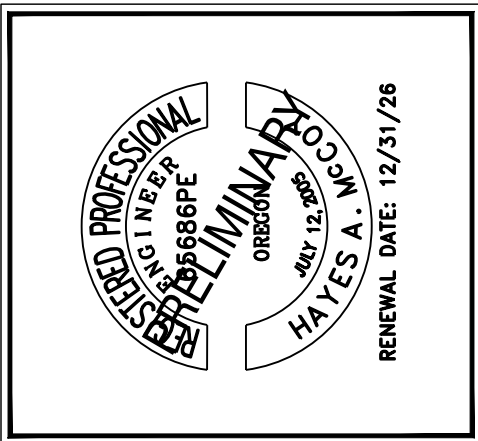
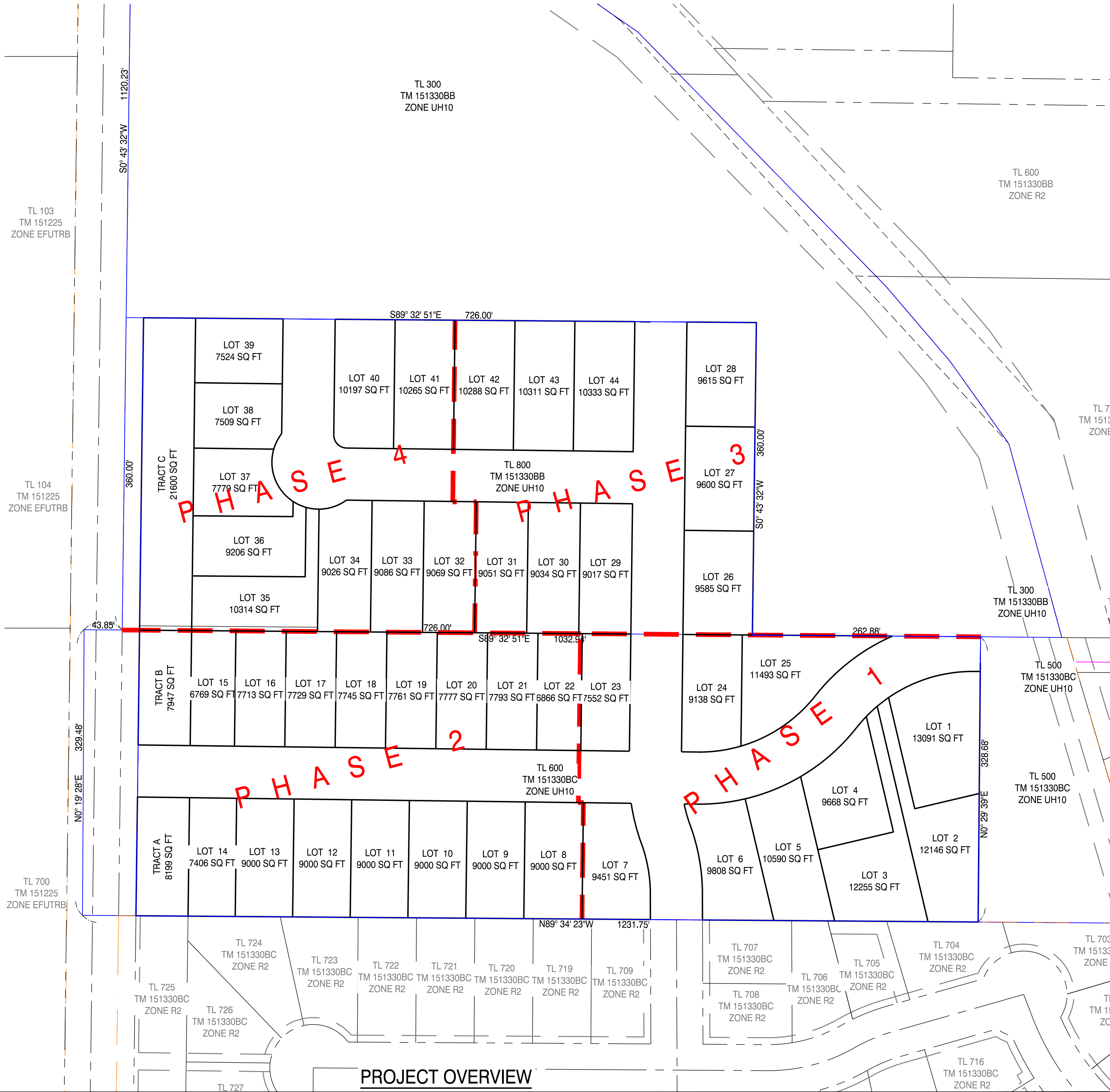
MULTIPLE SITUS ADDRESSES, REDMOND, OR, 97756

TAX MAP/LOT 151330BB 800, 151330BC 600

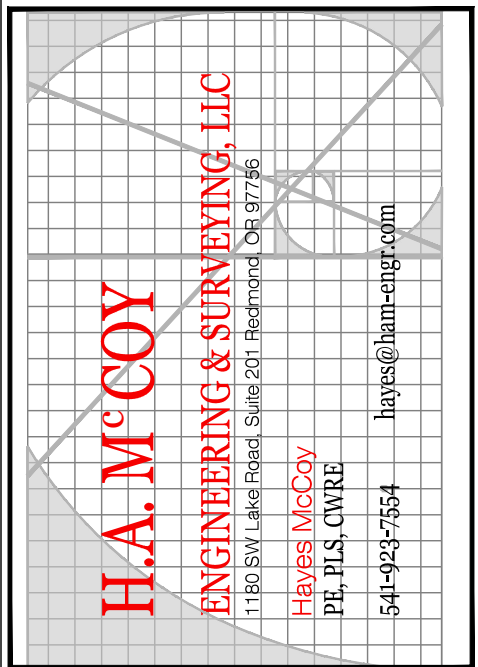
MAY, 2025

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



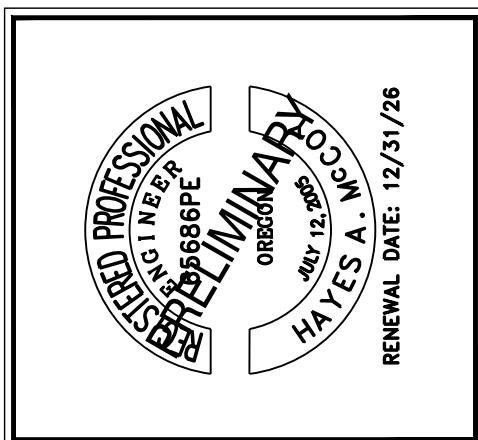
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☐ MASTER PLAN	12/03/24	☐	☐
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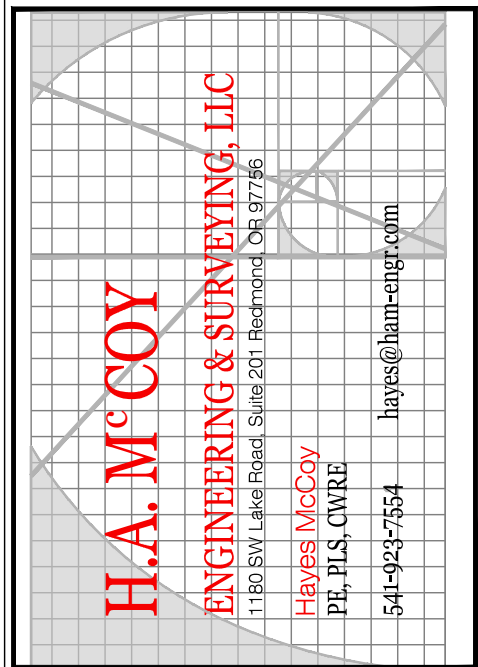
PROJECT: COLTON CROSSING
PROJECT LOCATION: REDMOND, OR
CLIENT: DUNLAP FINE HOMES

SHEET TITLE: COVER SHEET AND PROJECT OVERVIEW

JOB NO. 23-165
DRAWN BY: CPF
DRAWING: MP1.0



DRAWING STATUS:	DATE:	REVISION:	No.
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☐ MASTER PLAN	12/03/24	☐	☐
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PROJECT: COLTON CROSSING

PROJECT LOCATION: REDMOND, OR

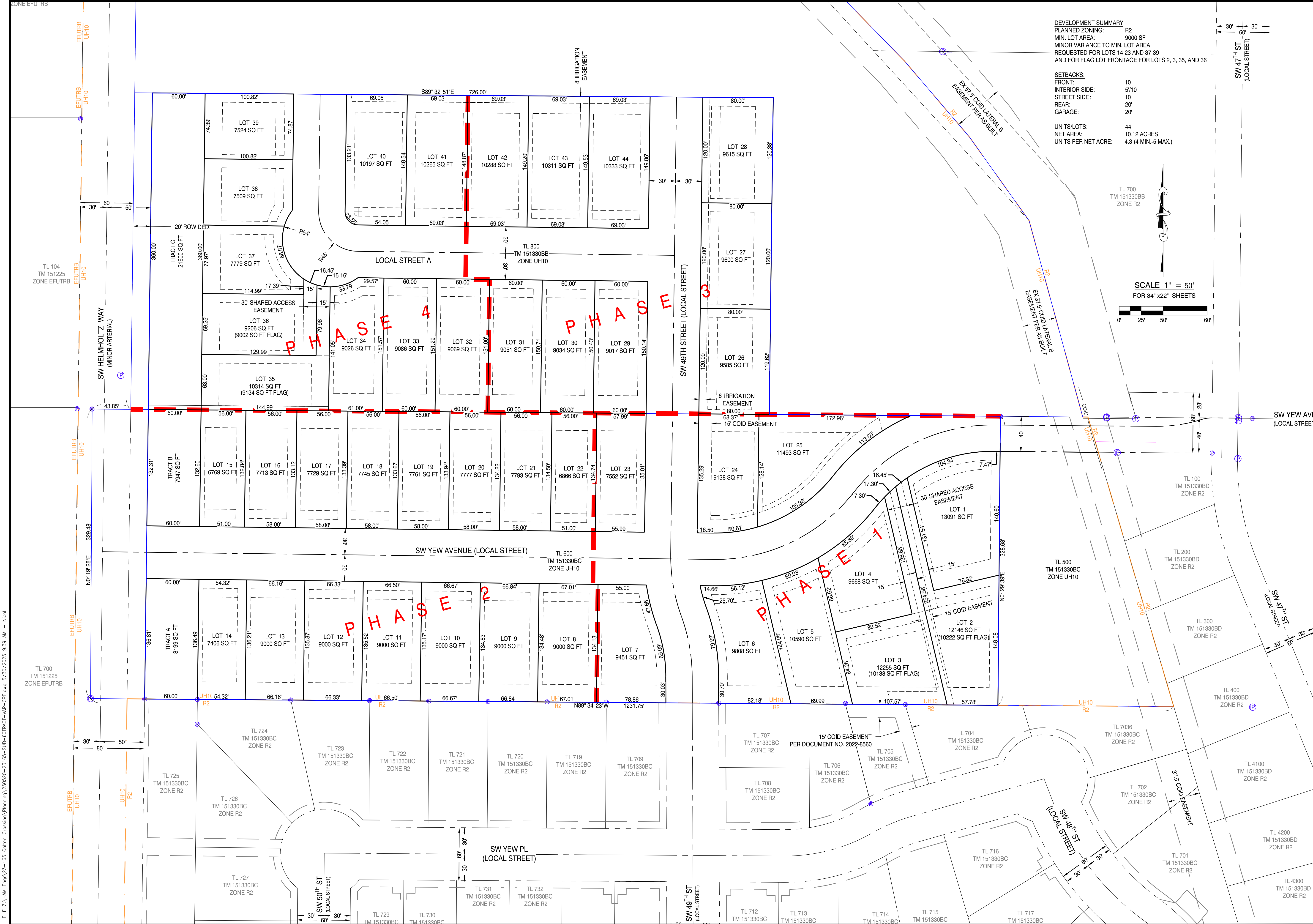
CLIENT: DUNLAP FINE HOMES

SHEET TITLE: PRELIMINARY STREET AND UTILITY LAYOUT

JOB NO. 23-165

DRAWN BY: CPF

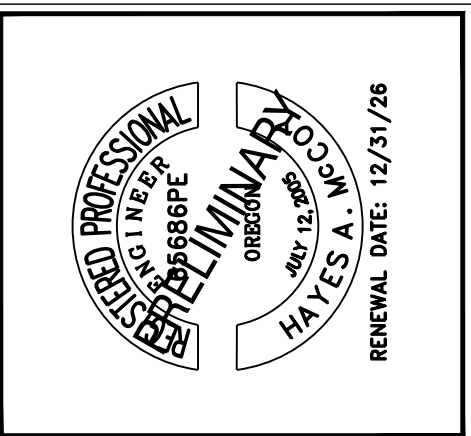
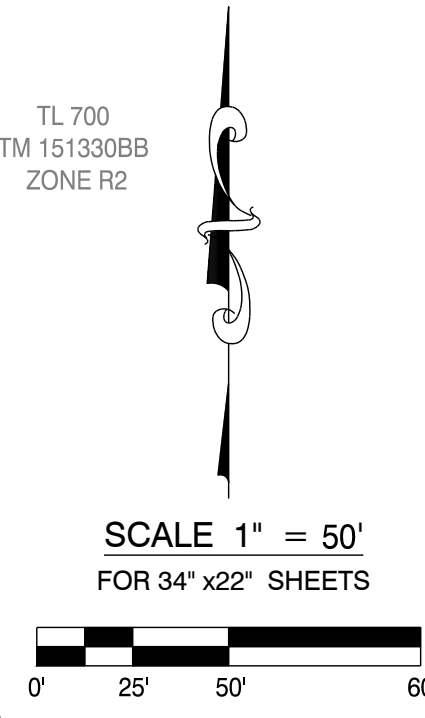
DRAWING: MP2.0



DEVELOPMENT SUMMARY
PLANNED ZONING: R2
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.)



DRAWING STATUS:	DATE:	REVISION:	No.
☐ EX COND	5/7/24		1
☐ MASTER PLAN	12/03/24		2
☒ MP REVISION	5/30/25		3
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☐			6
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☐			8
☐			9
☐			10

H.A. MCCOY
ENGINEERING & SURVEYING, LLC
11803 SW Lake Road, Suite 201, Bechtold, NC 27766
PL: H.A. MCCOY
HAYES A. MCCOY
hayes@ham-engr.com
541-423-7554

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

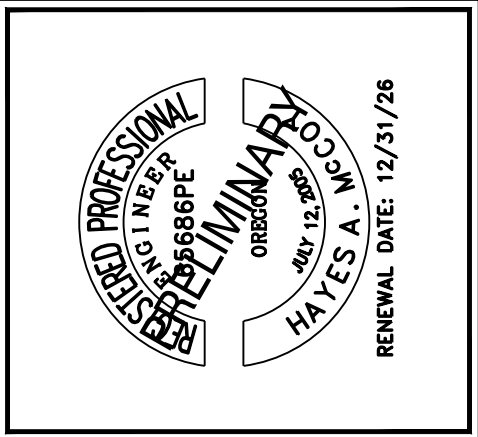
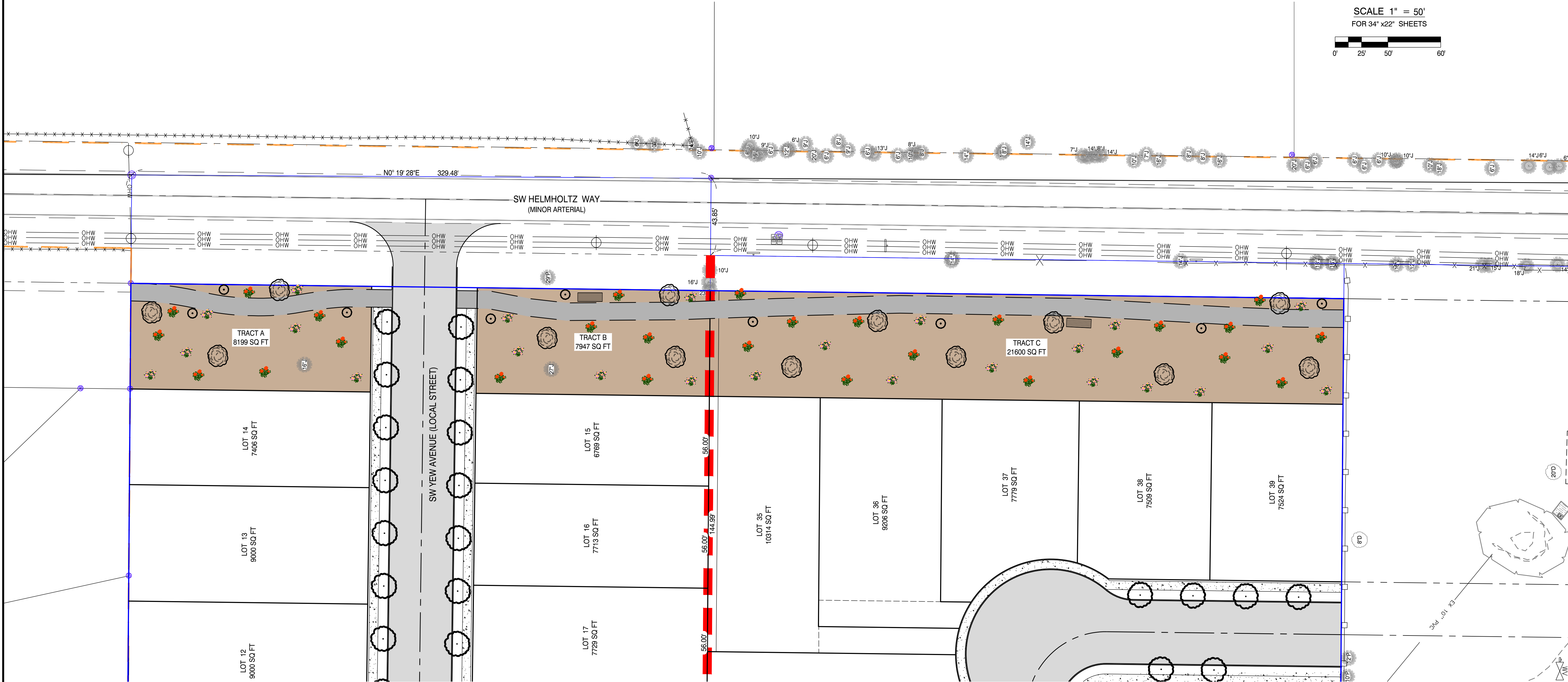
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DRAWING: MP2.1

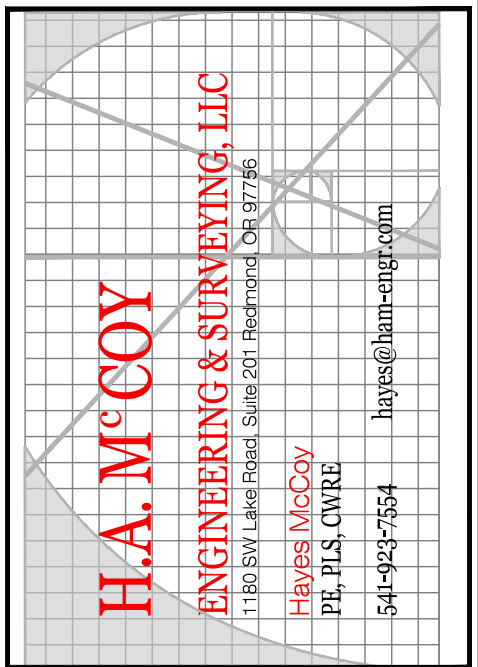
FILE: Z:\HAM_Eng\23-165_Colton Crossing\Planning\230520-23165-SUB-60TRACT-VAR-CPF.dwg, 5/30/2025 9:39 AM - Nicol

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



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EX COND	5/7/24	△		
☐ MASTER PLAN	12/03/24	△		
☒ MP REVISION	5/30/25	△		
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PROJECT:
COLTON CROSSING

PROJECT LOCATION:
REDMOND, OR

CLIENT:
DUNLAP FINE HOMES

SHEET TITLE:
LANDSCAPE PLAN

JOB NO. 23-165

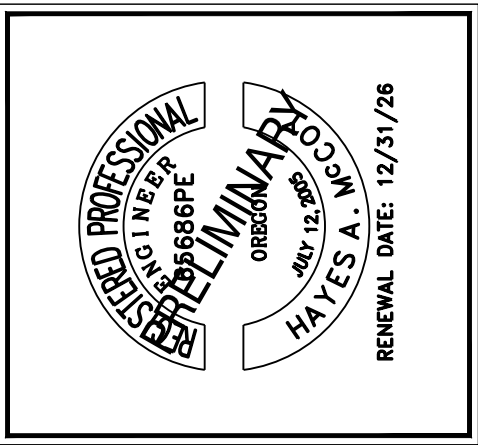
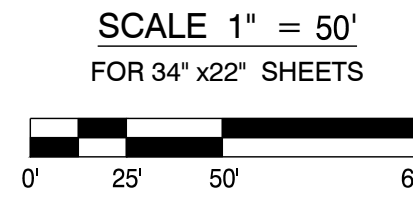
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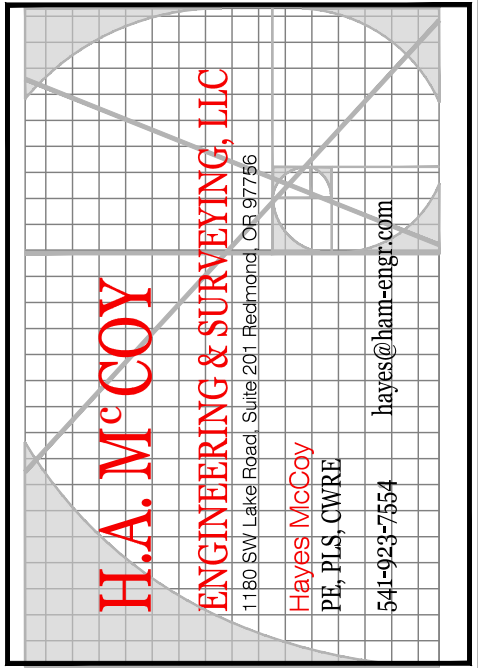


PHASING TIMELINE

	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



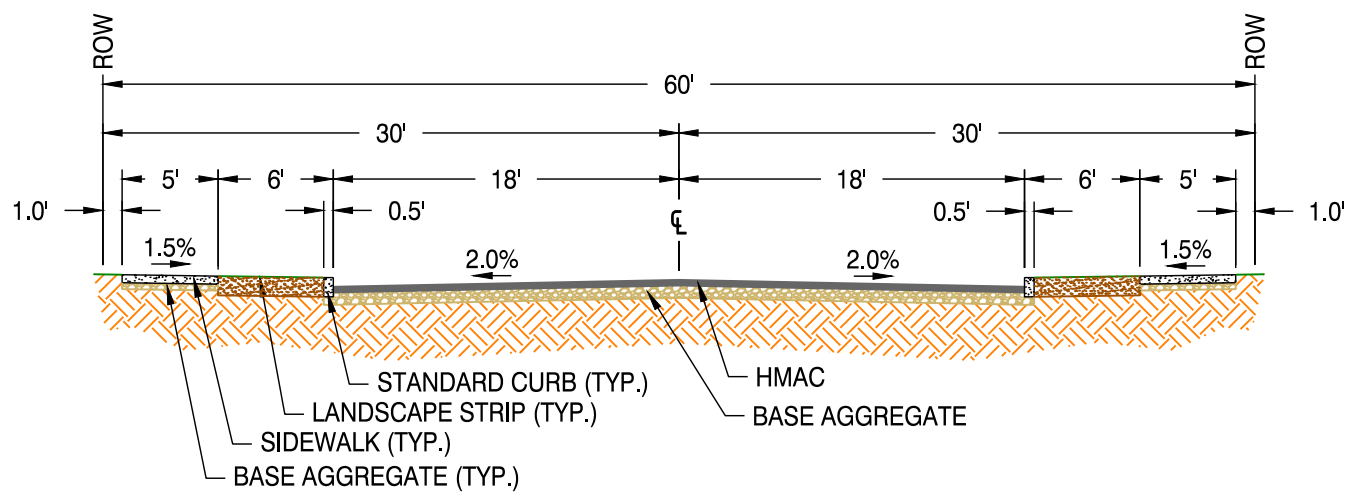
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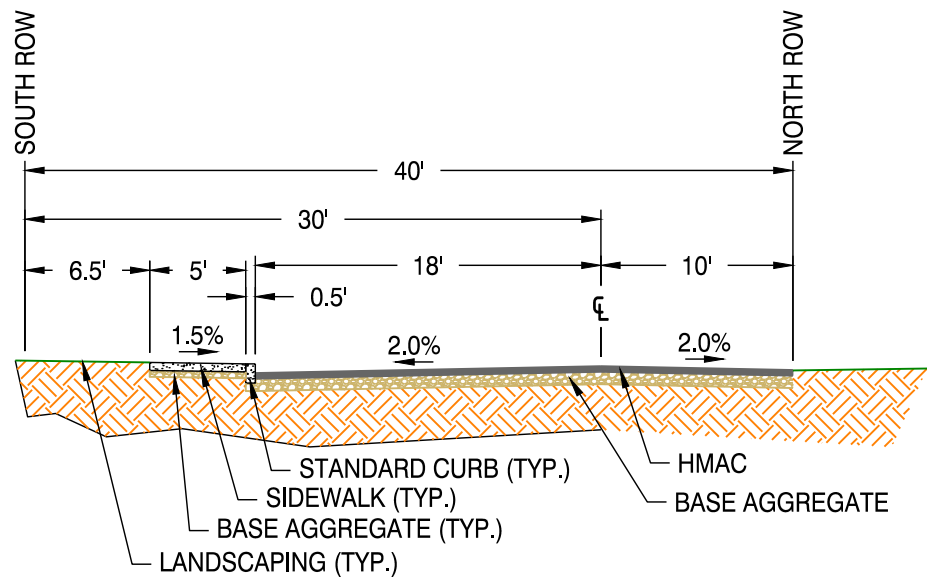
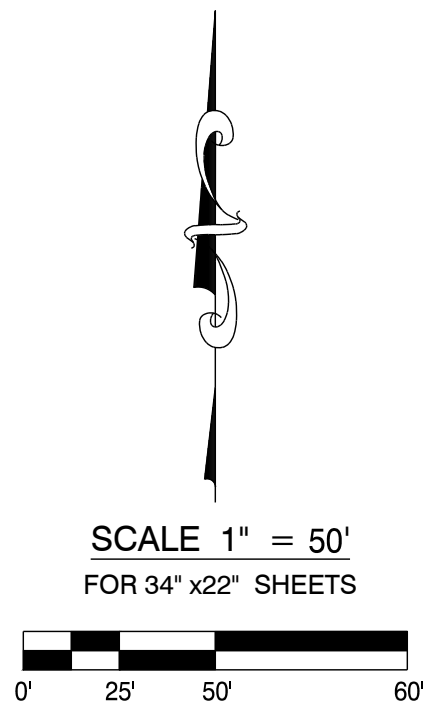
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PROJECT LOCATION:	REDMOND, OR
CLIENT:	DUNLAP FINE HOMES

SHEET TITLE:	PHASING PLAN
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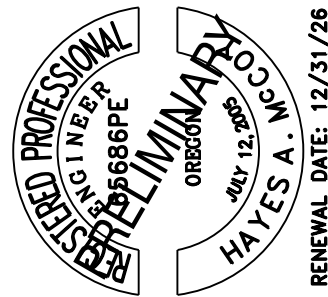
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DRAWN BY:	CPF
DRAWING:	MP2.3



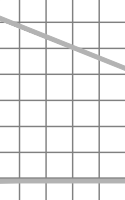
TYPICAL SECTION
LOCAL STREET: FULL IMPROVEMENT
SW YEW AVENUE, SW 49TH STREET, LOCAL STREET A
NTS



TYPICAL SECTION
LOCAL STREET: PARTIAL IMPROVEMENT
SW YEW
NTS



DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EX. COND	5/1/24	△		
☐ MASTER PLAN	12/03/24	△		
☒ MP REVISION	5/30/25	△		
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		△		



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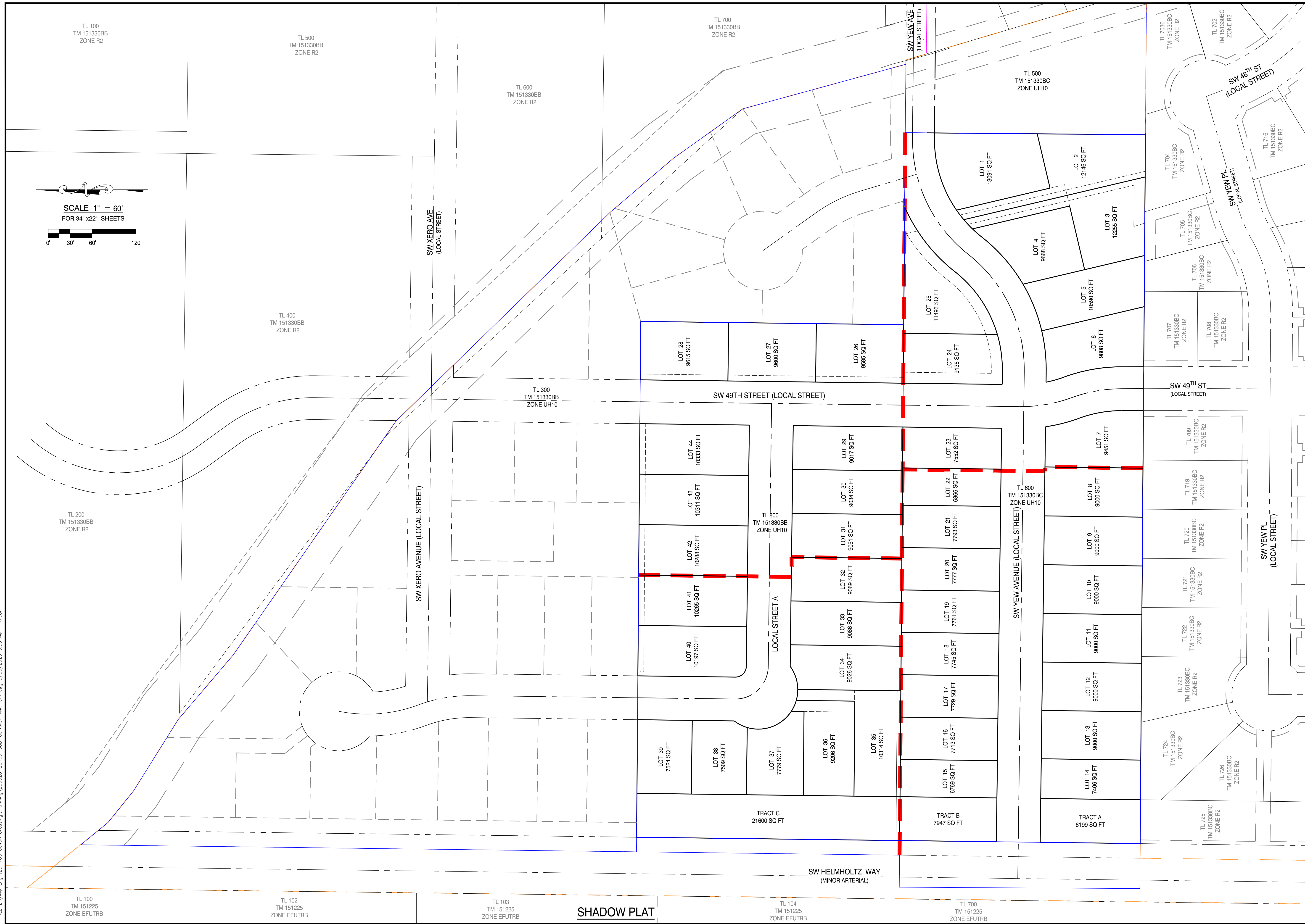
PROJECT: COLTON CROSSING

PROJECT LOCATION: REDMOND, OR

CLIENT: DUNLAP FINE HOMES

SHEET TITLE:
STREET SECTIONS

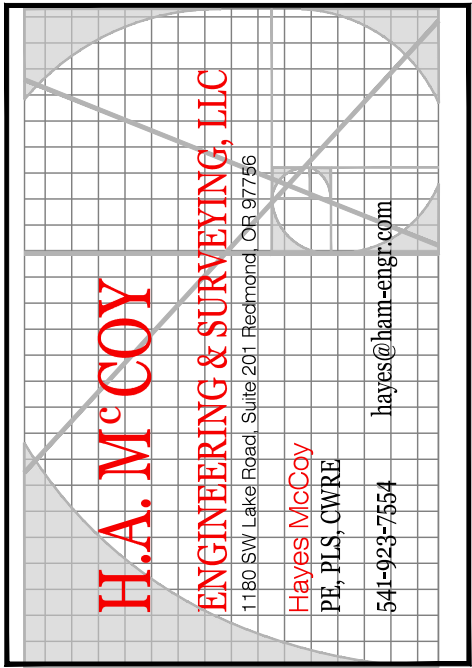
JOB NO.	23-165
DRAWN BY:	CPF
DRAWING:	MP3.0



SHADOW PLAT

REGISTERED PROFESSIONAL
 ENGINEER
 STATE OF MISSOURI
 NO. 196586PE
 EXPIRATION DATE: 12/31/26

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
☐ EX COND	5/1/24	△		
☐ MASTER PLAN	12/03/24	△		
☒ MP REVISION	5/30/25	△		
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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

Colton Crossing

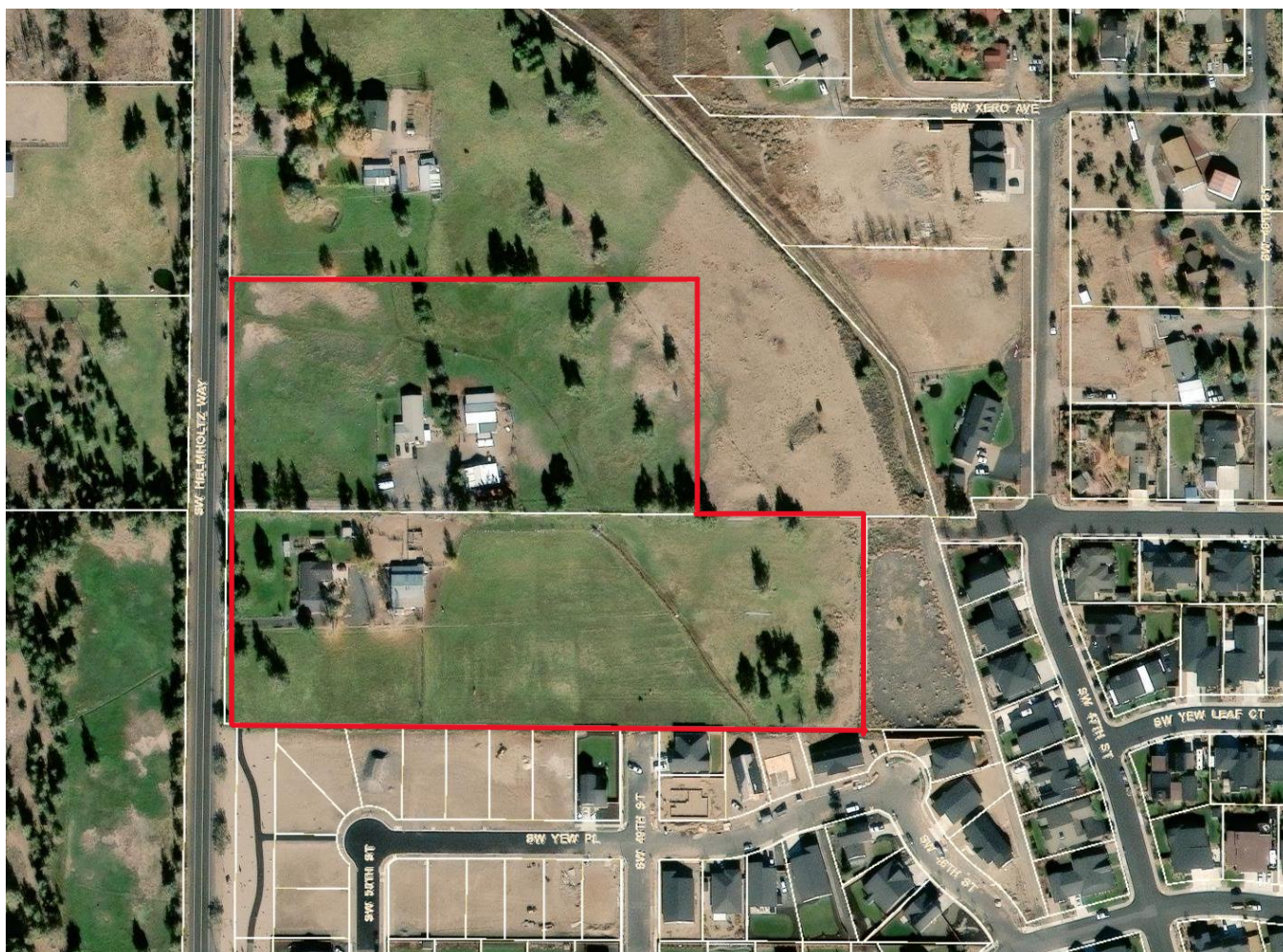
Burden of Proof Statement Master Plan, Subdivision, Variance and Annexation Application

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 Debusk Trust 9060 NE 31 st St Terrebonne, OR 97760	3530 SW Helmholtz Way Helmholtz Holdings LLC 715 NW Kingwood Ave Redmond, OR 97756
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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

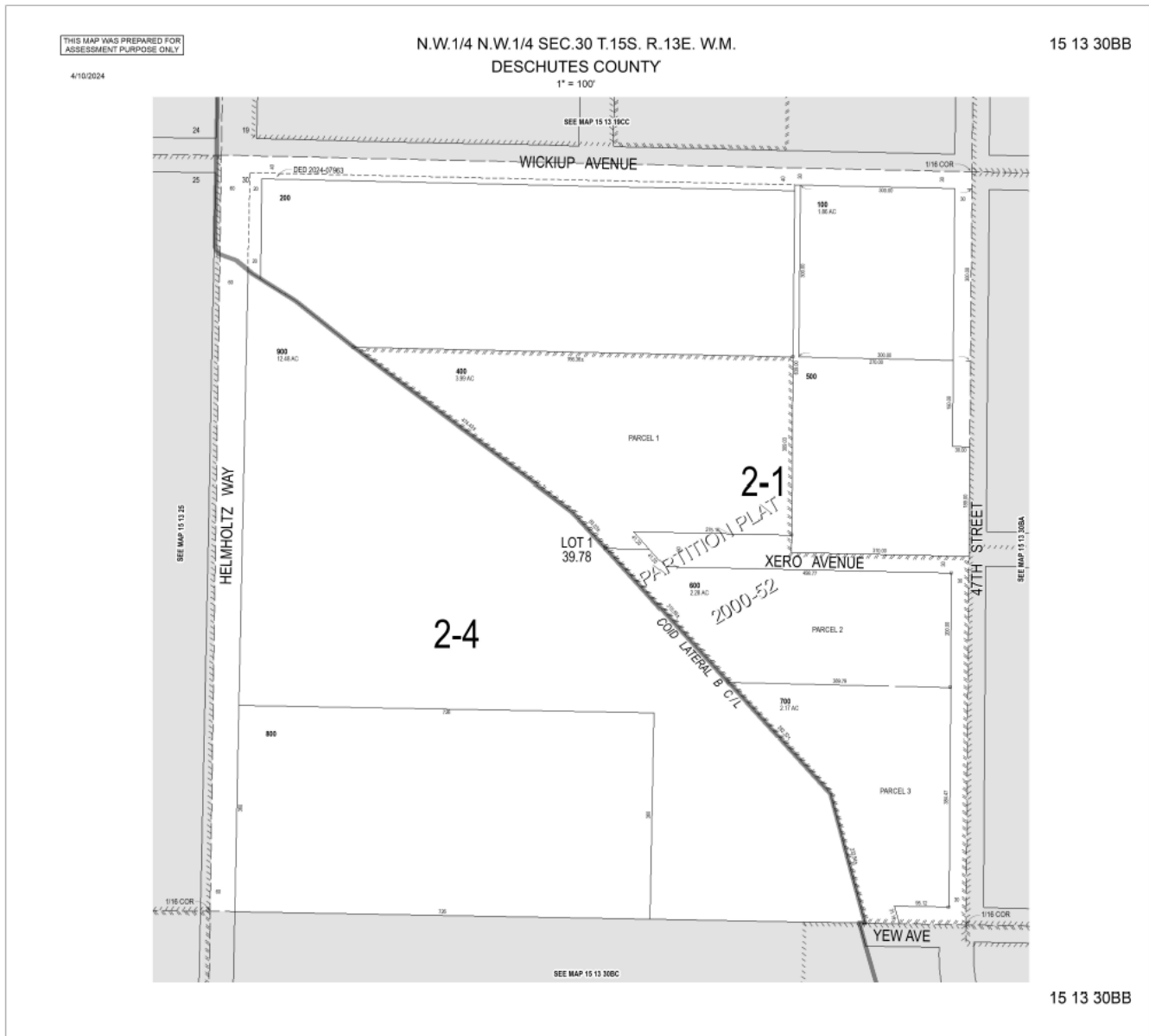
DESIGN STANDARDS AND IMPROVEMENTS

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

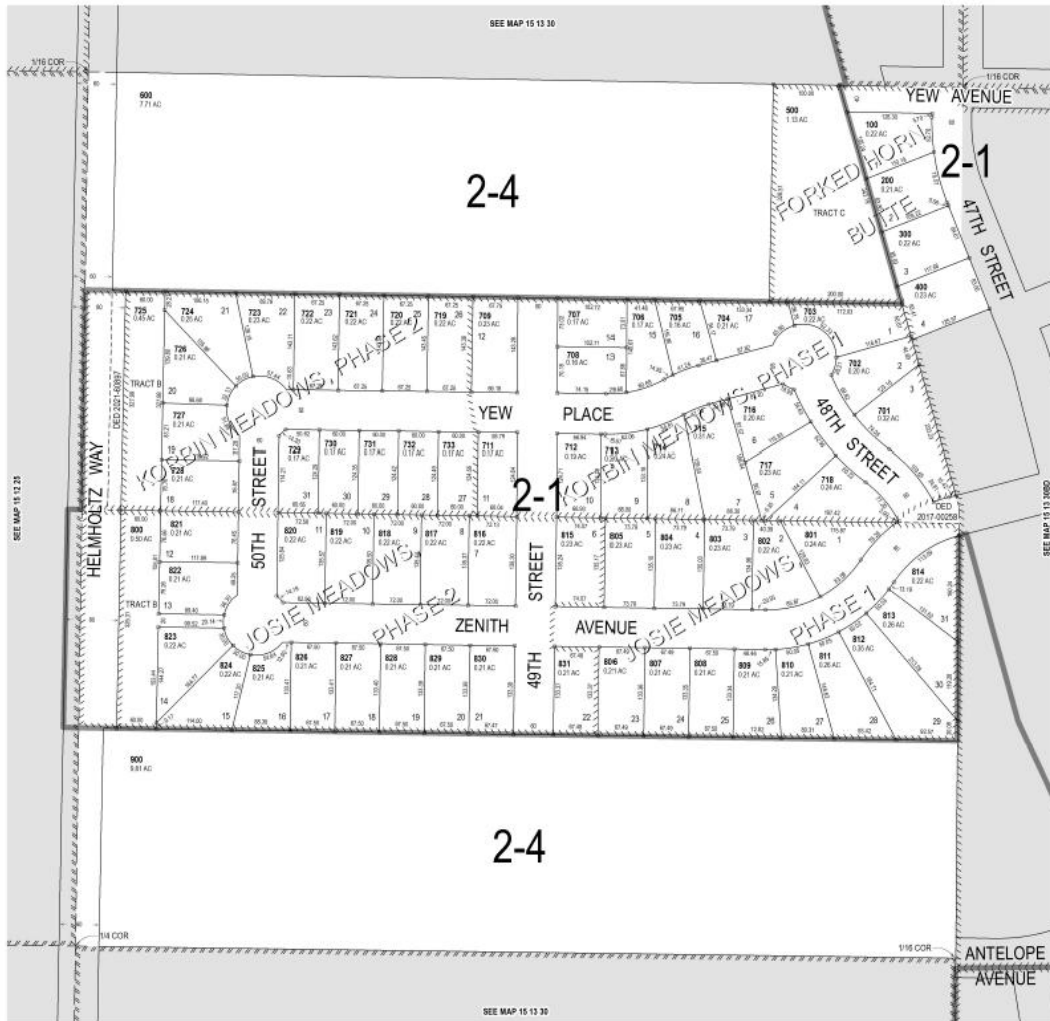
1. **Location:** The site is identified as: 3498 and 3530 Helmholtz Way; Tax Lots BB00800 and BC00600, Deschutes County Tax Assessor's Map #1513300000, Redmond, Oregon 97756



11/7/2023

SEE MAP 15 13 30

Cancelled Nos.
700



15 13 30BC

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.

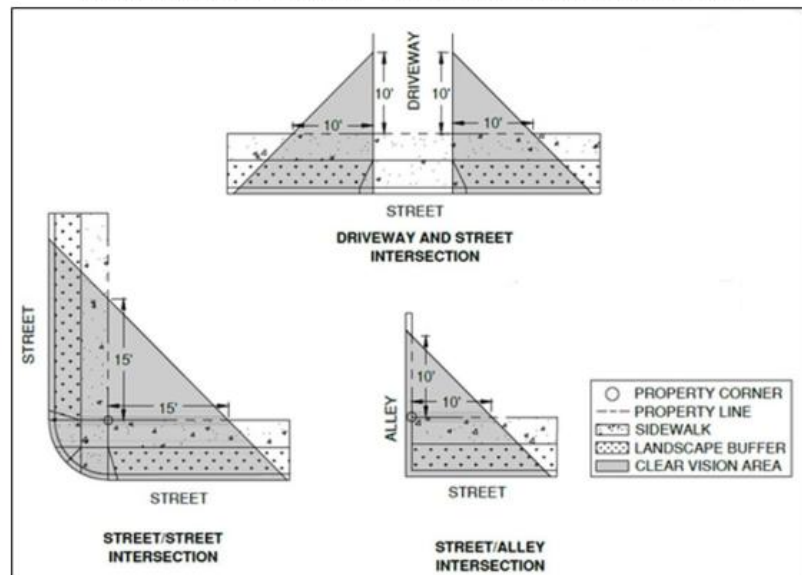
Sec. 8.305. - Establishment of Clear Vision Areas.

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 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.

Number of Trees Required = [(Length of Development Frontage) — (Clearance Areas)] / (Required Spacing Distance)

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

RESPONSE: This standard is advisory.

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

RESPONSE: Due to the awkward 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 guylines easements along the rear of lots adjacent to unsubdivided land may be reduced to ten0 feet in width, unless determined otherwise by the City Engineer or designate.

RESPONSE: Easements for utilities will be created in the Final Plat and are shown on the submitted Tentative Plat to meet the standard described.

B. *Drainage*. If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.

RESPONSE: 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 properly maintained or otherwise kept in good order. The provision(s) shall state that the City has sole and exclusive discretion to determine the need for and timing of any such removal, repair, or maintenance. The provision shall authorize the City to recover the cost of such removal, repair, or maintenance by directly billing the record owner of the property(s) subject to the CCR's or the property(s) directly benefited by the removal, repair, or maintenance. In the event a bill is not paid, the City may impose a lien on the property(s), which shall be recorded and may be enforced in the manner of an assessment lien. The inclusion of a provision or provisions described in this Section does not affect the obligations of an association, group and/or other persons or property owner(s) designated in the CCR's from any responsibilities or obligations respecting such improvements or common areas, nor shall it obligate the City to such undertake such removal, repair, or maintenance.

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

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 COID's 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: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing

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Hello Claressa,

Deschutes County staff have reviewed the materials associated with files 711-25-000023-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



Let us know how we're doing: [Customer Feedback Survey](#)

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



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DISCLOSURE NOTICE:

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

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>; ccdailcrossinglur@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@pacificorp.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

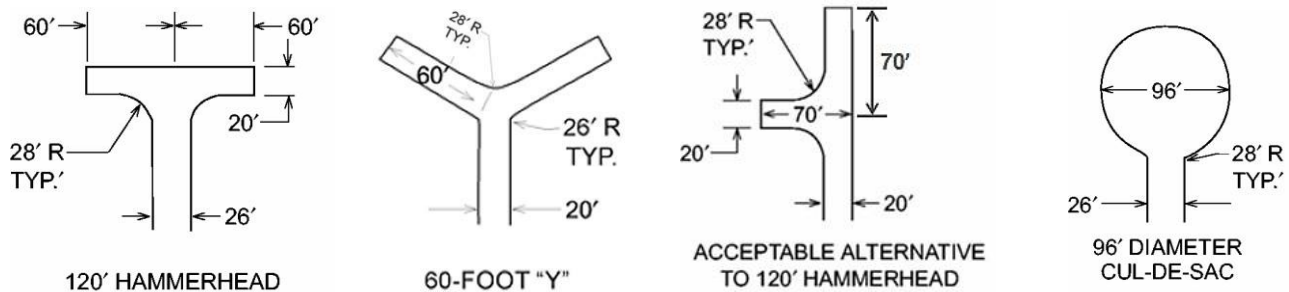
**Re: 711-25-000023-PLNG (ANN) & 711-24-000243-000245 (MD, SUB, V) | Colton Crossing
Tax Lot ID: 151330BB00800 and 151330BC00600**

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 next 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)

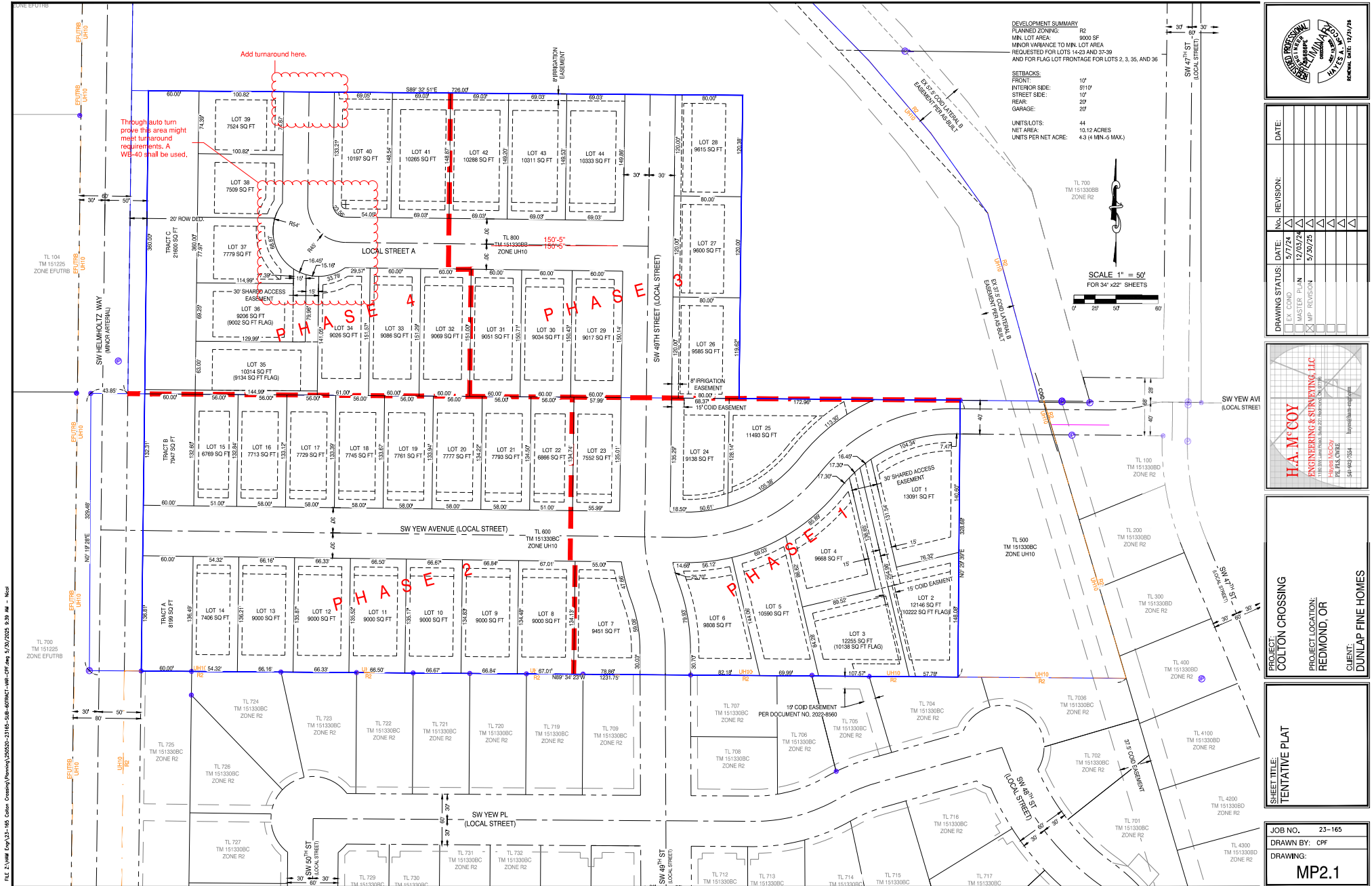
If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at 541-504-5010.

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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Claressa Davis

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

Hi Claressa – 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: Claressa Davis <claressa.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-feet 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-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 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

Claressa Davis

From: Claressa Davis
Sent: Thursday, July 24, 2025 12:25 PM
To: Josh Powell
Subject: RE: Colton Crossing concerns

Dear Josh Powell,

Thank you for providing your comments on the proposed Colton Crossing project. Your comments have been added to the official public record for this case. Anyone with concerns or comments regarding this development is encouraged to submit official comments into the record. I will do my best to answer your questions and address your concerns.

Once the application obtains land use approval, the applicant will be required to submit a grading and drainage plan to the City Engineering Department for review and approval prior to platting new lots and installing infrastructure. Additionally, each individual lot's grading/drainage will be evaluated as part of the building permit process.

Thank you for your concerns about impacting the ecosystem. As being located within the urban growth boundary, this area is slated for urban development. As one of the first residents to move to the neighborhood, you are witnessing this change. Due to Oregon land use laws, the City is required to carefully conserve its land and develop within its urban growth boundary. While this does impact wildlife, it stops development from sprawling across the countryside.

The project includes the extension of SW Yew Avenue to SW Helmholtz Way. New homeowners, as well as existing neighbors, will have access to SW Helmholtz Way through the subdivision. The applicant is also required to bring SW Helmholtz Way up to arterial standards, which includes a center left turn lane at SW Yew Avenue and a bike lane along the eastside of Helmholtz.

Please reach out if you have any other questions or other comments. You are also welcome to come and talk with us at City Hall.

Thank you,



CLARESSA DAVIS | City of Redmond
Long Range City Planner

phone 541.923.7718
email claressa.davis@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



WWW.REDMONDOREGON.GOV

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From: Josh Powell <powellhouse4@gmail.com>
Sent: Wednesday, July 23, 2025 6:58 AM
To: Claressa Davis <claressa.davis@redmondoregon.gov>
Subject: Colton Crossing concerns

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Hello,

I am a home owner at 4951 SW Yew pl, and wanted to write about concerns for the proposed development at Colton Crossing off of Helmholtz way.

Currently, the residential homes in the area already have substantial drainage issues on all lots lining Yew pl. With all lots currently sloping to low point drains facing the property in review for annex, and all of those low point areas eventually draining because of the undeveloped property.

There is also substantial wildlife in the area, that will all be pushed to the west side of helmholtz way if this land is allowed to be annexed.

Based on the proposed entry plan, there will not be any direct access to these 44 new lots from Helmholtz, meaning all traffic impacts will be through the existing neighborhood which already has very limited access and egress point. And congestion at peak times of day.

In the event of some time of emergency access and ability to evacuate would be greatly hampered, if not completely blocked.

With ever growing fire dangers in our area this is a huge concern for existing residents who already have very few access points.

Please take this into consideration, and understand that residents in the area strongly oppose a new development with 44 new lots, With no additional access points and lots of winter time drainage and environmental concerns.

Thank you
Josh Powell

Claressa Davis

From: Claressa Davis
Sent: Thursday, July 24, 2025 11:09 AM
To: Mathew Hogan from Fair Housing Council of Oregon
Subject: RE: 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245

Good morning Mathew,

I will update the report for our City Council hearing.

Thank you,



CLARESSA DAVIS | City of Redmond
Long Range City Planner

phone 541.923.7718
email claressa.davis@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756



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From: Mathew Hogan from Fair Housing Council of Oregon <mathew.jamesfhco@gmail.com>
Sent: Tuesday, July 22, 2025 8:40 AM
To: Claressa Davis <claressa.davis@redmondoregon.gov>
Subject: RE: 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245

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Good morning Claressa,

Thank you for the explanation and response. Can you include these observations as findings to show compliance with Goal 10 and update the report to reflect compliance for the hearing tomorrow?

Powered by [HubSpot](https://www.hubspot.com).

On Thu, Jul 17, 2025 at 3:18 PM, Claressa Davis <claressa.davis@redmondoregon.gov> wrote:

Mathew,

Thank you for reaching out. We really appreciate the interest in our projects from the Fair Housing Council of Oregon.

I'll attempt to address your concerns. Redmond uses a one-map system, and these lands are designated to be R-2 when they annex into the city (i.e., implementing, rather than amending, the Comp Plan Map). The application and proposal follow the comprehensive map's designation and aim to transform approximately 14 acres, currently allowing two houses, into a 44-lot subdivision.

Additionally, the developer has applied for a minor variance to lot size, which would increase the number of possible lots from 41 to 44.

On another note, most of these lots would permit up to a quadplex. While the applicant is pursuing developing single family homes, R-2 zoning outright permits more intensive housing units such as duplexes, triplexes, and quadplexes. Once created, the number of dwelling units may increase on the individual lots.

The applicant is striving to create the most possible lots on the site while remaining in accordance with the designated zoning standards.

I appreciate the references you sent over and will read through them.

Thank you,



CLARESSA DAVIS | City of Redmond

Long Range City Planner

phone **541.923.7718**

email claresa.davis@redmondoregon.gov



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DISCLOSURE NOTICE:

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

Sent: Thursday, July 17, 2025 10:04 AM

To: Claressa Davis <claressa.davis@redmondoregon.gov>

Subject: 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245

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

Good morning Claressa,

My name is Mathew Hogan and I provide outreach for the Fair Housing Council of Oregon (FHCO). We have reviewed the staff report for PAPA# 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245 and we think the board here would just like to see a section addressing Goal 10.

It currently does not show any Statewide planning Goal 10 findings or numbers representing how it will meet Redmonds housing needs.

How, specifically, will 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245 meet the city's housing goals? Many cities make reference to Housing Needs Assessment (HNA) or their Buildable Lands Inventory (BLI).

This may be helpful to you, [Findings Guidance](#). I have also included an example from Beaverton that can be used for good reference as well. Let me know if I can help in some way, we would love to submit a positive letter in support of this amendment for the hearing on 7/23/25.



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city of
REDMOND
oregon

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

Owner Information

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

Project Information

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

Reserved for City of Redmond Approval

Reviewed by: Veronica Reinertson
Approved (date): 02/03/2025
Approved PM Peak Trips: 39
Approved ADT: 387

**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



Engineering Department
243 E Antler Avenue
Redmond, OR 97756-0100
Phone: 541-504-2002
www.redmondoregon.gov
Siteplan@redmondoregon.gov

Trip Generation Calculation Worksheet

This form may be used as a Trip Generation Report and must be attached to the Transportation System Analysis Application. The submitter shall input all cells highlighted in blue. The worksheet will calculate cells in white. Adjusted ADT and PM Peak Hour Trips include passby rate reductions. The adjusted totals will be used to determine whether a Transportation Impact Analysis will be required. The submitter shall provide this worksheet to the City as a PDF.

Site Location and Applicant Information	
Project:	Korbin Meadows North (711-24-000043-PW)
Address:	3498/3530 SW Helmholtz Way
Taxlot(s):	151330BC00600 and 151330BB00800
Submitter	Melissa Webb (Lancaster Mobley)
Date:	1/29/2025

Trip Generation Calculation Worksheet												
ITE* CODE	Code Description	Qty	Unit of Measure (UOM)	ADT Rate**	PM Peak Trip Rate	Pass-By Rate (%)	Adjusted Total ADT	Adjusted Weekday PM Peak Hour Trips				
								Total	% In	In	% Out	Out
Previous Uses												
210	Single-Family Dwelling	3	DU	9.43	0.94	0%	28.29	2.82	63%	1.7766	37%	1.0434
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
Totals:							28.29	2.82		1.7766		1.0434
Proposed Uses												
210	Single-Family Dwelling	44	DU	9.43	0.94	0%	414.92	41.36	63%	26.0568	37%	15.3032
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
							0	0		0		0
Totals:							414.92	41.36		26.0568		15.3032
(Proposed-Existing) Net Totals:							386.63	38.54		24.2802		14.2598

*Institute of Traffic Engineer's Manual, 11th Edition; **Average Daily Trips



CITY OF REDMOND
Engineering Division

243 East Antler Avenue, Suite 100
Redmond, OR 97756

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

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



COLTON CROSSING

ANNEXATION, MASTER DEVELOPMENT PLAN, TENTATIVE SUBDIVISION, & MINOR VARIANCE

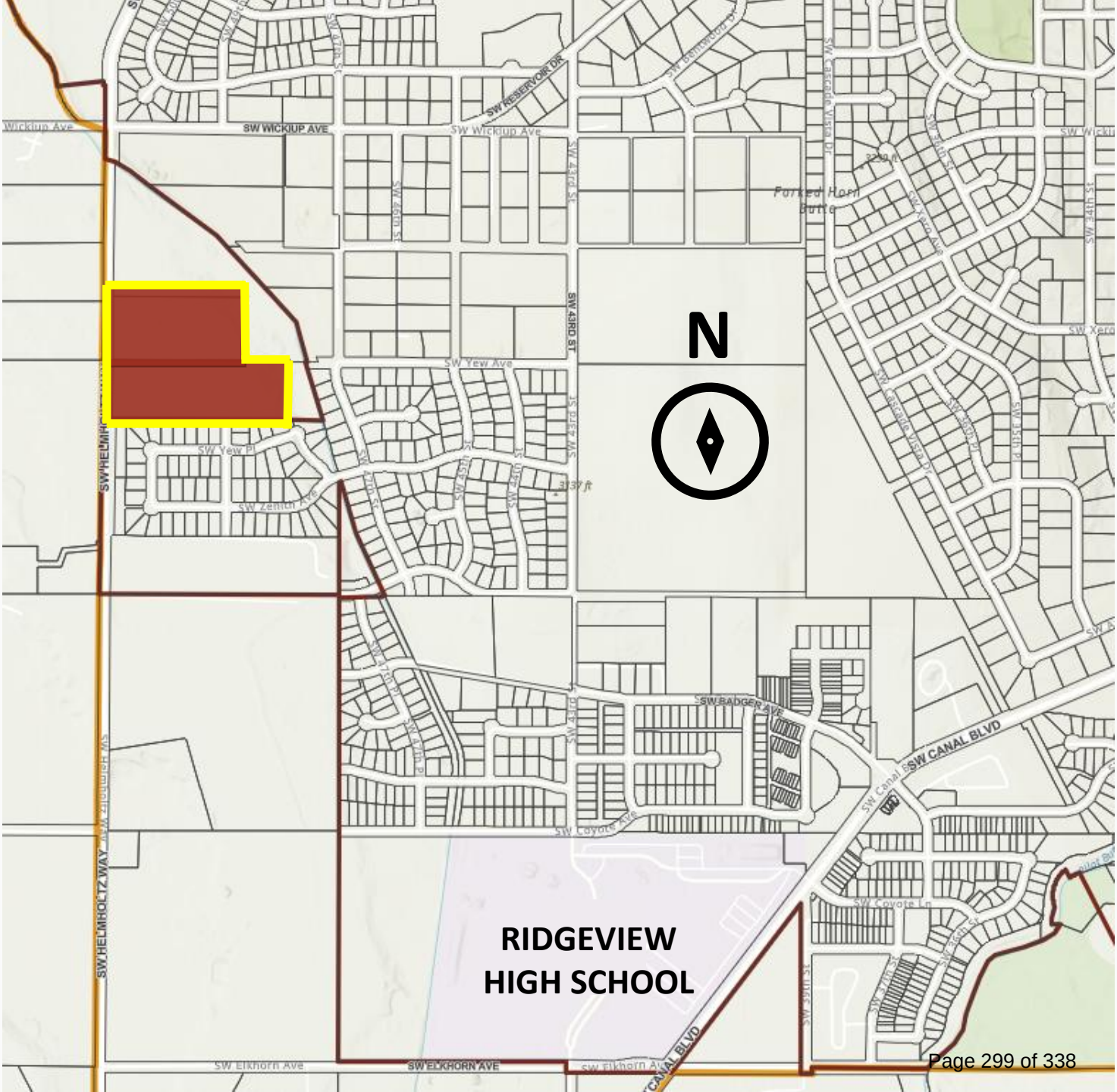
711-25-000023-ANN, 711-24-000243-MD, 711-24-000244-SUB, 711-24-000245-V

REDMOND CITY COUNCIL — AUGUST 12, 2025



PROXIMITY SOUTHWEST REDMOND

—
SLIDE / 2





LAND USE APPROVAL REQUESTS

1

MASTER DEVELOPMENT PLAN
13.71 ACRES IN SOUTHWEST REDMOND

2

TENTATIVE SUBDIVISION
44 SINGLE FAMILY LOTS

3

MINOR VARIANCE
REDUCING LOT SIZE FOR 13 LOTS AND FRONTAGE
FOR 4 LOTS



LAND USE HISTORY – SOUTHWEST AREA PLAN

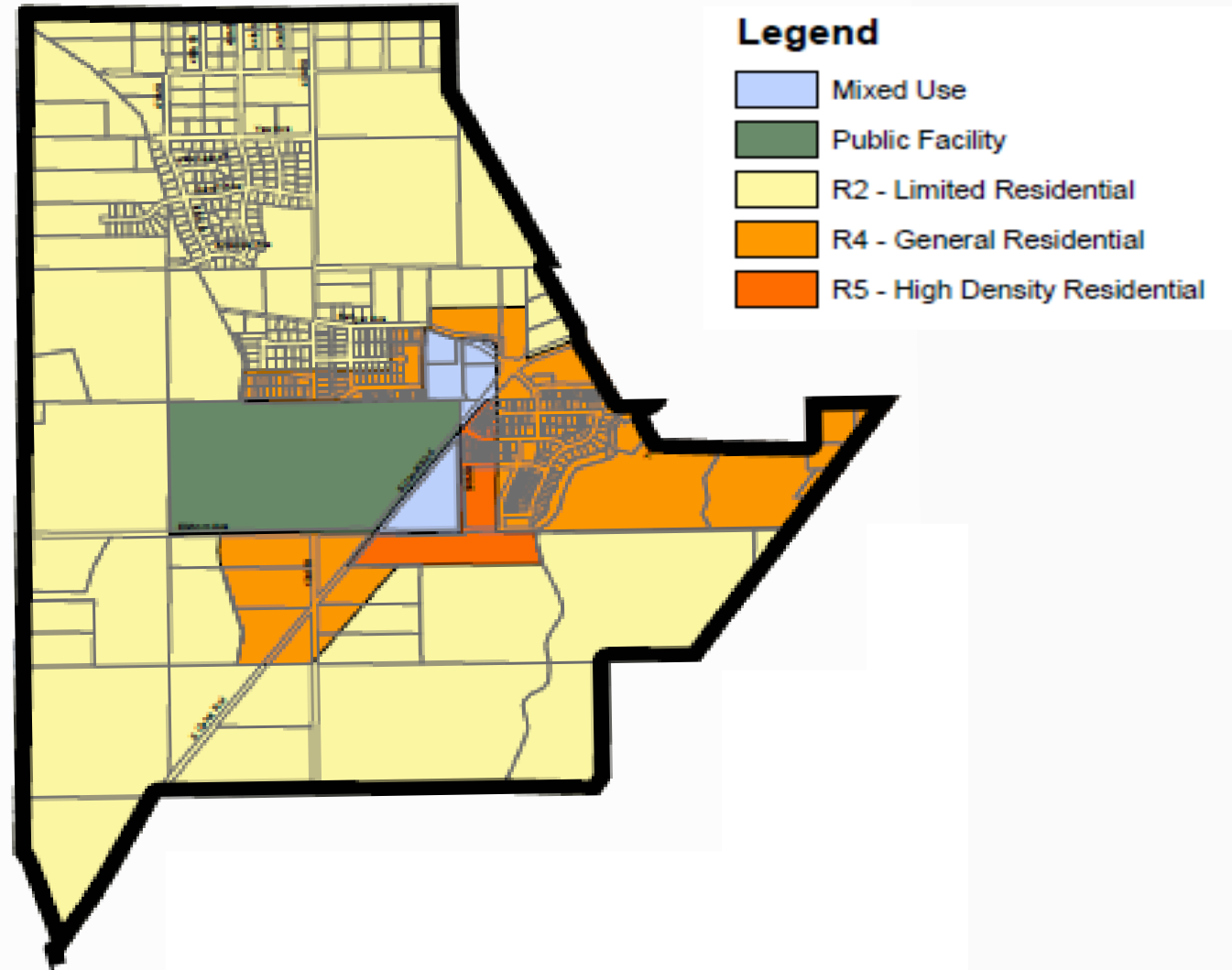
SOUTHWEST AREA PLAN

Adopted in 2014

~1,000 Acres

6 ZONING Districts

- Residential,
- Open Spaces,
- Public Facility,
- Mixed Uses





COLTON CROSSING PROPOSAL



SLIDE / 5



**4 Phases
44 Lots**

Single-Family Units

**~3/4 Acre Open
Space Tract**

Multi-Use Trail

**Extend Yew to
Helmholtz Way**

**Helmholtz Way
Frontage
Improvements**



MASTER DEVELOPMENT PLAN

SLIDE / 6

REVIEW CRITERIA

1. Generally consistent w/ Framework Plan, Area Plan, & Comp Plan
2. Plan is generally suitable for area, considering existing & planned development
3. Plan is functionally integrated with developed or planned areas
4. Plan meets the applicable Great Neighborhood Principles

SEC. 8.270 (C) (14), REDMOND DEV. CODE:

- | | |
|---------------------------------------|-------------------------------------|
| 1. Transportation | ☒ |
| 2. Housing | ☒ |
| 3. Open spaces, greenways, recreation | ☒ |
| 4. Integrated design elements | ☒ |
| 5. Diverse mix of activities | ☒ |
| 6. Public art | ☒ |
| 7. Scenic views | ☒ |
| 8. Urban-rural interface | ☒ |
| 9. 'Mini' parks in neighborhoods | ☒ |
| 10. Canal trails | ☒ |
| 11. Green design | ☒ |



GREAT NEIGHBORHOOD PRINCIPLES

SLIDE / 7



TRANSPORTATION

- Extends SW Yew to Helmholtz
- Extending/creating SW 49th Ave and Local Street A
- Multi-Modal
- Helmholtz Frontage Improvements



GREAT NEIGHBORHOOD PRINCIPLES

SLIDE / 8

Table 2.1

District	Label and Color	Acres	Percent of Total	Primary Uses	Comments
Residential 2	R-2	709.76	70.28%	Single Family Residential	Standard density zone used primarily in single family neighborhoods.

Housing Type	Residential Plan Designations			Mixed Use Live/Work	TOTAL
	Limited Residential	General Residential	High Density Residential		Needed Housing Mix
Dwelling Units					
Single-family detached	1,828	2,250	-	-	4,078
Single-family attached	-	-	1,044	-	1,044
Multifamily	72	72	1,210	341	1,695
Total	1,900	2,322	2,254	341	6,817

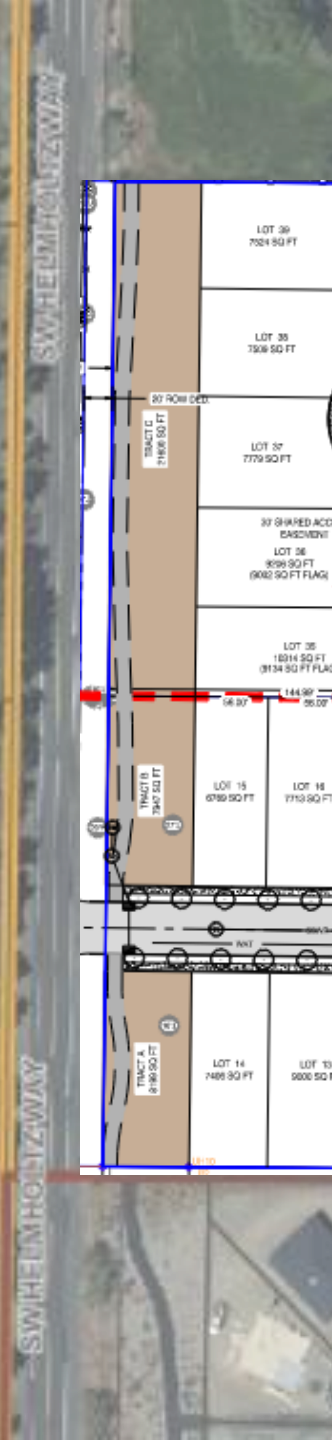
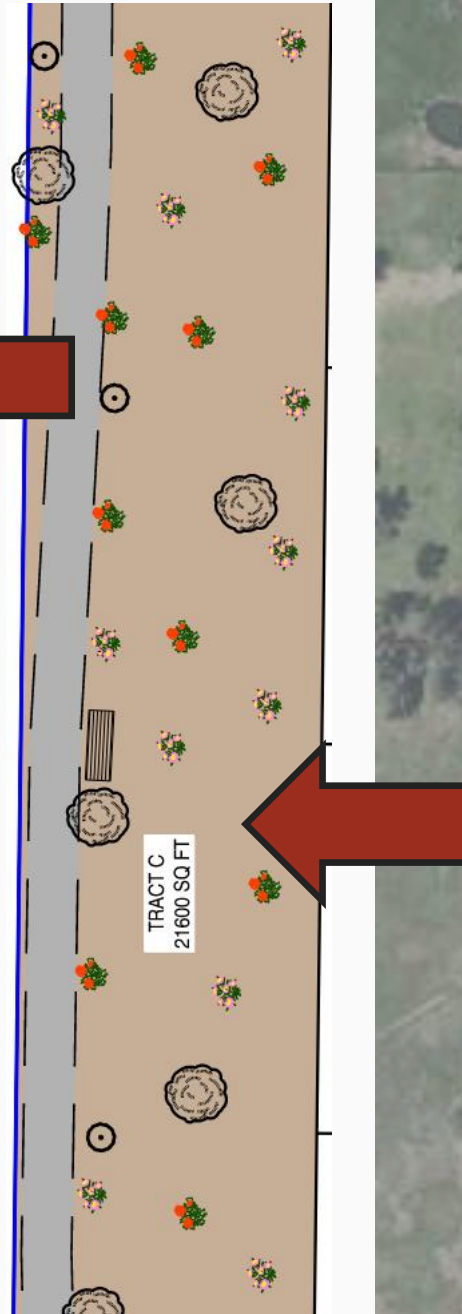
HOUSING

- 44 detached single-family lots
- SWAP vision & Housing Needs Analysis
- lot sizes:
~7,000 – ~13,000 sq. ft.



GREAT NEIGHBORHOOD PRINCIPLES

SLIDE / 9



OPEN SPACES & URBAN-RURAL INTERFACE

- 3/4 acre open space tracts
- Multi-use path
- Amenities reviewed and approved before final plat



GREAT NEIGHBORHOOD PRINCIPLES

SLIDE / 10

GREEN DESIGN

- Water-wise & native landscaping
- Curb tight sidewalks



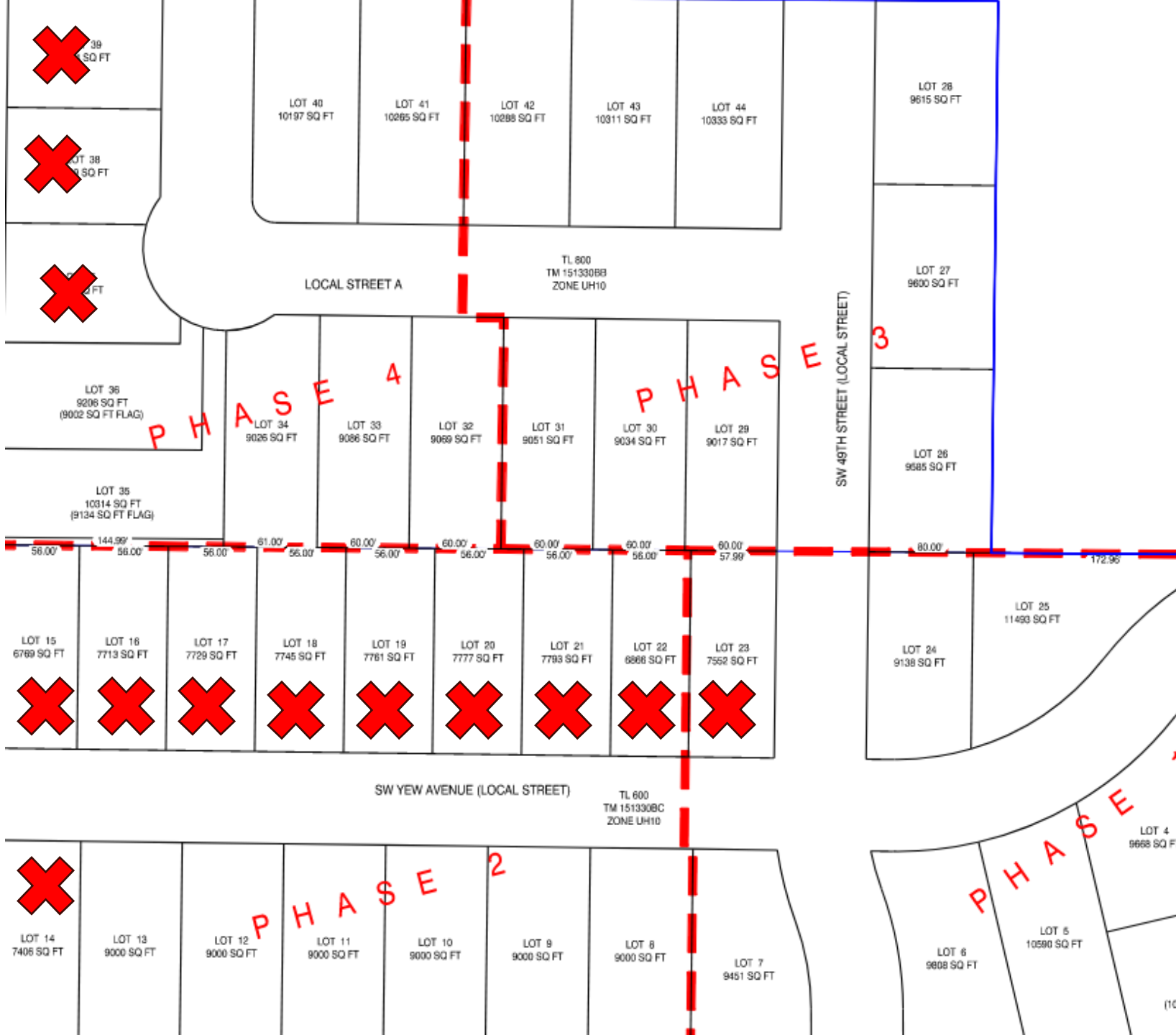


MINOR VARIANCE:

A MINOR VARIANCE IS A 25% REDUCTION FROM THE SET STANDARD.

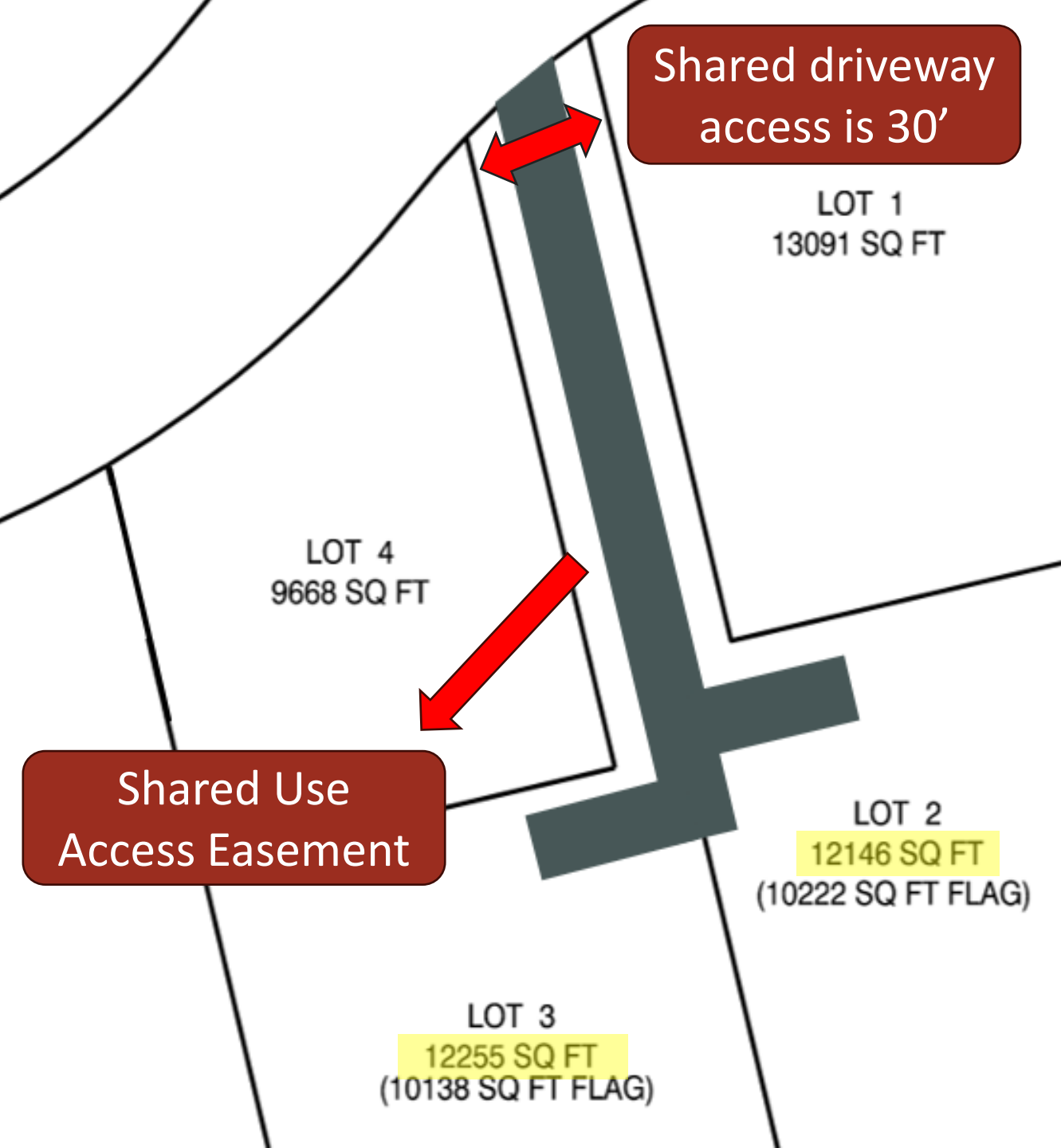
**01 LOT SIZE REDUCTION
FOR 13 LOTS**

**02 FRONTAGE
REDUCTION FOR 4
LOTS**



LOT SIZE REDUCTION

- Applicant is dedicating 3/4 acre for open space tract
- Average size of reduced lot is 7,532 sqf
- Helps meet minimum density requirement



FRONTAGE REDUCTION

- Shared use access easement
- Lots 2 and 3, 35 and 36
- Typical driveway is 12' in width, shared driveway will likely be 14'-16'
- Approved by Redmond Fire and Rescue and City Engineering
- Larger lots



PLANNING COMMISSION AND STAFF RECOMMEND:

**APPROVE,
Subject to 20
conditions**

01 MASTER DEVELOPMENT PLAN

**~14 ACRES IN
SOUTHWEST REDMOND**

02 TENTATIVE SUBDIVISION PLAN

**4 PHASES
44 SINGLE-FAMILY LOTS
OPEN SPACE TRACT**

03 MINOR VARIANCE

**LOT SIZE REDUCTION
FRONTAGE REDUCTION**



CONDITIONS OF APPROVAL

SLIDE / 15

EXTEND YEW DURING PHASE 1

The applicant originally planned to extend Yew during phase 2. The City asked them to extend it during phase 1.

SHARED ACCESS EASEMENT

The applicant must record the shared access easement prior to final plat.

OPEN SPACE TRACT

Detailed landscaping & amenities plan must be reviewed & approved prior to final plat. Tract must be privately maintained.



QUESTIONS?





CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Chuck Arnold, Economic Development/Urban Renewal Program Manager
SUBJECT: Special Event Permit for What's Your Wild Ride Car Show, August 16, 2025.

Report in Brief:

This item requests the City Council take testimony and consider approval of a Public Assembly Permit/Street Closure for the What's Your Wild Ride Classic Car Show, scheduled for August 16, 2025.

Background:

Special events involving the closure of any portion of 5th and 6th streets require approval from the City Council. These streets serve as the spine of Redmond's primary commercial and downtown corridor. Closures can have unanticipated impacts. Therefore, prior to approving a closure, it is important to provide the community with the opportunity to offer input as well as increase public awareness of the event.

Public Assembly Permit applications are reviewed for City Code compliance to ensure public safety, transportation, parking, sanitation, trash removal, marketing, fire protection, medical services and public notice concerns are addressed. Each application is routed to impacted City departments and partner agencies for comments. Fees are established per the City's Fee Schedule to recover City costs for supporting the event.

The street closures, parking plan, and detour routes are being reviewed by the City's Public Works and Police Departments, and Redmond Fire and Rescue. Businesses potentially impacted by the proposed closure were contacted by the event producer and made aware of this meeting and the event.

Discussion:

The permit application requests the closure of SW 5th Street between Forest and Black Butte Avenues. The closure will be from 5:00 a.m. through 5:00 p.m. on Saturday, August 16, 2025. The requirement that Evergreen Avenue remain open during the event was conveyed to the applicant.

Two detour options will be set up around the street closure: 1) SW 4th Street will remain open for fire/medical emergency response and allow vehicles to travel from Forest Avenue to Black Butte Avenue; and 2) SW 7th Street will remain open for both north and southbound traffic. SW 6th Street will remain open for southbound traffic. The attached map shows how the event will control access, vendors, parking, traffic, and detours.

Staff have reviewed the criteria for evaluating the closure request per City Policy CD 101. Below is a list of items from the policy and the staff assessment.

Policy criteria:

Who benefits or is adversely impacted by the event?

Staff assessment:

Beneficiaries: event organizer, general community, adjacent businesses

Impacted: businesses and general community

Policy criteria:

What are the benefits and impacts?

Staff assessment:

Benefits: Increased pedestrian traffic, downtown awareness and enhancement of customer visitation habits

Policy criteria:

Is there another street closure in the vicinity around the event date?

Staff assessment:

Yes. The MX-13 Motorcycle Jump Show will close SW Deschutes Avenue between 4th and 5th Streets on August 21, 2025.

Policy criteria:

Does permitting this event result in closing 5th or 6th Streets more than twice in the month?

Staff assessment:

No other event is scheduled to close 5th or 6th Streets during August 2025.

Policy criteria:

What is the duration of the closure and expected attendance?

Staff assessment:

The request is for a 12-hour closure with approximately 500 participants in attendance.

Policy criteria:

How does the event benefit the community? Is there a community charity supported?

Staff assessment:

The event will attract many participants downtown, raising awareness of the businesses, goods, and services available. Proceeds from the event will support local veterans.

Policy criteria:

Have all permit requirements been met?

Staff assessment:

Yes.

Fiscal Impact:

Cost recovery fees per the City's Fee Schedule are as follows:

- Permit Fee (event with street closures on 5th or 6th Streets): \$350
- Deposit: \$250 refundable cleaning deposit is being held.

Alternative Courses of Action:

1. Approve the Public Assembly Permit and SW 5th Street closure for the What's Your Wild Ride Car Show.
2. Request more information.
3. Deny the public assembly permit.

Recommendation / Suggested Motion:

"I move to approve the Public Assembly Permit and Fee Schedule for the What's Your Wild Ride Car Show on August 16, 2025."



SPECIAL EVENT STREET CLOSURE

WHAT'S YOUR WILD RIDE CAR SHOW

AUGUST 16, 2025

CITY COUNCIL MEETING
AUGUST 12, 2025

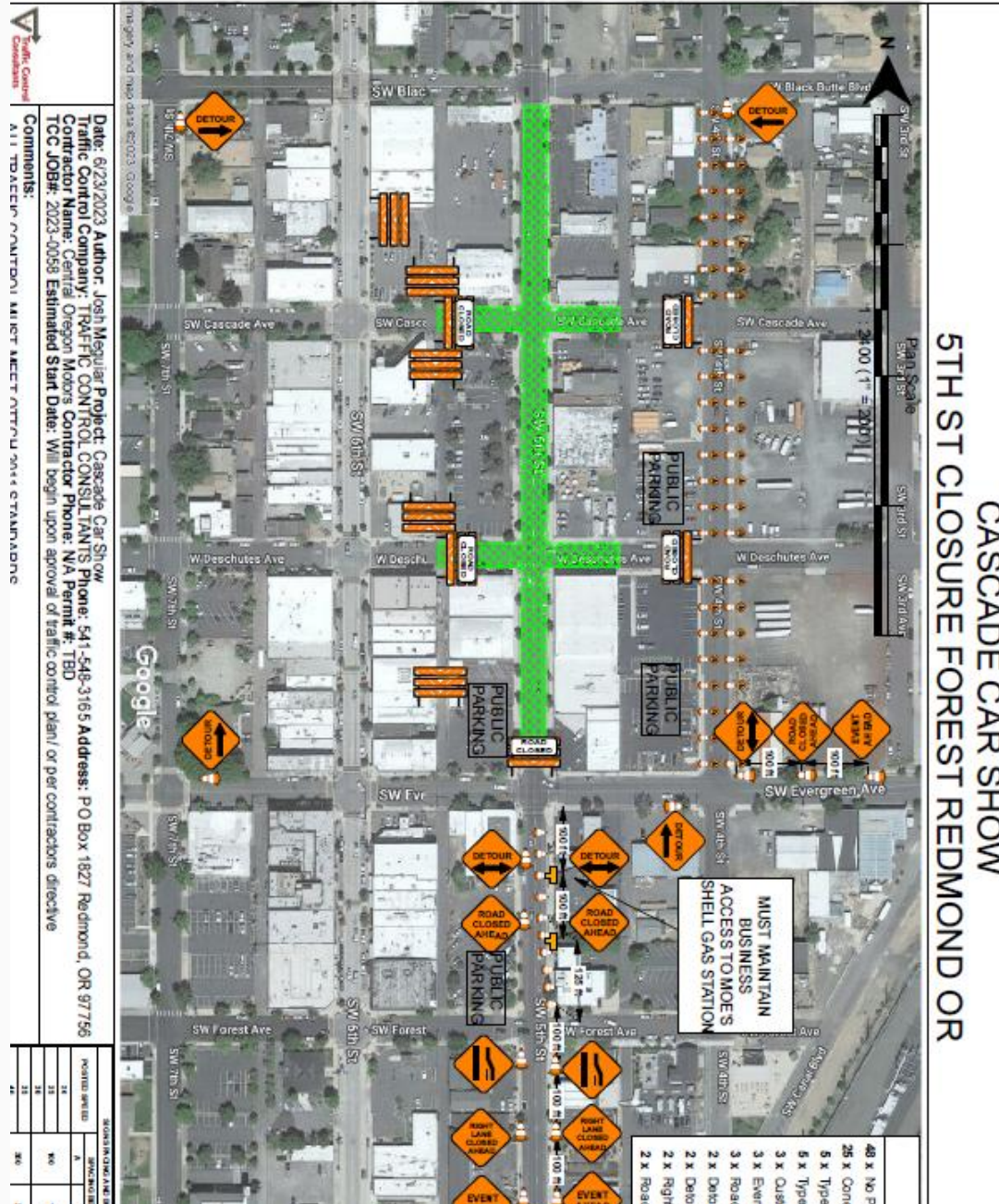
SLIDE / 1



TRAFFIC CONTROL PLAN

5TH STREET CLOSURE

SLIDE / 2



QUESTIONS



CASCADE CAR SHOW

5TH ST CLOSURE FOREST REDMOND OR



Manifest

- 48 x No Parking Cone
- 26 x Cone 28 in
- 6 x Type III Barricade
- 6 x Type III Road Closed Barricade
- 4 x Detour Right
- 3 x Detour Left
- 3 x Event Ahead
- 3 x Road Closed Ahead
- 2 x Right Lane Closed Ahead
- 2 x Road Narrows Left



Drafting Date: 1/13/2025
TCP Author: Josh Meguiar
TCC Job Number: Original Plan 2023-0058

TCP Drafters: Traffic Control Consultants
Phone: (541) 548-3165
Email: tcp@trafficcontrolconsultants.com

Comments: All traffic control MUST meet MUTCD and OTCH specifications.
 This plan is the property of Traffic Control Consultants LLC.

Contractor: Central Oregon Motors
Project: Cascade Car Show

Est. Start Date: TBD
Permit #: TBD

SIGN SPACING AND BUFFER LENGTHS (FEET)

POSTED SPEED	SPACING BETWEEN SIGNS			BUFFER SPACE
	A	B	C	
20				50
25				75
30				100
35				125
40	350	350	350	150
45				180
50	500	500	500	210
55				250
60				285
65	700	700	700	325
70				365



CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-13 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.

Report in Brief:

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

Background:

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

Discussion:

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

Fiscal Impact:

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

Alternative Courses of Action:

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

Recommendation / Suggested Motion:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADOPTED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

State of Oregon

County of Deschutes

On August 12, 2025, Ed Fitch, Mayor of the City of Redmond personally appeared before me

_____ who is personally known to me

_____ whose identity I proved on the basis of _____

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

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

Notary Public

Exhibit A

Parcel for Annexation

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

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

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

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

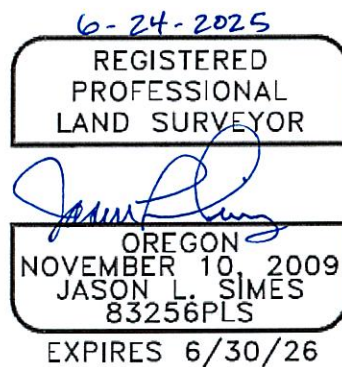
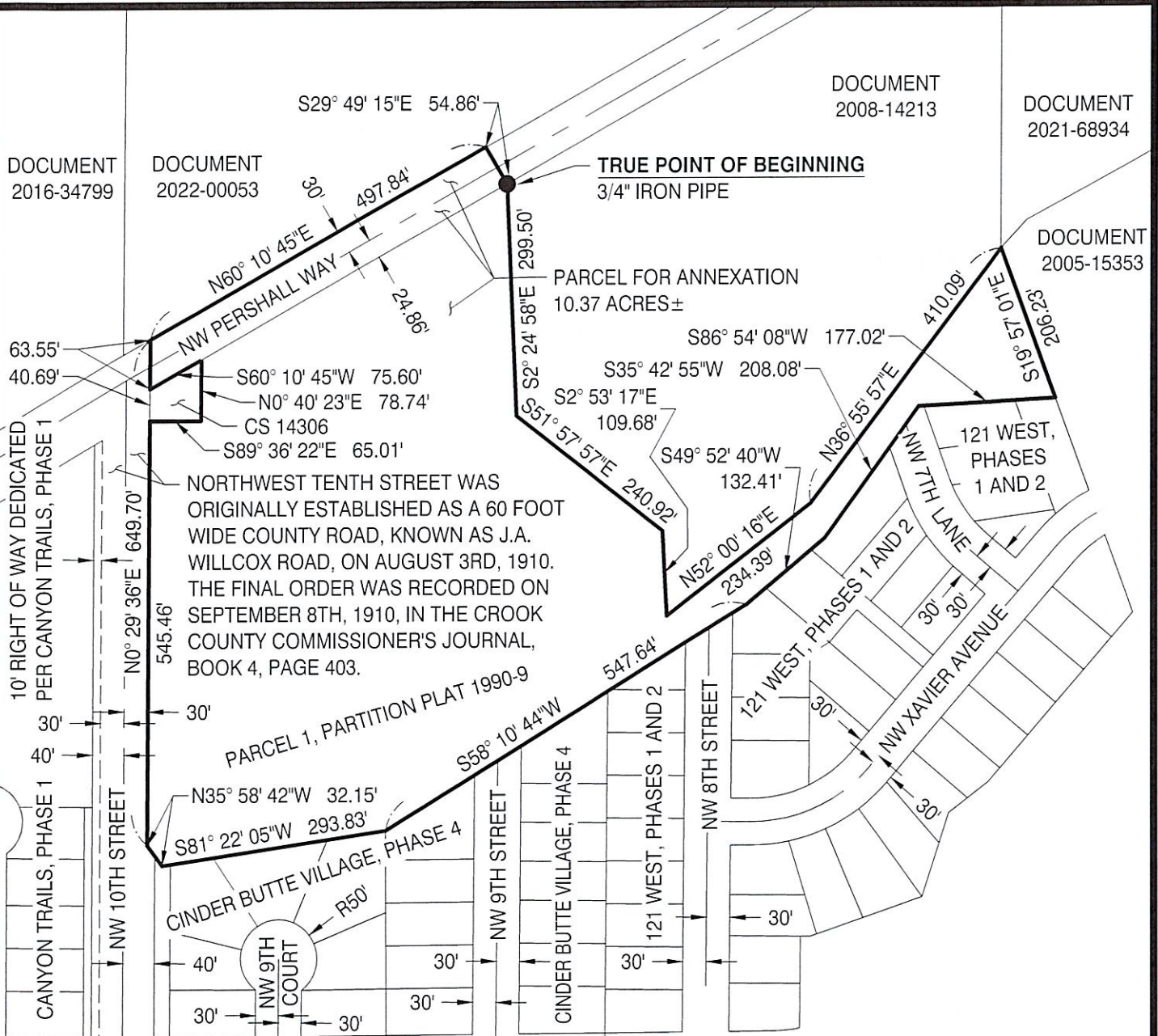


EXHIBIT B

PARCEL FOR ANNEXATION

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



H.A. M'COY
ENGINEERING & SURVEYING LLC

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

SCALE: 1" = 200'
FOR 8.5"x11" SHEETS
0 100' 200'

6-24-2025
REGISTERED
PROFESSIONAL
LAND SURVEYOR
Jason L. Simes
OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS
EXPIRES 6/30/26

PROJECT: CINDERVIEW WEST

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



CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-14 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.

Report in Brief:

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

Background:

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

Discussion:

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

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

Fiscal Impact:

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

Alternative Courses of Action:

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

Recommendation / Suggested Motion:

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

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

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

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

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

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

SECTION 1: That the City hereby requests that Deschutes County surrender jurisdiction to the City of Redmond of certain County rights-of-way for NW Pershall Way as described in Exhibits A and B attached hereto as of 12:00 a.m., September 11, 2025.

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

SECTION 3: This resolution shall be effective September 11, 2025.

ADOPTED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

Exhibit A

Jurisdictional Transfer

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

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

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

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

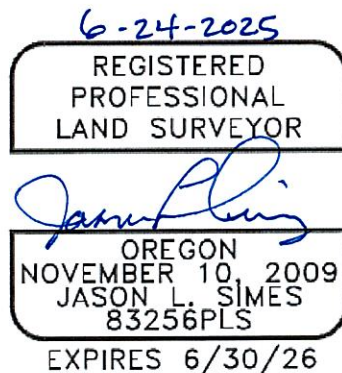
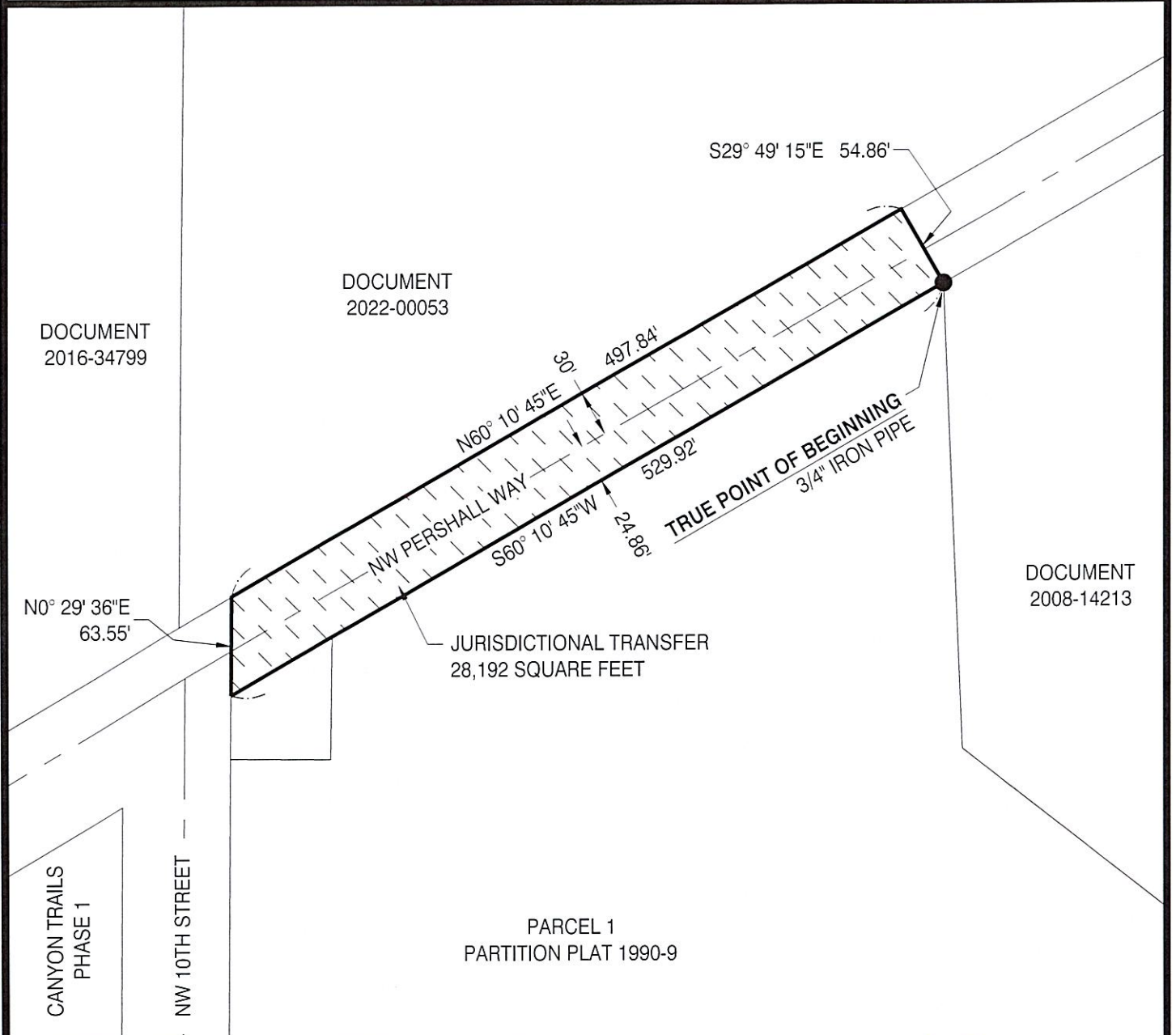


EXHIBIT B

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



H.A. M'COY
ENGINEERING & SURVEYING LLC

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

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



6-24-2025
REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jason L. Simmes
OREGON
NOVEMBER 10, 2009
JASON L. SIMMES
83256PLS
EXPIRES 6/30/26

PROJECT: CINDERVIEW WEST

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



CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Claressa Davis, Long Range Planner
Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-15 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.

Report in Brief:

This item requests the City Council approve a resolution to annex three properties in southwest Redmond associated with the Colton Crossing Master Development Plan. Two properties, totaling nearly 14 acres, are owned by Helmholtz Holdings, LLC and the Debusk Family Revocable Trust and are located at 3530 SW Helmholtz Way (tax lot: 151330BC00600) and 3498 SW Helmholtz Way (tax lot: 151330BB00800). The third property, Tract C of Forked Horn Butte subdivision, is owned by the City and is adjacent to the proposed master development plan (tax lot: 151330BC00500).

Background:

Staff held a pre-development meeting with the applicant in January 2024 to discuss annexation and the applicant's development plans for the subject properties. In addition to complying with the City's Comprehensive Plan and Development Code for annexation, the subject properties must comply with ORS 222.127. Additionally, the City is annexing its one-acre tract adjacent to the proposed Colton Crossing master development plan and will dedicate right-of-way through a portion of the parcel so that SW Yew Avenue can connect to SW Helmholtz Way as part of the Colton Crossing project.

Discussion:

As required by the City's Comprehensive Plan and Development Code, approval of a Master Development Plan is required as a condition of annexation. The property owners proceeded through the land use review process for a Master Development Plan, Tentative Subdivision, and Minor Variance. The requested land use entitlements were approved through adoption of Ordinance #2025-16. The Ordinance ensures all annexation and development requirements have been met or addressed.

Fiscal Impact:

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

Alternative Courses of Action:

1. Adopt Resolution #2025-15
2. Request more information
3. Do not adopt Resolution #2025-15

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-15."

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

**CITY OF REDMOND
RESOLUTION NO. 2025-15**

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

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

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

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

WHEREAS, additionally, the City of Redmond consents to the annexation of City-owned Tract C of Forked Horn Butte for the purpose of dedicating right-of-way for future extension of SW Yew Avenue; and

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

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

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

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

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

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

SECTION 3: Zoning: Upon annexation, the parcel described in Exhibit "A" will be rezoned per Exhibit "A" in Ordinance No. 2025-16, approving the Colton Crossing Master Development Plan for compliance with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

ADOPTED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

State of Oregon

County of Deschutes

On August 12, 2025, Ed Fitch, Mayor of the City of Redmond personally appeared before me

_____ who is personally known to me

_____ whose identity I proved on the basis of _____

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

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

Notary Public

Exhibit A

Parcel for Annexation

Located in the Northwest One-Quarter of Section 30, Township 15 South, Range 13 East, and the Northeast One-Quarter of Section 25, Township 15 South, Range 12 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

BEGINNING at a 5/8" iron rod with a yellow plastic cap marked "HWA" at the Northwest corner of Tract C of Forked Horn Butte; Thence along the North line of said Tract C South 89°28'38" East 99.49 feet to the Northeast corner of said Tract C; Thence along the East line of said Tract C South 16°31'23" East 343.43 feet to the Southeast corner of said Tract C and the Northeast corner of Korbin Meadows, Phase 1; Thence along the South line of said Tract C, the North line of said Korbin Meadows, Phase 1, and the North line of Korbin Meadows, Phase 2 North 89°34'23" West 1190.21 feet to the East right of way line of SW Helmholtz Way (also known as SW 51st Street); Thence leaving the East right of way line of said SW Helmholtz Way North 89°34'23" West 41.55 feet to the West line of said Section 30; Thence leaving the West line of said Section 30 North 89°34'23" West 18.45 feet to the West right of way line of said SW Helmholtz Way; Thence along the West right of way line of said SW Helmholtz Way North 0°43'32" East 689.15 feet; Thence leaving the West right of way line of said SW Helmholtz Way South 89°32'51" East 13.52 feet to the West line of said Section 30; Thence leaving the West line of said Section 30 South 89°32'51" East 46.48 feet to the East right of way line of said SW Helmholtz Way and the Westerly line of lands described in Document 2019-30613; Thence leaving the East right of way line of said SW Helmholtz Way and along the Southerly line of said lands described in Document 2019-30613 the following courses: South 89°32'51" East 726.00 feet; South 0°43'32" West 360.00 feet; South 89°32'51" East 262.88 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North 0°43'32" East along the West right of way line of SW Helmholtz Way.

The above described land contains 15.55 acres, more or less.

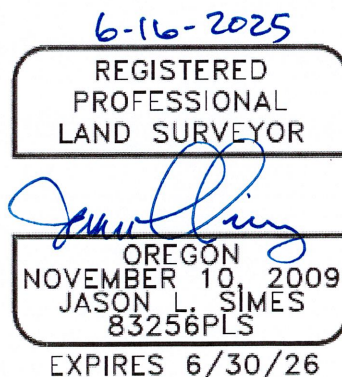
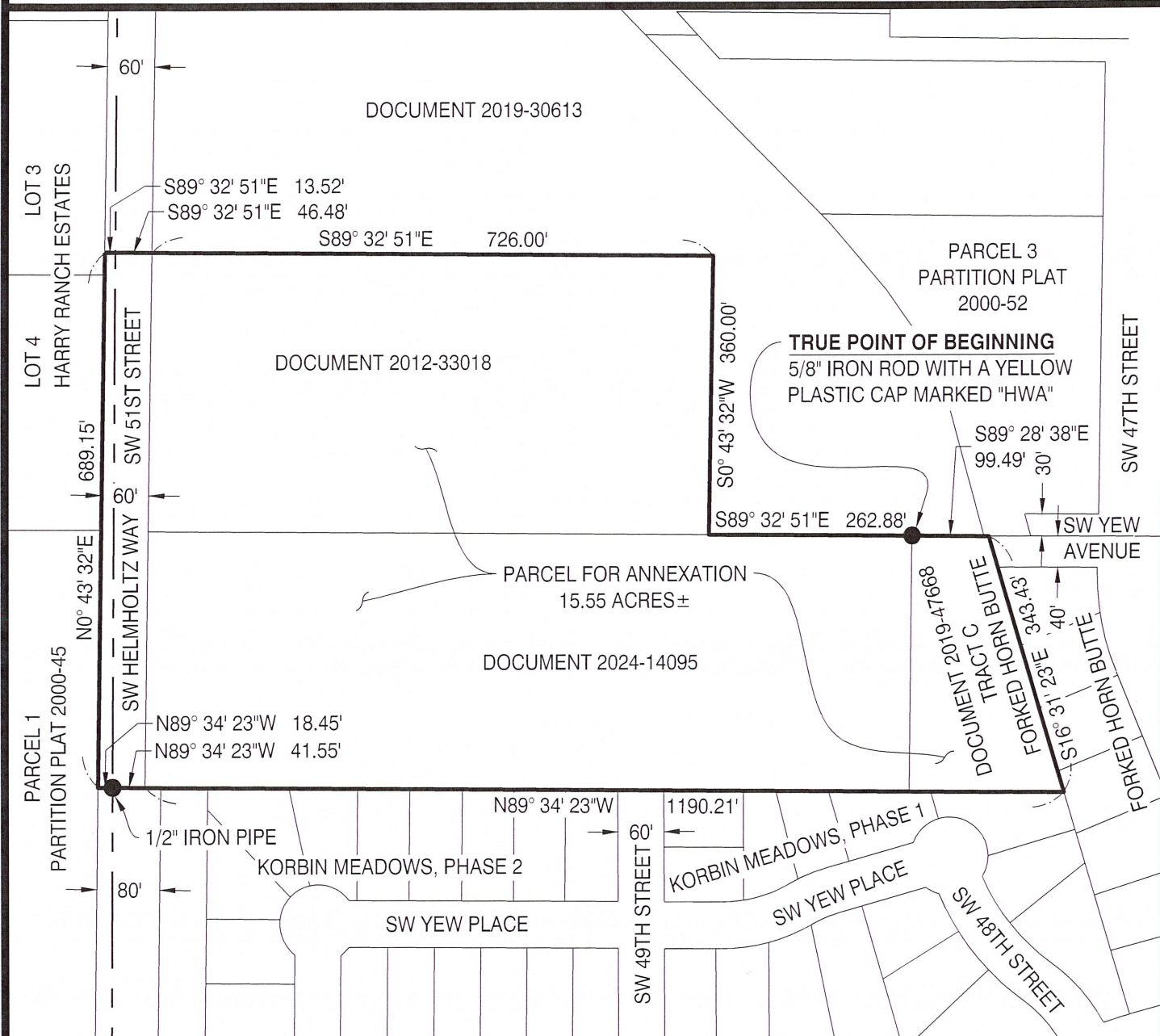


EXHIBIT B

PARCEL FOR ANNEXATION

LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 30, TOWNSHIP 15 SOUTH, RANGE 13 EAST,
AND THE NORTHEAST ONE-QUARTER OF SECTION 25, TOWNSHIP 15 SOUTH, RANGE 12 EAST,
WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON.



H.A. M'COY

ENGINEERING & SURVEYING LLC

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

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



6-16-2025

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/26

PROJECT: KORBIN MEADOWS NORTH

DRAWN BY: JJW

DATE: 06/16/2025

PAGE 1 OF 1

PROJECT#: 23-165



CITY OF REDMOND

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

STAFF REPORT

DATE: August 12, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Claressa Davis, Long Range Planner
Kyle Roberts, Planning Director
SUBJECT: Resolution #2025-16 - A resolution of the City of Redmond requesting the transfer of certain County rights-of-way from Deschutes County.

Report in Brief:

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

Background:

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

Discussion:

When the annexation of the Colton Crossing Master Development Plan property is approved (Resolution #2025-15), in accordance with the 2007 Deschutes County-City of Redmond agreement, transfer of jurisdiction for the adjacent right-of-way is required. In this instance, it includes the existing SW Helmholtz Way right-of-way that is adjacent to the Colton Crossing property.

Fiscal Impact:

The fiscal impact of this item would be maintenance associated with increasing the inventory of City streets and right-of-way. Additional street length totals approximately 690 feet.

Alternative Courses of Action:

1. Adopt Resolution #2025-16
2. Request more information
3. Do not adopt Resolution #2025-16

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-16."

**CITY OF REDMOND
RESOLUTION NO. 2025-16**

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

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

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

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

SECTION 1: That the City hereby requests that Deschutes County surrender jurisdiction to the City of Redmond of certain County rights-of-way for SW Helmholtz Way as described in Exhibits A and B attached hereto as of 12:00 a.m., September 11, 2025.

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

SECTION 3: This resolution shall be effective September 11, 2025.

ADOPTED by the City Council and **SIGNED** by the Mayor this 12th day of August 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

Exhibit A

Jurisdictional Transfer

Located in the Northwest One-Quarter of Section 30, Township 15 South, Range 13 East, and the Northeast One-Quarter of Section 25, Township 15 South, Range 12 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

BEGINNING at the Southwest corner of lands described in Document 2024-14095, Deschutes County Official Records, and the East right of way line of SW Helmholtz Way (also known as SW 51st Street); Thence leaving the East right of way line of said SW Helmholtz Way North 89°34'23" West 41.55 feet to the West line of said Section 30; Thence leaving the West line of said Section 30 North 89°34'23" West 18.45 feet to the West right of way line of said SW Helmholtz Way; Thence along the West right of way line of said SW Helmholtz Way North 0°43'32" East 689.15 feet; Thence leaving the West right of way line of said SW Helmholtz Way South 89°32'51" East 13.52 feet to the West line of said Section 30; Thence leaving the West line of said Section 30 South 89°32'51" East 46.48 feet to the East right of way line of said SW Helmholtz Way and the Northwest corner of lands described in Document 2012-33018, Deschutes County Official Records; Thence along the East right of way line of said SW Helmholtz Way the following courses: South 0°43'32" West 360.00 feet to the Southwest corner of lands described in said Document 2012-33018 and the Northwest corner of lands described in said Document 2024-14095; South 0°43'32" West 329.13 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North 0°43'32" East along the West right of way line of SW Helmholtz Way.

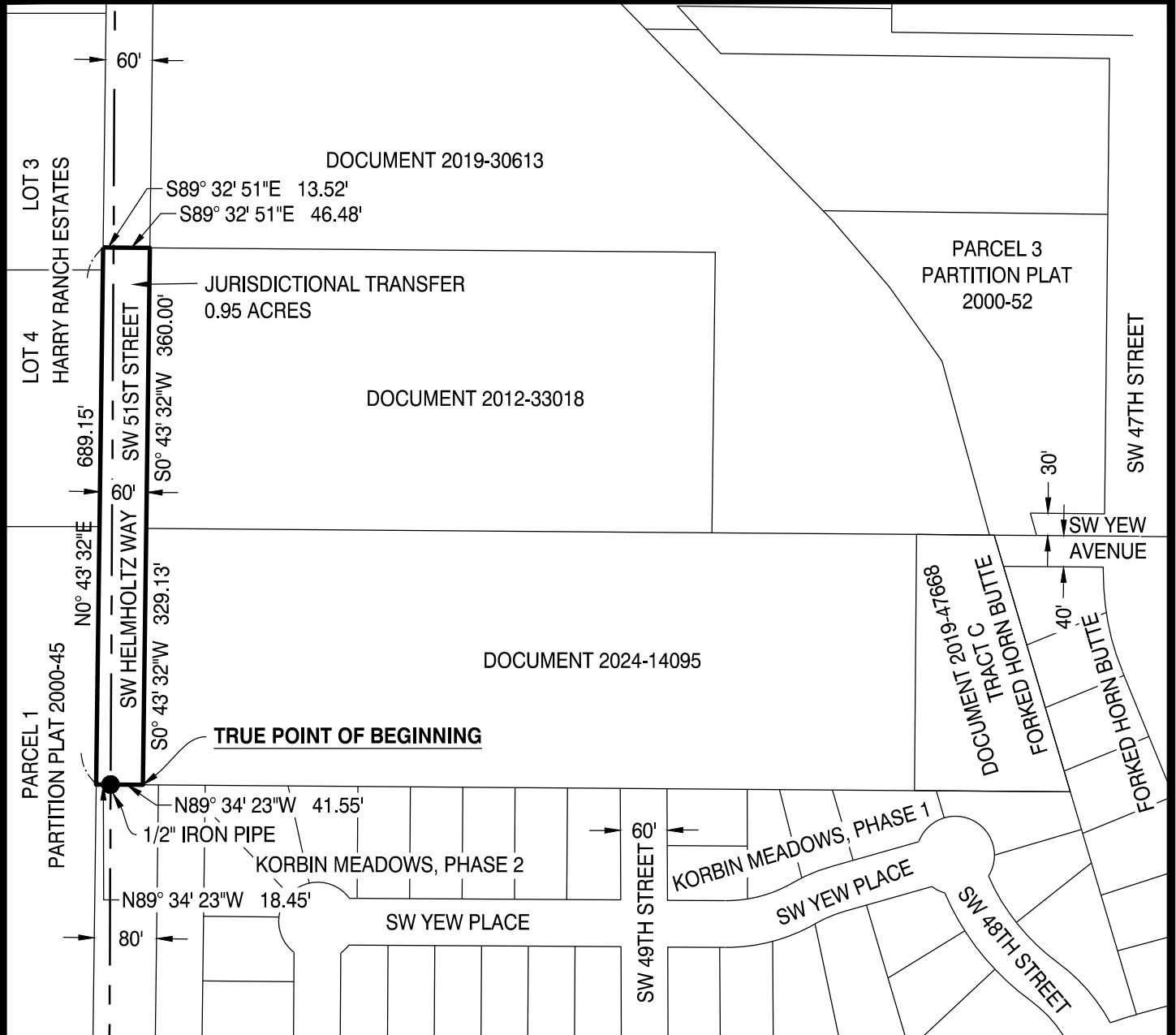
The above described land contains 0.95 acres, more or less.



EXHIBIT B

JURISDICTIONAL TRANSFER

LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 30, TOWNSHIP 15 SOUTH, RANGE 13 EAST,
AND THE NORTHEAST ONE-QUARTER OF SECTION 25, TOWNSHIP 15 SOUTH, RANGE 12 EAST,
WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON.



H.A. McCOY
ENGINEERING & SURVEYING LLC

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

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



REGISTERED
PROFESSIONAL
LAND SURVEYOR
Hayes A. McCoy
Date: 2025.07.31
JULY 11, 2006
HAYES A. McCOY
65686LS
EXPIRES 12/31/26

PROJECT: COLTON CROSSING

DRAWN BY: JJW DATE: 07/31/2025 PAGE 1 OF 1 PROJECT#: 23-165