CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
541-923-7724
www.redmondoregon.gov

REDMOND URBAN AREA PLANNING COMMISSION

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

Wednesday, October 22, 2025 5:30 pm

Oral comments can be provided in-person or virtually. For those who plan to provide oral comments virtually during the meeting, pre-register at planredmond@redmondoregon.gov (must pre-register before 3:00 p.m. on October 22, 2025)

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

Agenda

RUAPC Members

Tobias Colvin, Chair

Norman Schultz, Vice-Chair

Heather DeWolf

Mercedes Cook-Bostick

Michael Rogers

Tom Kuhn

Ben Schimmoller

Ex-Officio Vacant

I. CALL TO ORDER / INTRODUCTIONS

II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA

III. PUBLIC HEARING

a. High Desert Ranch: Annexation, Planned Unit Development, Tentative Subdivision, Conditional Use (File Nos.: 711-25-000113-ANN, 711-25-000114-PUD, 711-25-000115-SUB, 711-25-000116-CU) – **Continued**

IV. NEXT MEETING – OCTOBER 29, 2025

V. COMMISSIONER COMMENTS

VI. ADJOURN

Please note that these documents are also available on the City's website www.redmondoregon.gov; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Recorders Office 541-923-7751 or email Kelly.morse@redmondoregon.gov

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HIGH DESERT RANCH ANNEXATION, PLANNED UNIT DEVELOPMENT, TENTATIVE SUBDIVISION, AND CONDITIONAL USE

HEARING DATE:	October 1, 2025 (continued to October 22, 2025) at 5:30 PM in Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)
HEARINGS BODY:	Redmond Urban Area Planning Commission
FILE NUMBERS:	711-25-000113-ANN, 711-25-000114-PUD, 711-25-000115-SUB, 711-25-000116-CU
FILE NAME:	High Desert Ranch
REQUEST:	Approval of an Annexation, Planned Unit Development, 194-lot Tentative Subdivision, and Conditional Use
LOCATION:	3220 Northwest Way (taxlot: 141332D001600 and 151305AB07000) in Redmond, OR 97756
APPLICANT:	Joey Shearer, AICP, AKS Engineering & Forestry, LLC
PROPERTY OWNER:	Kimeric Delashmutt
REVIEWING STAFF:	Kyle Roberts, AICP, Planning Director
RECOMMENDATION:	Approval with Conditions

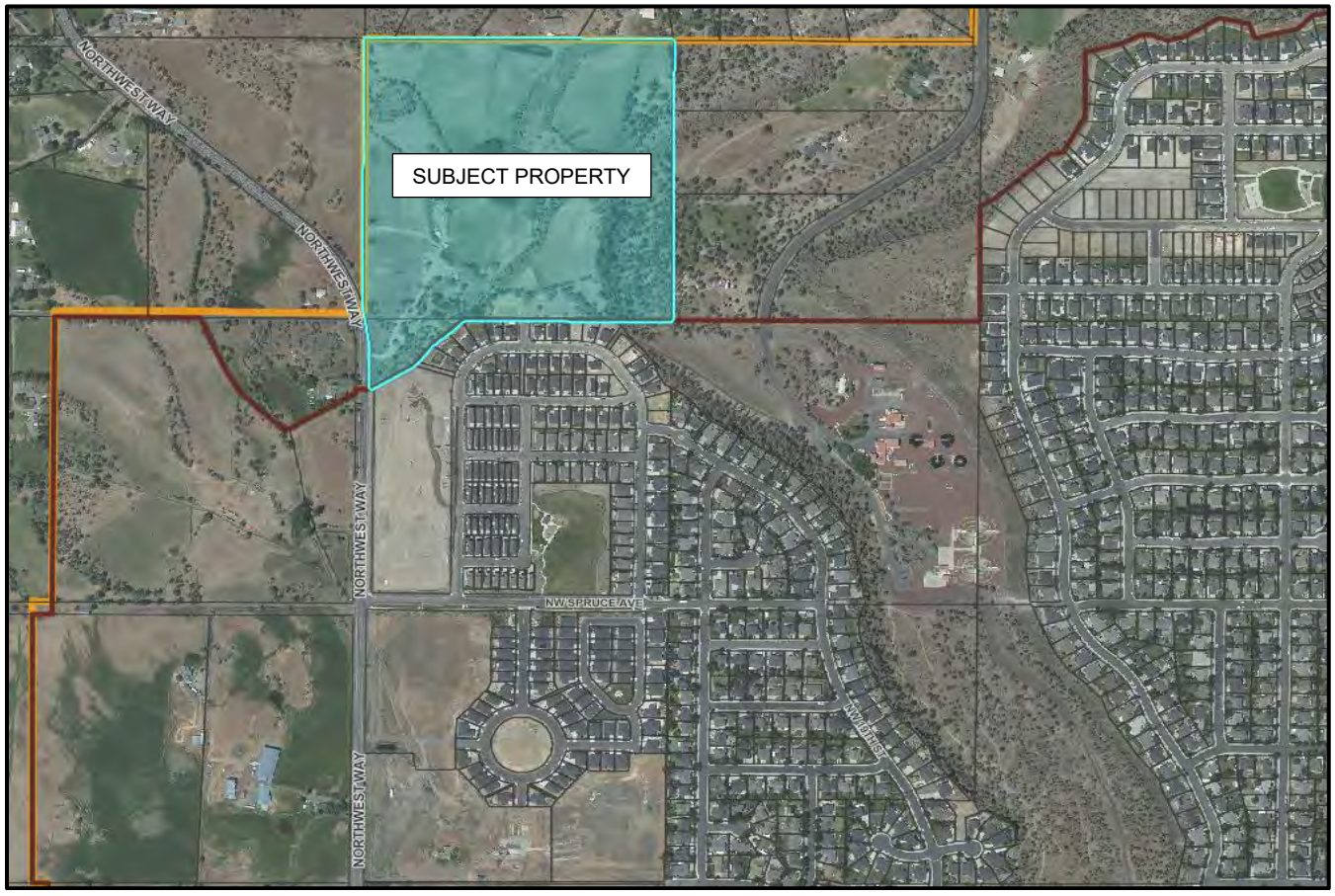


Figure 1 - Vicinity Map

I. BACKGROUND

Site Description:
The project site is comprised of two parcels totaling roughly 42.08 acres and is located in northwest Redmond, adjacent to city limits and located within the Redmond Urban Growth Boundary (UGB). More specifically, the site abuts Northwest Way to the southwest, Dry Canyon Village Planned Unit Development to the south, and the Dry Canyon to the east. The site has a situs address of 3220 Northwest Way (taxlots 141332D001600 and 151305AB07000) and is zoned Urban Holding (UH-10). The site has an existing single-family dwelling with an outbuilding and has a Central Oregon Irrigation District (COID) lateral running north-south bisecting the site. Lastly, the southeastern portion of the site is within the Dry Canyon.

The current configuration of the subject properties are described in a statutory special warranty deed, Deschutes County Official Record 2021-09497, dated February 12, 2021.

Land Use History:
In 2006, Redmond added more than 2,300 acres of "urbanizable" land along the City's western and northern boundaries to its UGB, including the subject property. 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 and to the periphery.

The Framework Plan conceptually identified the general area of the subject property as future residential lands and identified a proposed connection to US Highway 97. Building on the Framework Plan vision, in 2007 the City adopted the Northwest Area Plan, which designated the southwest parcel as future General Residential (R-4) and High Density Residential (R-5). The 2040 Greater Redmond Urban Area Comprehensive Plan and Zone Map designated the northern parcel as Limited Residential (R-3) in 2020. Additionally, the City's Transportation System Plan has identified NW Pershall Way to bisect the subject property as part of the westside connection to US Highway 97. Although currently zoned UH-10, at time of annexation, the subject property will be rezoned to R-3, R-4, and R-5.

Proposal:
The applicant, AKS Engineering & Forestry, LLC, submitted applications for: 1) annexation; 2) planned unit development; 3) tentative subdivision; and 4) conditional use. The applicant is proposing to annex the 42.08-acre site into city limits and create a 194-lot planned unit development residential subdivision. In keeping with the Comprehensive Plan and Zone Map's R-3, R-4, and R-5 zoning designations, the applicant will, in two phases, construct 150 single-family dwellings and 44 townhouses, create roughly 7.44 acres of open space, and construct a portion of the future westside connection (i.e., NW Pershall Way) to US Highway 97.

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North	Multiple Use Agricultural Zone (MUA)	Rural residential on large lots
East	Urban Holding Zone (UH-10)	Rural residential on large lots
South	Medium-High & High Density Residential Zones (R-4 & R-5)	Suburban residential subdivision development
West	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential on a large lot

Comments:
A number of public comments were submitted to the Community Development Department. These comments are included in Attachment D.

Attachments:
Attachment A – Project Plans, dated May 19, 2025, and additional exhibits, dated October 2025
Attachment B – Applicant Burden of Proof, dated May 2025, and Supplemental Narrative dated October 7, 2025
Attachment C – City Department and Related Agency Comments
Attachment D – Letters Received from the Public
Attachment E – Transportation System Analysis, approved July 15, 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 Conditional Use applications, materials, and all required elements submitted by the applicant on May 27, 2025
- Application deemed incomplete for review on June 23, 2025
- Application deemed complete for review on July 15, 2025
- City department and related agency request for comments routed on August 5, 2025
- Notice to Department of Land Conservation and Development (DLCD) posted August 26, 2025
- Adjacent property owner notices of public hearing mailed on September 8, 2025
- Public Hearing Notice published in the *Redmond Spokesman* on September 18, 2025
- Public Hearing with Redmond Urban Area Planning Commission continued on October 1, 2025, to October 8, 2025, as requested by the applicant
- Public Hearing with Redmond Urban Area Planning Commission continued on October 8, 2025 to October 22, 2025, as requested by City staff
- Final action 120-day deadline (ORS 227.178) is November 12, 2025[1]

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

- City of Redmond Comprehensive Plan 2040
- City of Redmond Framework Plan
- City of Redmond Northwest 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. 2025-03)
  Article I – Zoning Standards
  - Section 8.065: Establishment of Zones and Districts
  - Section 8.080: Zone Boundaries

[1] Final action 120-day deadline only applies to the Tentative Subdivision and Conditional Use applications.

- 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 8.275: Planned Unit Development (PUD)
- Section 8.335: Development Standards Along the Perimeter of the Canyon
- Section 8.385: Neighborhood Meeting
- Section 8.600: Authorization to Grant or Deny Conditional Uses
- Section 8.602: Neighborhood Meeting
- Section 8.605: General Conditions

  Article II – Land Use Procedures

  Article III – Land Division Standards
- Section 8.2200: Pre-Application Meeting
- Section 8.2202: Neighborhood Meeting
- 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

II. FINDINGS & CONCLUSIONS

Findings:

Chapter 8 of the Redmond Code (RC), known as the Redmond Development Code, used to evaluate these applications is the code in effect on May 27, 2025, which was last amended by Ordinance 2025-03. Article I – Zoning Standards: Sections 8.065, 8.080, 8.085, 8.135, 8.140, 8.270, 8.275, 8.335, 8.385, 8.600-8.605; and Article III – Land Division Standards: Sections 8.2200, 8.2202, 8.2220-8.2240, 8.2700-8.2720, 8.2800, and 8.2815-8.2825 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, 8.080, 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.

FINDING: The property is currently zoned Urban Holding (UH-10) and with an existing single-family dwelling and two farm buildings.

R-3 Limited 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.

FINDING: The applicant is proposing a residential planned unit development subdivision that will be zoned primarily R-3 upon annexation. The applicant is proposing primarily single-family detached dwelling lots as well as several townhouse lots, both of which meet the medium density characteristic of the R-3 zone.

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.

FINDING: The applicant is proposing a residential planned unit development subdivision that will include approximately 10,000 square feet of R-4 zoned land upon annexation. The applicant is proposing townhouse lots, a middle housing type, in this portion of the development.

R-5 High Density Residential Zone. To provide high density residential neighborhoods with an emphasis on multi-family development, middle housing, and smaller lot single family developments. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

FINDING: The applicant is proposing a residential planned unit development subdivision that will include approximately 1.6 acres of R-5 zoned land upon annexation. The applicant is proposing townhouse lots, a middle housing type, in this portion of the development.

Sec. 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: Of the proposed 42-acre development, the southernmost two acres fall within the Northwest Area Plan (NAP). As such, the NAP assigned the Comprehensive Plan and Zone Map zoning

designations for this portion of the property, which included an uneven split of R-4 and R-5. To avoid creating split-zone lots, Exhibit Q of the applicant's plans show minor modifications to the existing zone boundary designations.

Because the proposed development would be implementing the NAP zone designations of R-4 and R-5, staff believe the minimal modification to these zone boundaries is permissible without requiring a zoning map amendment per the NAP.[2] 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 Northwest Area Plan and Comprehensive Plan and Zone Map's R-3, and R-4, and R-5 zoning designations for the property. 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**
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

[2] The Plan Adoption and Implementation section of the Northwest Area Plan states that the NAP designations and specific zoning may be slightly modified during NAP implementation (Northwest Area Plan, page 4).

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	
Non Residential Uses:	**R-1**	**R-2**	**R-3**	**R-4**	**R-5**	**RESTRICTIONS AND REQUIREMENTS**
Child Care Facility:						
Child Care Center	C	C	C	C	C	
Child Care Home	O	O	O	O	O	
Church, Religious Institution	C	C	C	C	C	
Community Center (private)	C	C	C	C	C	
Community Pool (private)	C	C	C	C	C	
Emergency Shelter	O	O	O	O	O	Reviewed under ORS 197.782. Emergency shelters for natural disaster response are not subject to review.
Farm Use, Farming	O	O	O	O	O	
Marijuana Business	N	N	N	N	N	
Mini Storage	N	N	N	N	N	
Mobile Food Pod	N	N	N	N	N	
Mobile Food Unit	N	N	N	N	N	
Mobile Food Vendor on private property	O	O	O	O	O	Permitted through Business Licensing provisions in City Code, Section 7.005 et seq. Can only operate between 8 AM and 9 PM for no more than two consecutive days within a 90-day period and must be located on real property in association with an event.
Mobile Food Vendor on public property	O	O	O	O	O	Permitted through Special Events provisions in City Code, Section 7.350 et seq. or Parks Reservation Permit.
Multi-Use Trail	O	O	O	O	O	
Park	O	O	O	O	O	
Livestock	O	O	O	O	O	Subject to livestock provisions, Section 8.365

Office	N	N	C	C	C	Conditional in conjunction with a master plan or PUD
Retail	N	N	C	C	C	Conditional in conjunction with a master plan or PUD
Residential Conversion of Existing Commercial Structure	O	O	O	O	O	See Section 8.144
School (private)	C	C	C	C	C	
Supportive Shelter	O	O	O	O	O	See Section 8.370, Supportive Shelter Standards.
Tennis Court (private)	O	O	O	O	O	Non-commercial use only
Public Facility or Emergency Management Services	C	C	C	C	C	
City Owned Utility Facility	O	O	O	O	O	
Private Utility Facilities	C	C	C	C	C	
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 residential planned unit development subdivision comprised of R-3, R-4, and R-5 zoning and includes 150 single-family dwelling lots and 44 townhouse lots. These uses are outright permitted in the R-3, R-4, and R-5 zones. 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. As the proposed project is a Planned Unit Development (PUD), the applicant is requesting deviations from three standards.

Specifically, the applicant is requesting deviations from the:

- minimum lot size standard for 134 of the 150 single-family lots
- standard application of the density standard
- minimum street frontage standards for 110 of the 150 single-family lots

Minimum lot size: The applicant is proposing townhouse lots in the R-3, R-4, and R-5 zones. The smallest proposed lot is 1,919 square feet; all proposed townhouse lots meet minimum lot size standard of 1,500 square feet.

The applicant is proposing 150 detached single-family lots in the R-3 zone with an average lot size of at least 31% below the minimum lot size standard of 7,500 square feet. Additionally, of the 150 lots, 18

are located along the perimeter of the Dry Canyon, which require a minimum lot size of 9,000 square feet.[3] The minimum lot size information is represented in the table below, and while both the mean and median average lot size is shown, the median value may serve as a better representation of the average lot size given the sizable outliers (i.e., small number of lots significantly larger than the majority of lots). The applicant is requesting the deviation as part of the PUD application, which is addressed in Section 8.275 in this staff report.

Zone	Housing type	Minimum lot size standard (ft^2)	Proposed lot sizes (ft^2)	Mean average lot size (ft^2)	Deviation from standard	Median average lot size (ft^2)	Deviation from standard
R-3	Single-family	7,500	3,718 – 11,368	5,150	31%	4,500	40%
R-3	Single-family (along canyon)	9,000	5,985 – 18,427	8,975	0.28%	6,907	23%
R-3	Townhouse	1,500	2,000 – 4,417	2,625		2,620	
R-4	Townhouse		2,000 – 2,846				
R-5	Townhouse		1,919 – 4,450				

Density: The Redmond Code defines 'density' as "a measurement of the number of dwelling units in relationship to a specified unit of land; density calculations are based upon net acreage, which generally excludes land devoted to right-of-way. The net acreage is determined by subtracting from the total acreage of the lot or parcel that which [sic] is deemed necessary for street dedication and that area used for private streets and common driveways, if any."[4] The table below shows the proposed density for single-family lots exceeds the maximum density standard whereas the proposed density for townhouse lots meet the density standard. The applicant has stated that an adjustment to the density requirements is necessary to blend density across three separate zones and two housing types. The requested deviation is discussed in greater detail as part of the PUD application, which is addressed in Section 8.275 in this staff report.

Zone	Housing type	Total Net acreage	Min – max density standard (units/ac)	Min. units	Max. units	Proposed number of units
R-3	Single-family	25.58	5.0 – 5.8	128	148	150
R-3	Townhouse	2.50	5.0 – 23.2	13	58	29
Subtotal		28.08		141	206	179
R-4	Townhouse	0.13	5.0 – 25.0	1	3	3
R-5	Townhouse	1.10	8.0 – 25.0	9	28	12
TOTAL		**29.31**		**150**	**227**	**194**

Minimum street frontage: The applicant is proposing townhouse lots in the R-3, R-4, and R-5 zones. All proposed townhouse lots meet the minimum street frontage standard of 20 feet. The applicant is proposing 150 detached single-family lots in the R-3 zone in which 110 lots do not meet the minimum street frontage standard of 50 feet. The applicant is requesting a deviation to this standard as part of the PUD application, which is addressed in Section 8.275 in this staff report.

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

[3] Proposed Lots 80-98 along the Dry Canyon rim are subject to Redmond Code Section 8.335: Development Standards Along the Perimeter of the Canyon.
[4] Redmond Code Section 8.020: Definitions.

Staff finds as proposed, the applicant's plans can meet these standards subject to approval of the PUD criteria addressed later in this staff report.

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

RC Sections 8.270 and 8.275

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.

FINDING: The applicant has chosen to apply for a Planned Unit Development concurrent with annexation; therefore, the PUD is subject to the Master Development Plan approval criteria [i.e., Sec. 8.270(3)(B)(1)(a) - (d)].

Section 8.270(3)(B)(1) provides the review and approval criteria for Master Development Plans:

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.

FINDING: Staff has examined the applicant's plan set and finds the proposed High Desert Ranch PUD is generally consistent with the Framework Plan, Northwest Area Plan (NAP), and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

The Framework Plan identified the subject property as future residential lands with the Comprehensive Plan designating the vast majority of the property as R-3 while the NAP (and Comprehensive Plan) designated the southernmost portion of the property as R-4 and R-5. Furthermore, the NAP envisioned the R-4 and R-5 lands to be medium to high density residential neighborhoods made up of primarily single-family dwellings and townhouses with densities ranging from 5.6-24 dwellings units per net acre.[5] As identified in the Transportation System Plan (TSP), Northwest Way is a minor arterial street of which requires additional right-of-way dedication and being brought up to City arterial standards as properties fronting the street are annexed into city limits. The TSP also identifies a proposed minor arterial, NW Pershall Way, bisecting the property from the southwest to the northeast, which has been identified in the applicant's plans. A multi-use pedestrian path along the eastside of Northwest Way, which the applicant has incorporated into their plans along the property frontage, compliant with the

[5] The Northwest Area Plan (NAP) was adopted in 2007. Since then, the Redmond Development Code density standards have changed; however, the densities identified in the R-4 and R-5 zones are in general alignment with the current density standards for single-family and townhouses in R-4 and R-5 today. Ultimately, current density standards supersede those outlined in the NAP.

TSP. Lastly, the applicant was required to submit an infrastructure capacity allocation analysis where the City determined the City's water and wastewater system has the capacity to serve the proposed project. Water and sewer mains will be constructed according to City standards. 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 has determined the proposed development is generally suitable for the area. The proposed development is generally consistent with the vision contemplated by the City's various long-range plans as elements of the Northwest 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: The proposed High Desert Ranch PUD functionally integrates into the vicinity of northwest Redmond. This is demonstrated by the fact that elements of the proposed PUD such as zoning, land uses, public facilities, and amenities align with the Framework Plan, Northwest Area Plan, and Comprehensive Plan (inclusive of supporting plans such as the Public Facility Plan, and Transportation System Plan) for the area. Said plans are the long-range planning documents that established the vision for how the area will develop. This standard is met.

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

FINDING: Staff has examined the applicant's plan set and response for this criterion. 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 for a complete transportation network by building NW Pershall Way, a minor arterial; building local streets, and extending NW 25th Street, an existing local street; and will provide additional right-of-way and improvements to the eastern half of Northwest Way that abuts the property. The local grid streets will be built to City standard, which will include sidewalks on both street sides. The improved portion of Northwest Way will also include a multi-use path, which will extend northeast along the proposed NW Pershall Way. The applicant will also coordinate with the adjacent development to the south to facilitate a pedestrian path to the Dry Canyon. Lastly, the applicant will need to coordinate with Cascades East Transit to determine whether bus stop(s) are required. All said transportation improvements will connect to existing transportation

infrastructure adjacent to the proposed master development plan.

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 150 single-family dwellings and 44 townhouse units in what will be predominantly R-3 zoned-land. Although not an extensive mix of housing types, the proposed PUD includes what will be a small portion of R-4 and R-5-zoned land, which will include townhouses that is a housing type contemplated by the Northwest Area Plan for the R-4 and R-5 lands. The 150 single-family lots are within the R-3 zone, which is supported by the need for this housing type in this zone according to the City's Housing Needs Analysis.[6] As the applicant mentions, the diversity of housing type and lot sizes will allow for future construction of homes with a variety styles, sizes, and price points. Finally, the overall density is appropriate as generally the higher density is located in the R-4 and R-5 zone and is located along the arterial streets.

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 Northwest Area Plan and City's Park Master Plan did not identify the subject property as a future site for a neighborhood or community park. However, the applicant's plans show a 5.18-acre open space tract that includes the Dry Canyon rim and a portion of the canyon; and open space tracts dispersed throughout the development, which will be well-connected throughout the development via sidewalks and multiuse paths. As mentioned previously, the proposed development will have a direct pedestrian connection to the Dry Canyon via a continuous pedestrian pathway along the northern edge of the adjacent development.

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 has stated *"The project includes integrated design elements that help to establish a coherent and unique character. These include the overall on-site street and lot layout, the incorporation of a variety of housing types and densities—from single-family detached to townhome—alongside other open space areas and landscape buffers. It has been designed to integrate seamlessly with the natural of portions of the surrounding area by transitioning from lower density residential development at the rural interface to higher density residential development adjacent to Northwest Way and NW Pershall Way. The infrastructure and public improvements (sewer, water, and transportation, etc.) necessary to serve the project have been coordinated with City staff and will be constructed in*

[6] 2019 Redmond Housing Needs Analysis, Exhibit 70, page 71.

phases." Staff concurs with the applicant.

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 applicant has stated *"The design of the planned community has been thoughtfully curated to include a complete interconnected series of local public streets and sidewalks, with ±7.44 acres of open space. These connections provide access among and between all residential and recreational areas within the development, and provide pathway connections for residents and visitors to the Dry Canyon Trail System."* Staff concurs with the applicant.

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 at the neighborhood gateway, and/or in planned open space tract(s).

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: As the applicant has stated, providing scenic views may be challenging given the site's irregular geometry with the canyon rim to the east and the proposed NW Pershall Way bisecting the property. However, potential views may be afforded given the street orientation and placement of open spaces. Most notable may be the views along the site's perimeter along the canyon rim for lots 80-98 and potentially, open space Tract L.

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 proposed development abuts city limits to the south, the urban growth boundary line to the west, and the urban reserve area (URA) line to the north. The urban-rural interface standard is applied to residential development adjacent to areas outside of the URA and thus applies to the northern boundary of the proposed development. Additionally, the Redmond Comprehensive Plan states that "Urban development on the edge of the UGB that is adjacent to land planned for *long-term rural use* [emphasis added] should buffer urban uses with open spaces, when feasible, or lower density residential development, or other appropriate transitional uses."[7] The area north of the proposed development is zoned Multiple Use Agriculture, which has a purpose of preserving rural character and limited agriculture uses.[8] The proposed lots along the development's northern boundary are urban-sized single-family lots with many being 4,500 square feet each, well below the minimum lot size standard in the City's medium density residential zone and below the minimum lot size standard in the City's high density residential zone. Given that the URA line will not expand north in many decades (i.e., adjacent lots to the north are planned for long-term rural use), the applicant must comply with this standard. To comply with this standard, the applicant has stated that the existing dwellings on the adjacent properties are at least 150 feet from their respective southern property lines. Additionally, the applicant has stated that there are a number of existing trees along the western half of the shared property line and will construct a six-foot-high wooden fence along the northern property boundary of High Desert Ranch.

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

FINDING: The proposed PUD is located in the R-3, R-4, and R-5 zones, all of which are considered medium and high-density zones. As such, the applicant is proposing a grand total of 194 residential lots, which will require at least 21,000 square feet of pocket parks. The applicant's plans show Tracts A, B, C, D, E, F, H, I, and J as areas eligible for meeting the pocket pock requirement. Said tracts amount to a total of 66,267 square feet, exceeding the standard. Tracts G and K do not count toward this standard as they are not accessible or usable for recreation and thus do not meet the intent of the standard.[9] All open space tracts must be privately maintained and will require City review and approval of landscaping and amenities prior to final platting.

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).

[7] Redmond Comprehensive Plan 2040, Policy 14-1-2, page 92.
[8] Deschutes County Code, Chapter 18.32 Multiple Use Agricultural Zone; MUA, Section 18.32.010 Purpose.
[9] Redmond Code Section 8.020: Definitions, defines 'Open Space' as "Land retained as undeveloped land for use as passive or active recreational area; land that is developed with park, landscaping, or other non-structural amenities."

FINDING: The COID Pilot Butte Canal's C-11 sub lateral runs through the middle of the subject property. The applicant will work directly with COID to pipe and reroute the sub lateral. As no canals or laterals will be present, this Great Neighborhood Principle does not apply. Additionally, the City's Transportation System Plan is the long-range planning document that identifies future multi-use trails – the TSP does not identify a future multi-use trail associated with the C-11 sub lateral.

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 elements of green design will be taken into consideration at a later time. The applicant can meet this standard during zoning conformance review as part of the building permit submittal. Additionally, the standard can be incorporated into the final design review for the open space tracts. Lastly, a prohibition of turf in the street planter strips is highly encouraged.

Sec. 8.275. Planned Unit Development (PUD).

1. *Purpose and Applicability.* The purpose of a PUD is to:

   A. Permit greater flexibility in land use regulations in applicable zones (e.g., reduction of minimum lot size requirements).

   B. Encourage creative developments.

   C. Incentivize a variety of land uses and housing types, mixed use, the economy of shared services and facilities, public amenities, and developments compatible with the surrounding area and neighborhoods.

   D. Promote and encourage infill development, flexibility in improvements on lots, and affordable and workforce housing.

   E. Encourage preservation of natural features and enhancement of the area vegetation.

   F. Facilitate sustainable design, energy efficiency, desirable aesthetics, and efficient use of open space.

   Density requirements, setbacks, land use regulations, and required improvements may be adjusted to allow for a more creative, functional, and desirable living environment. In return for greater flexibility in site design and development, the PUD process introduces special requirements and standards for approval.

2. *Approval.* PUD approval is subject to:

   A. Land use review and approval as Conditional Use.

   B. Zoning standards, except as modified by the PUD.

   C. Subdivision and Partitions Standards, except as modified by the PUD.

   D. Site and Design Review Standards, except as modified by the PUD.

E. PUD Standards and Requirements.

FINDING: The applicant has submitted a Conditional Use application as part of this application package. The Conditional Use review criteria is addressed later in this staff report. The applicant is requesting deviations from zoning and subdivision standards as part of the PUD application and is addressed in detail below.

3. Exceptions. Exceptions of City standards may be allowed through the PUD approval process without a variance.

   A. Exceptions shall substantially result in improved design of the PUD. Improved design includes but is not limited to: alleys; public or private parks, trails, recreational areas, open spaces, common or natural areas; innovative housing design; public or private activity areas; a mixture of housing types, sizes, and projected prices; energy efficient design; a variety of trees and landscaping; art and other similar design features. A PUD need not include all of these design features in order to be approved.

   B. Exceptions to City standards include, but are not limited to:

      1. Minimum lot sizes.
      2. Setbacks.
      3. Permitted land uses.
      4. Grid street spacing standards.
      5. Connecting to public utilities, subject to acceptance by City Engineer.
      6. Street frontage, street and right-of-way width, sidewalk placement and standards, subject to acceptance by City Engineer.
      7. Landscaping.
      8. Fences and walls.

FINDING: As part of the PUD application, the applicant is requesting deviations from the:

- minimum lot size standard for 134 of the 150 single-family lots
- standard application of the density standard
- minimum street frontage standards for 110 of the 150 single-family lots
- minimum intersection spacing standard for a minor arterial street (i.e., NW Pershall Way)

Minimum lot size: The applicant is proposing townhouse lots in the R-3, R-4, and R-5 zones. The smallest proposed lot is 1,919 square feet; all proposed townhouse lots meet minimum lot size standard of 1,500 square feet.

The applicant is proposing 150 detached single-family lots in the R-3 zone with an average lot size of at least 31% below the minimum lot size standard of 7,500 square feet. Additionally, of the 150 lots, 18 are located along the perimeter of the Dry Canyon, which require a minimum lot size of 9,000 square feet.[10] The minimum lot size information is represented in the table below, and while both the mean and

[10] Proposed Lots 80-98 along the Dry Canyon rim are subject to Redmond Code Section 8.335: Development Standards Along the Perimeter of the Canyon.

median average lot size is shown, the median value may serve as a better representation of the average lot size given the sizable outliers (i.e., small number of lots significantly larger than the majority of lots).

Zone	Housing type	Minimum lot size standard (ft^2)	Proposed lot sizes (ft^2)	Mean average lot size (ft^2)	Deviation from standard	Median average lot size (ft^2)	Deviation from standard
R-3	Single-family	7,500	3,718 – 11,368	5,150	31%	4,500	40%
R-3	Single-family (along canyon)	9,000	5,985 – 18,427	8,975	0.28%	6,907	23%
R-3	Townhouse	1,500	2,000 – 4,417	2,625		2,620	
R-4	Townhouse		2,000 – 2,846				
R-5	Townhouse		1,919 – 4,450				

Density: The Redmond Code defines 'density' as "a measurement of the number of dwelling units in relationship to a specified unit of land; density calculations are based upon net acreage, which generally excludes land devoted to right-of-way. The net acreage is determined by subtracting from the total acreage of the lot or parcel that which [sic] is deemed necessary for street dedication and that area used for private streets and common driveways, if any."[11] The table below shows the proposed density for single-family lots exceeds the maximum density standard whereas the proposed density for townhouse lots meet the density standard. The applicant has stated that an adjustment to the density requirements is necessary to blend density across three separate zones and two housing types.

Zone	Housing type	Total Net acreage	Min – max density standard (units/ac)	Min. units	Max. units	Proposed number of units
R-3	Single-family	25.58	5.0 – 5.8	128	148	150
R-3	Townhouse	2.50	5.0 – 23.2	13	58	29
Subtotal		28.08		141	206	179
R-4	Townhouse	0.13	5.0 – 25.0	1	3	3
R-5	Townhouse	1.10	8.0 – 25.0	9	28	12
TOTAL		**29.31**		**150**	**227**	**194**

Minimum street frontage: The applicant is proposing townhouse lots in the R-3, R-4, and R-5 zones. All proposed townhouse lots meet the minimum street frontage standard of 20 feet. The applicant is proposing 150 detached single-family lots in the R-3 zone in which 110 lots do not meet the minimum street frontage standard of 50 feet.

Minimum intersection spacing: A significant component of the proposed PUD includes constructing NW Pershall Way, a minor arterial street, through the development. Additionally, proposed local streets, needed to facilitate vehicular flow and access to the proposed lots, will connect to NW Pershall Way. Per RC 8.2820(9), Access Management Standards, the minimum intersection spacing standard for a minor arterial is ¼ mile (1,320 feet). The applicant's plans show a spacing distance of approximately 860 feet between the intersections of Northwest Way/NW Pershall Way and Street A/NW Pershall Way; and approximately 1,075 feet between the intersections of Street A/NW Pershall Way and NW 25th Street/NW Pershall Way.

The applicant has stated *"The geometry of the property, including the curved location of the canyon rim and the required reversing curve alignment of NW Pershall Way, creates a legitimate hardship and a functional need for reduced intersection spacing to provide safe and efficient vehicle access to lands on*

[11] Redmond Code Section 8.020: Definitions.

both sides of NW Pershall Way. For example, pushing out intersection spacing to the far northeastern portion of the property would result in longer dead-ends that create emergency access problems, particularly on the west side of NW Pershall Way. This condition is not unique to this specific project. Any future development of this property would face these constraints, making the arterial intersection deviation necessary. To mitigate any potential negative impacts from the deviation, the Applicant has coordinated with City Staff and Redmond Fire & Rescue. The project will dedicate right-of-way at the intersection of Northwest Way and NW Pershall Way for a future roundabout, and an emergency fire access with bollards or a gate will be provided where Street B terminates adjacent to NW Pershall Way."

City Planning and Engineering staff support the deviation to the intersection spacing standard and recommend the proposed spacing as shown on the applicant's plans.

4. *Standards and Requirements.* The following standards and requirements apply to a PUD application:

   A. PUDs must be a minimum of one acre in size. In the Downtown Urban Renewal District, a minimum of 0.5 acre in size.

   B. The applicant shall submit a written narrative that addresses the applicable standards, code, and regulations.

   C. A PUD approach may be utilized in the design and development of residential, mixed use, or commercial and industrial service areas.

   D. *Densities.* Maximum densities are identified in Table 8.140. Additional density (i.e., bonus density) beyond the maximum density will be considered as follows:

      1. Up to 20 percent beyond maximum densities for qualified Affordable Housing and Workforce Housing units. A bonus density request beyond 10 percent shall be restricted to Affordable Housing. Affordable and Workforce Housing units should be designed to be intermixed throughout the development and similar design and quality to market rate units.

      2. Up to 10 percent beyond maximum densities for including amenities that provide a community benefit or helps realize specified public policy goals. Examples include: additional protection of green space, recreational areas, open space, natural resources or view corridors. environmental improvements, trail connectivity, higher quality building design, or other additional amenities.

      3. As identified in respective Area Plans.

FINDING: The proposed PUD is nearly 42 acres in size, exceeding the minimum of one acre requirement. The PUD may afford the applicant additional density if certain elements are incorporated into the development. As mentioned above, the proposed development minimally exceeds the maximum density standard for single-family lots in the R-3 zone. Given the PUD is proposing just over three times the amount of required open space along with facilitating trail connectivity to the Dry Canyon via the Dry Canyon development to the south, staff can support a density bonus of up to 10%. Lastly, no density bonus is needed for the small portion of the proposed project that falls within the Northwest Area Plan.

   E. A PUD must include usable open space, recreational area, common area or park designed for the use and benefit of all the units or lots in the development. The land area used shall be

determined by the type of amenities added by the developer.

FINDING: The proposed PUD is located in the R-3, R-4, and R-5 zones, all of which are considered medium and high-density zones. As such, the applicant is proposing a grand total of 194 residential lots, which will require at least 21,000 square feet of pocket parks. The applicant's plans show Tracts A, B, C, D, E, F, H, I, and J as areas eligible for meeting the pocket pock and open space requirements. Said tracts amount to a total of 66,267 square feet, exceeding the standard. Tracts G and K do not count toward this standard as they are not accessible or usable for recreation and thus do not meet the intent of this standard.[12] Lastly, given that the development abuts a community asset, the dry canyon, all lots in the development should be afforded views of the canyon via open space abutting the canyon rim.

F. Thoughtful design and architectural themes are required for all structures within any development. Design shall take into consideration themes continues on all elevations for each building, and onto the entire site including, but not limited to: lighting, fencing, accessory structures, signage, and trash enclosures.

FINDING: The applicant has stated *"Homes within High Desert Ranch are planned to be constructed by a single builder, Lennar. Lennar's farmhouse and American exterior styles reflect Redmond's rural heritage and practical living. Featuring gabled roofs, inviting porches, and materials such as board-and-batten and shake siding, these homes are well-adapted to Central Oregon's high desert climate. These architectural themes prioritize durability, simplicity, and a strong connection to the land—aligning with the region's agricultural roots and outdoor lifestyle. Renderings of planned homes are included in Exhibit R. Over the buildout of the neighborhood, individual home plans may vary based on market conditions, but consistency with the architectural style, colors, and materials will be maintained to provide the neighborhood a distinct character. Additionally, programmed open spaces and pocket parks will have consistent landscaping, in both design and plant palette. The visible public infrastructure (streets, alleys, sidewalks, street lights, etc.) will be constructed to applicable City standards and specifications, providing continuity throughout the neighborhood."*

G. A separate application or rezoning may accompany the application for approval of the PUD in which case the two items shall be considered simultaneously.

FINDING: The applicant has submitted tentative subdivision and conditional use applications with the PUD application. The three applications are being reviewed concurrently as one land use package.

H. The City may recommend a performance bond or other surety to assure the proposed development will be completed as approved and within the time limits agreed to in the conditions of approval.

FINDING: This is entirely informational. No finding is needed.

5. *Review Procedure for PUD's.* The following procedure shall be followed in requesting approval of a PUD.

A. A pre-development meeting is required prior to submittal of an application.

[12] Redmond Code Section 8.020: Definitions, defines 'Open Space' as "Land retained as undeveloped land for use as passive or active recreational area; land that is developed with park, landscaping, or other non-structural amenities."

FINDING: The applicant submitted a pre-development application (File No. 711-24-000192-PDOC) and a pre-development meeting was held on November 12, 2024. This standard is met.

B. Proof a neighborhood meeting was conducted for residential or mixed-used 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, See Section 8.385 for meeting requirements.

FINDING: As this land use proposal includes a development that will generate more than 200 daily trip ends, a neighborhood meeting is required. The applicant held a neighborhood meeting on April 28, 2025, and submitted this land use application package within 180 days of the neighborhood meeting. The applicant has submitted documentation that demonstrates compliance with this standard.

C. An applicant shall submit an electronic version of the complete application. The plan shall contain and show, at an engineer's scale of no less than 1" =10', the following information:

1. The relationship of the property to the surrounding area.
2. The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
3. Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.
4. The arrangement of streets and pedestrian ways.
5. Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.
6. The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75.
7. The location of service commercial areas, open space, recreational area, common areas, or park.
8. Plans for site grading and drainage.
9. Plans for water supply and sewage disposal.
10. Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.
11. Landscape plan including the list of species proposed and size/coverage at time of planting and at five years.
12. Proposed project timing schedule and surety, if required by City.

FINDING: Staff has examined the applicant’s entire submittal and has determined essential information has been provided that is needed to evaluate the PUD review criteria.

D. In considering the PUD, the City shall determine:

1. There are special development objectives or physical conditions which justify a request for a PUD.

FINDING: The applicant has stated "*The subject property contains several unique physical conditions that warrant a PUD, including three residential zones (R-3, R-4, and R-5), the rim of Dry Canyon arcing through the southeast corner of the site, a required minor arterial street (NW Pershall Way) coming off a curving segment of the Northwest Way frontage and extending in a reversing curve alignment necessary to connect to the northeast corner of the property consistent with the location shown in the City's Transportation System Plan (TSP). This combination of physical characteristics creates a unique geometry for street and block design, with local streets generally paralleling NW Pershall Way, but with limited connections available due to minor arterial intersection spacing. Furthermore, the ±5.18 acres below the canyon rim is relatively isolated and constrained due to topography, lack of sewer, and lack of street connections, but the City's definition of density requires that land to be included in the density calculation for the project. Consequently, the land below the canyon rim effectively pushes its density requirement to the flatter, more serviceable land above the canyon rim. Due to these physical conditions, a PUD is necessary to create a cohesive community, with a mix of marketable housing, safe and efficient street system, and density that meets the applicable standards.*"

2. The PUD will contain buffers on sides of the development that abut neighboring properties.

FINDING: The applicant's plans do not show any buffers on sides of the development that abut neighboring properties. With exception of the need for an urban-rural interface buffer along the PUD's northern boundary as discussed in Section 8.270(3)(B)(1)(d) and 8.2715(9) findings, staff recommends not requiring a buffer on the development's west boundary given it's a vacant portion of a large parcel and will presumably urbanize with a potential future expansion of the urban growth boundary. Lastly, no buffer is needed at the development's southern boundary as significant portion of the proposed PUD's southern edge will consist of open space and the adjacent pedestrian pathway along the adjacent Dry Canyon PUD's northern boundary.

3. The PUD, through its design and function, will improve livability for planned residents.

FINDING: The applicant has stated *"High Desert Ranch provides improved livability through thoughtful design that prioritizes community connection and quality of life. The pocket parks and larger preserved natural area provides visual relief, recreational opportunities, and environmental benefits while pedestrian paths weave through the neighborhood, linking homes directly to these green spaces. The mix of housing creates diversity in both built form and price points, fostering a more vibrant, inclusive community where young families, empty nesters, and working professionals can all find housing that meets their needs. A cohesive architectural theme unifies the neighborhood with distinctive character, giving residents a genuine sense of place and pride in their community. Together, these elements transform what could be a standard subdivision into a planned community where the design actively supports healthier, more connected daily living."*

After reviewing the applicant's response to this standard as well as the information submitted with the application, staff believes that this standard can be fully met by complying with conditions of approval.

4. The PUD contains a mix of housing types, variety of uses or services.

FINDING: The applicant is proposing 150 single-family dwellings and 44 townhouse units in what will be predominantly R-3 zoned-land. Although not an extensive mix of housing types, the proposed PUD includes what will be a small portion of R-4 and R-5-zoned land, which will include townhouses that is a housing type contemplated by the Northwest Area Plan for the R-4 and R-5 lands. The 150 single-family lots are within the R-3 zone, which is supported by the need for this housing type in this zone

according to the City's Housing Needs Analysis.[13] As the applicant mentions, the diversity of housing type and lot sizes will allow for future construction of homes with a variety styles, sizes, and price points. The PUD does not provide for any uses aside from residential. A PUD does afford an opportunity to provide limited-scale commercial in the R-3, R-4, and R-5 zones.

5. The PUD can be completed within five years or phased for later development.

FINDING: The proposed PUD is planned to be constructed in two phases. The applicant has stated the rate of construction will be dependent, in part, on public infrastructure and market conditions.

6. The PUD will not overload adjacent streets, utilities, or infrastructure.

FINDING: The applicant was required to submit an infrastructure allocation analysis to the City for review to ensure that existing and planned utilities and infrastructure can serve the proposed PUD. City Engineering approved the analysis indicating that subject to conditions of approval, the PUD will be served and not overload the system. Additionally, as required, the applicant submitted a transportation impact analysis that evaluated the proposed PUD's impacts to the transportation system. City Engineering reviewed and approved the analysis, which requires improvements and mitigations to off-set impacts to the transportation system.

7. The PUD will be consistent with the objectives of Area Plans and the Redmond Comprehensive Plan.

FINDING: As discussed elsewhere in this staff report, the proposed PUD is generally consistent with the objectives of the Northwest Area Plan and Redmond Comprehensive Plan. However, as part of the PUD, the applicant is requesting deviations from three different zoning standards for the single-family lots in R-3. Most notable is the request for a reduction to the minimum lot size standard for 89% of the 150 single-family lots. Furthermore, while the minimum lot size for single-family lots in R-3 is 7,500 square feet, the median lot size proposed is 4,500 square feet. This is 1,000 square feet smaller than the minimum single-family lot size standard in R-5, the City's high density residential zone. Additionally, the median lot size proposed along the Dry Canyon is 6,907 square feet, a 23% reduction to the minimum lot size standard of 9,000 square feet. That said, the scale of the reduction in minimum lot size standard is significant. However, the PUD does offer a mix of housing types and sizes with a plan for sizeable rear setbacks and driveways to the wide alleys as illustrated in Exhibit P of the applicant's plans. Additionally, 66,267 square feet of open space/pocket parks are proposed.

E. The City Shall notify the applicant whether in its judgment the foregoing provisions have been satisfied and, if not, whether they can be satisfied with other alternatives or revision to the PUD.

FINDING: After review of the applicant's plans and narrative, staff believes the proposed PUD satisfies the PUD provisions, subject to complying with the recommended conditions of approval.

6. *PUD Post Approval & Modifications.* Where a PUD has been authorized pursuant to applicable zoning regulations, the plan of the subdivision shall conform with the plan of the PUD as approved.

[13] 2019 Redmond Housing Needs Analysis, Exhibit 70, page 71.

Minor Modification. Minor modification to an approval PUD will be granted when the requested change is so minor that the CDD Director, or designee, determines that it would be appropriate for an administrative decision. Examples of minor changes include, but are not limited to: (1) a reduction in the overall number of lots, (2) minor architectural changes to approved buildings, (3) changes to phases that do no impact public facilities or change the number of approved phases, (4) changes that result in a reduction of impacts (i.e., reduced traffic flows), or (5) changes that are required to protect or increase public safety.

Major Modification. Major modifications to an approved PUD are subject to Section 8.1400.

FINDING: This subsection is procedural. Any proposed post-approval modification will be subject to these standards.

ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS
RC Sections 8.335 and 8.385

Sec. 8.335. Development Standards Along the Perimeter of the Canyon.

1. The following rules apply to any development within 100 feet of the canyon rim:
   - A. Any dwelling or accessory structure shall be less than 24 feet in height and setback at least 25 feet from the canyon rim;
   - B. No existing trees within 25 feet of the canyon rim, over three inches caliper measured three feet above ground level shall be removed from the site or, if removed, are replaced by an equal number of tree(s) that are at least two inches caliper measured three feet above ground level;
   - C. Development shall maintain the natural appearance of the canyon rim; no alteration of the rock formation portion of the canyon rim is permitted;
   - D. No fence is constructed within ten feet of the canyon rim;
   - E. All lots fronting on the canyon rim shall be a minimum of 9,000 square feet;
   - F. No deck, patio or structure requiring a building permit may be constructed within ten feet of the canyon rim;
   - G. Lighting shall be met subject to Section 8.330, "Exterior Lighting".

FINDING: With the exception of subsection E., these standards will be applied during zoning conformance at time of building permit submittal. Subsection is addressed in other sections throughout this staff report.

2. A Conditional Use Permit is required for the following Development along Redmond Dry Canyon:
   - A. Any structure exceeding 24' height, or is located within 25' of the canyon rim;
   - B. Any structure not governed by Subsection (A.1.) located in a side or rear yard area adjacent to the canyon rim.
   - C. Decks or patios shall be setback from the canyon rim the same number of feet as the height of the deck or patio from the ground.

FINDING: This standard is not applicable as part of this application package.

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 a development that will generate more than 200 daily trip ends, a neighborhood meeting is required. The applicant held a neighborhood meeting on April 28, 2025, and submitted this land use application package within 180 days of the neighborhood meeting. The applicant has submitted documentation that demonstrates compliance with this standard.

ARTICLE I – ZONING STANDARDS > CONDITIONAL USES
RC Sections 8.600-8.605

Sec. 8.600. Authorization to Grant or Deny Conditional Uses.

Uses designated herein as conditional uses may be permitted upon authorization by the Hearings Body in accordance with the standards and procedures established in this Article. Before approving an application for a conditional use, the Hearings Body shall find the following criteria are either met, can be met by observance of conditions, or are not applicable:

1. The proposed use will be consistent with the Comprehensive Plan, the zoning ordinances and other applicable ordinances and standards of the City.

FINDING: In conjunction with an annexation request, the applicant is proposing a Planned Unit Development in the R-3, R-4, and R-5 zones. Applying for a PUD in these zones requires the applicant submit a Conditional Use application. As proposed, the applicant’s proposed development will be consistent with the Comprehensive Plan and City ordinances, subject to approval of the zoning deviations requested through the PUD approval as well as complying with conditions of approval.

2. The location, size, design, and operating characteristics of the proposed use will have minimal adverse impact on the livability, value, or approximate development of abutting properties and the surrounding area.

FINDING: As proposed, the location, size, design, and operating characteristics of the proposed development will have minimal adverse impacts to abutting properties to the south, east, and west. Directly south of the proposed development is a higher density residential Planned Unit Development. To the east is land zoned Urban-Holding 10, and although not developed to urban standards at this time, this land is located within the Redmond urban growth boundary and is planned for medium density urban residential development. Land directly west is zoned Exclusive Farm Use and is located outside the urban growth boundary; however, the applicant has designed the proposed development in such a way that generally larger single-family lots are located along the development's western edge along with an open space tract.

Located to the north of the proposed High Desert Ranch development is land zoned Mixed Use Agricultural and is located outside the Redmond urban area reserve. The City has an urban-rural interface standard that is applied to residential development adjacent to areas outside of the URA and thus applies to the northern boundary of the proposed development. The area north of the proposed development is zoned Multiple Use Agriculture, which has a purpose of preserving rural character and limited agriculture uses.[14] The proposed lots along the development's northern boundary are urban-sized single-family lots with many being 4,500 square feet each, well below the minimum lot size standard in the City's medium density residential zone and below the minimum lot size standard in the City's high density residential zone. Given that the URA line will not expand north in many decades (i.e., adjacent lots to the north are planned for long-term rural use), the applicant must comply with urban-rural interface standard. To comply with this standard, the applicant has stated that the existing dwellings on the adjacent properties are at least 150 feet from their respective southern property lines. Additionally, the applicant has stated that there are a number of existing trees along the western half of the shared property line and will construct a six-foot-high wooden fence along the northern property boundary of High Desert Ranch.

3. The proposed use will not exceed operational capacity of City infrastructure including sewage system, water system or the transportation system.

FINDING: The applicant was required to submit an infrastructure capacity allocation analysis where the City determined the City's water and wastewater system has the capacity to serve the proposed project. Additionally, the applicant was required to submit a Transportation System Analysis (TSA) to the City for review and approval. Identified by the TSA are required mitigations and improvements to the transportation system as a result of the impacts placed on the transportation system. This standard is met.

4. That the proposed use will not conflict with, diminish, or substantially adversely affect the character and nature of the established neighborhood in which it is located.

FINDING: The proposed development is on the edge of the city and will be creating an entirely new neighborhood, generally in compliance with the subject properties' designated zoning districts. Additionally, the proposed development will provide for an orderly transition from the existing residential Planned Unit Development to the south. This standard is met.

Sec. 8.602. Neighborhood Meeting.

[14] Deschutes County Code, Chapter 18.32 Multiple Use Agricultural Zone; MUA, Section 18.32.010 Purpose.

Proof a neighborhood meeting was conducted 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, See Section 8.385 for meeting requirements.

FINDING: As this land use proposal includes a development that will generate more than 200 daily trip ends, a neighborhood meeting is required. The applicant held a neighborhood meeting on April 28, 2025, and submitted this land use application package within 180 days of the neighborhood meeting. The applicant has submitted documentation that demonstrates compliance with this standard.

Sec. 8.605. General Conditions.

In addition to the ordinances set forth in a specific zone, this Article, and other applicable standards and criteria used in addressing a new conditional use or the alteration of an existing conditional use, the Hearings Body may impose conditions which it finds necessary to avoid an unacceptable impact and to otherwise protect the best interests of the surrounding area or the City. These conditions may include the following:

1. Limiting the way the use is conducted including restricting the time an activity may take place and establish conditions or restraints that will minimize such environmental effects as noise, vibration, air pollution, glare, and odor. The City may require additional proof from the applicant that quantifies compliance with this requirement at the time of application submittal.
2. Establishing an open space or recreation area.
3. Limiting the height, size, or location of a building or other structure(s).
4. Designating the size, number, location, and nature of vehicle access points.
5. Increasing the amount of street dedication, roadway width or improvements within the street right-of-way, including (but not limited to) lighting and landscaping improvements. Any oversizing of public infrastructure that is required by the City that exceeds minimum City standards may be a candidate for SDC credits at the discretion of the City Engineer or designate.
6. Designating the size, location, screening, landscaping, drainage, surfacing, or other improvement within a parking area or loading zone.
7. Limiting or otherwise designating the number, size, location, height, and lighting of signs.
8. Limiting the location and intensity of outdoor lighting and requiring it's shielding from any adjacent properties, or public or private streets and roads.
9. Requiring diking, screening and/or landscaping of a facility to protect adjacent or nearby property and designating standards for its installation and maintenance.
10. Designating the size, height, location, and materials for a fence.
11. Protecting and preserving existing trees, vegetation, or other significant natural resources.

FINDING: This section is entirely informational.

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 applicant submitted a pre-development application (File No. 711-24-000192-PDOC) and a pre-development meeting was held on November 12, 2024. 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 this land use proposal includes a development that will generate more than 200 daily trip ends, a neighborhood meeting is required. The applicant held a neighborhood meeting on April 28, 2025, and submitted this land use application package within 180 days of the neighborhood meeting. The applicant has submitted documentation that demonstrates compliance with this standard.

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 two-phased planned unit development residential subdivision and is entitling the entire project at this time. Although no specific timeline has been communicated by the applicant, the applicant has stated that platting of lots will occur in conjunction with the construction of public infrastructure. The applicant's tentative plan shows phase 1 encompassing lots and infrastructure south of 'Street A' and including 'Street A.' Phase 2 is shown as lots and infrastructure north of phase 1. Any minor alteration to an approved tentative plan that includes minor amendments to phasing so as long as there would be no adverse effect on the phasing of public improvements will be subject to the Alteration to an Approved Plan provisions of the Redmond Code [i.e., Sec. 8.1400(2)].

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 two-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.

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 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.

   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: The proposed tentative plan does not comply with all standards of the zoning districts that the proposed development is located. Specifically, 134 of the 150 proposed single-family lots do not meet the minimum lot size standard; 110 of the 150 said lots do not meet the minimum street frontage standard; and the density of the single-family lots is just over the maximum density standard for single-family dwellings in the R-3 zone. Additionally, the proposed tentative plan does not comply with the minor arterial minimum intersection spacing standards. However, the applicant has requested deviations from these standards as part of the Planned Unit Development submittal, which is addressed in Section 8.275 of this staff report.

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

FINDING: Staff has examined the applicant's plan set and has determined that the proposed Antelope Flats master development planned subdivision is in conformance with the Framework Plan and Northwest Area Plan (NAP). The Framework Plan identified the subject property as future residential lands with the Comprehensive Plan designating the vast majority of the property as R-3 while the NAP (and Comprehensive Plan) designated the southernmost portion of the property as R-4 and R-5. Furthermore, the NAP envisioned the R-4 and R-5 lands to be medium to high density residential neighborhoods made up of primarily single-family dwellings and townhouses. This standard is met.

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

FINDING: The applicant's tentative plan will 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.

FINDING: As identified in the Transportation System Plan (TSP), Northwest Way is a minor arterial street of which will require additional 50 feet of right-of-way dedication from centerline and being brought up to City arterial standards along the subject property's frontage. Also, identified in the TSP is a future segment of NW Pershall Way to bisect the subject property, which is included in the tentative plan. Also, identified in the TSP and included is a multi-use pathway along the eastside of Northwest Way and along the southside of NW Pershall Way, which the applicant has incorporated into their plans. The proposed subdivision will extend an existing street, NW 25th Street, which will be built to City standards. Four new local streets will be built, internal to the development and will be built to City standards. As required by the City's Public Works Standards and Specifications, water and wastewater mains will be extended to and through the proposed development, providing services to each proposed lot. Public infrastructure plans, including stormwater, will be reviewed and approved after land use approval. This standard is 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: 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.

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 the removal of rights via quitclaim deed. 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 proposed tentative plan includes only one lot greater than twice the minimum lot size in the R-3 zone. The minimum lot size for proposed Lot 80 is 9,000 square feet because it is located along the perimeter of the Dry Canyon and therefore subject to a greater minimum lot size standard. Proposed Lot 80 is 18,427 square feet in size. However, it is not anticipated that the proposed lot intended for a single-family dwelling will be partitioned in the future. In any case, such a proposal would have to comply with all applicable partitioning standards. Staff has determined that this standard does not apply.

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: No block exceeds 660 feet in length between street center lines with exception of the blocks that abut NW Pershall Way, a minor arterial. This standard 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: This standard provides a *recommended* (emphasis added) minimum block length standard for blocks along arterial streets. As shown on the tentative plan, no block length along NW Pershall Way, a minor arterial, meets the minimum 1,320 feet; however, each adjacent block length measures at least 850 feet and far exceeds the 660 feet maximum standard for blocks not adjacent to arterial streets. Staff has determined that this standard is met.

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 proposed tentative plan shows blocks with two tiers of lots with exception of areas where it may not be feasible. For example, proposed Lots 80-98 abut the Dry Canyon rim; proposed Lots 131-148 abut the urban reserve area boundary; and, proposed Lots 41-59 are confined by NW Pershall Way, an arterial street, and the site's southern property line. Staff has determined that 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: A five-foot-wide pedestrian connection shall be provided between proposed Street B and NW Pershall Way. As shown on the tentative plans, all proposed blocks meet block length standards and proposed Tracts B, C, I, and J could act as mid-block pedestrian access corridors.

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 planned unit development subdivision includes 194 residential lots, which are generally rectangular in shape. The proposed 44 townhouse lots meet lot size, density and other zoning standards; however, the vast majority of the 150 proposed single-family lots do not meet the minimum lot size or minimum street frontage standards. The applicant has applied for a PUD and is requesting deviations from the single-family minimum lot size and minimum street frontage standards, which is addressed in Section 8.275 of this staff report.

The proposed subdivision will be located in city limits, will not include land zoned for business or industrial use, 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: The applicant is proposing townhouse lots in the R-3, R-4, and R-5 zones. All proposed townhouse lots meet the minimum street frontage standard of 20 feet. The applicant is proposing 150 detached single-family lots in the R-3 zone in which 110 lots do not meet the minimum street frontage standard of 50 feet. The applicant is requesting a deviation to this standard as part of the PUD application, which is addressed in Section 8.275 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 tentative plan shows that all side lot lines are generally at right angles to street lines or radial to curves. 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: The proposed subdivision does not contain any through/double frontage lots.

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: As shown on the tentative plan, lots created adjacent to the arterial streets of Northwest Way and NW Pershall Way are oriented so that front elevations can face the arterial streets. Additionally, said lots are designed with alley access at the rear, eliminating direct vehicular access on the arterial streets. 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: Proposed townhouse Lot 16 is considered a corner lot and is 30 feet in width, 10 feet greater in width than the minimum frontage standard width. As mentioned previously, 110 of the proposed 150 single-family lots do not meet the minimum street frontage standard of 50 feet. It appears that proposed Lot 79 only includes street frontage of 23 feet with several lots having 40 or 42.5 feet of street frontage. No proposed single-family corner lot has a width less than 45 feet. This is consistent with this standard as well as the requested deviation to the minimum street frontage standard as part of the PUD.

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; 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.

FINDING: The applicant is proposing 150 lots intended for single-family dwellings and 44 lots intended for townhouse dwellings. And given that the median single-family lot size is only approximately 6,900 square feet, no re-division plan of any proposed lot is needed or required.

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: As shown on the tentative plan, curvilinear street and block design have been incorporated, most notably along NW Pershall Way and NW 25th Street. 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: The proposed subdivision does not include the creation of any flag lots; therefore, these standards do not apply.

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 NW 25th Street to the north and will also include four new local streets, internal to the development. All proposed streets within the propose subdivision are spaced a maximum of 660 feet between centerlines. 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 a comprehensive street and sidewalk network within the subdivision but will also connect to existing streets and sidewalks adjacent to the Dry Canyon development to the south. A bike lane will be included in the development of NW Pershall Way as well as to the eastern half of Northwest Way as part of the requirement to bring the eastern half of Northwest Way up to City arterial street standards along the subject property's frontage. Additionally, included along the eastside of Northwest Way and southside of NW Pershall Way will be 10-foot-wide separated multiuse paths. 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 local street, NW 25th Street, from NW Upas Way north to the proposed NW Pershall Way. The proposed NW Pershall Way will connect to the existing Northwest Way and will provide a segment of the future westside connection arterial route to US Highway 97. Four new streets will be local streets with two terminating as cul-de-sacs due to no feasible connection given the nearest street would be NW Pershall Way, a minor arterial street. 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 proposed subdivision will be developed in a residential zone; therefore, 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 NW Pershall Way and improvements to Northwest Way will comply with the City's Transportation System Plan. Additionally, all proposed streets and alleys will be required to comply with the City's Public Works Standards and Specifications. 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 Northwest Way, a minor arterial street, as identified in the Transportation System Plan. Currently the street has an inadequate amount of right-of-way to meet minor arterial standards. The applicant will be required to dedicate 50 feet of right-of-way from centerline along the property frontage. In addition to dedicating needed right-of-way, the applicant will be required to construct improvements to the Northwest Way along the property's frontage as a requirement of the proposed subdivision. Lastly, the transportation impact analysis conducted for the proposed subdivision concludes that off-site improvements in the form of proportionate share cash contributions will be required as outlined in the conditions of approval. 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 unpaved access easement that currently exists on the subject property is the Central Oregon Irrigation District's 30-foot-wide right-of-way easement for the C-11 sub lateral of the Pilot Butte Canal that traverses through the southeastern portion of the property. No paving of this easement is required or proposed.

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: The proposed subdivision includes seven streets. Adjacent to the southern portion of the subject property is Northwest Way, a minor arterial street as identified in the Transportation System Plan. The applicant will be required to dedicate 50 feet of right-of-way from centerline along the property's frontage. The applicant will be extending existing local residential street, NW 25th Street, which will require 60 feet of right-of-way dedication. Four new local residential streets will be created, which will require 60 feet of right-of-way dedication as well. NW Pershall Way, a minor arterial street, is proposed and will require 100 feet of right-of-way dedication. Five private alleys are proposed as well and will provide 23.5-foot-wide private access easement dedication as shown in Exhibit P of the applicant's plans. Lastly, as identified in the Transportation Impact Analysis, right-of-way dedication will be required for a future roundabout at the intersection of NW Upas Avenue and Northwest Way. 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: As shown on the proposed tentative plan, three proposed streets will extend to the boundary of the subdivision allowing for future connection when adjacent properties develop. None of the three proposed streets are greater than 150 feet in length without having an opportunity to turn onto a through street; therefore, no turnarounds are required to ensure emergency vehicle access. This standard 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: Although the proposed subdivision abuts an existing arterial street and contains a proposed arterial street, no additional access treatments are deemed necessary. 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.
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: As shown on the tentative plan, the proposed subdivision will be extending NW 25th Street in a way that the centerlines coincide. As stated in this standard, continuation of street names and numbers will be subject to the approval of the Redmond Fire and Rescue and Deschutes County.

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 NW 25th Street as well as the other four proposed new local streets. The proposed NW Pershall Way will include a sidewalk along its northside with a 10-foot-wide separated multiuse path along its southside. Finally,

will be required to dedicate 50 feet of right-of-way from the centerline of Northwest Way along the property frontage and construct a 10-foot-wide separated multiuse path in lieu of a sidewalk along the property frontage. 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: Bicycle lanes will be provided on both sides of the proposed NW Pershall Way per minor arterial standards. Additionally, because additional right-of-way will be dedicated along the property frontage for Northwest Way, a bicycle lane will be provided along Northwest Way's east travel lane, again per minor arterial standards. All other proposed streets will not include bicycle lanes as they are not required for local streets. Lastly, a 10-foot-wide separated multiuse path will be provided along the southside of the proposed NW Pershall Way as well as along the eastside of Northwest Way along the property frontage. Both multiuse paths are identified in the Transportation System Plan. 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 tentative plan, the proposed subdivision will include numerous street intersections, all of which will be at near 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 proposed subdivision does not propose any private streets; therefore, 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: The applicant's plan set indicates that the proposed subdivision will have two points of access to the subdivision and both to be provided during phase 1. These access points will be provided through the extension of existing NW 25th Street and at the intersection of Northwest Way and NW Pershall Way with the construction of NW Pershall Way. Additionally, when the property adjacent to the east develops, a third access point will be provided with the extension of NW Pershall Way to the east. 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 Water Master Plan, the existing water main located in Northwest Way will be extended to and through the proposed subdivision. The proposed subdivision will also extend the existing wastewater main in NW 25th Street to and through. It should be noted, however, that the applicant will be required to construct a lift station to the serve the development. The tentative plans shows the facility will be located in northeast portion of the subdivision in Tract G. 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 will coordinate directly with the City's Engineering Department and utility companies during construction plan review.

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: The subject property does not include any significant geological features to preserve or consider incorporating into the proposed subdivision's design and lot layout with exception of areas adjacent to the Dry Canyon rim in which the applicant has stated preservation of vegetation and natural features will be maintained to the greatest extent practicable.

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 plan set indicates that the subject property has 887 existing trees and the applicant's Exhibit N plan indicates the proposal is to remove 710 trees having at least a ten-inch trunk diameter 4.5 feet above grade. Of those 710 trees, 345 are located within areas of needed public infrastructure and 365 are located outside of areas needed public infrastructure. Per the standard, the applicant will be required to replace the 365 trees slated for removal at a one-to-one replacement ratio. This standard can be met by complying with conditions of approval.

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.

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: The applicant's plan set does not depict Public Utility Easements (PUEs). PUEs shall be dedicated along all street rights-of-way and shown on the final plat. There is an existing Central Oregon Irrigation District (COID) C-11 sub lateral that traverses through the eastern portion of the subject property. The applicant proposes to pipe it and place in an easement. 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: The proposed PUD is located in the R-3, R-4, and R-5 zones, all of which are considered medium and high-density zones. As such, the applicant is proposing a grand total of 194 residential lots, which will require at least 21,000 square feet of pocket parks. The applicant's plans show Tracts A, B, C, D, E, F, H, I, and J as areas eligible for meeting the pocket pock requirement. Said tracts amount to a total of 66,267 square feet, exceeding the standard. Tracts G and K do not count toward this standard as they are not accessible or usable for recreation and thus do not meet the intent of the standard.[15] All open space tracts must be privately maintained and will require City review and approval of landscaping and amenities prior to final platting.

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 proposed development abuts city limits to the south, the urban growth boundary line to the west, and the urban reserve area (URA) line to the north. The urban-rural interface standard is applied to residential development adjacent to areas outside of the URA and thus applies to the northern boundary of the proposed development. Additionally, the Redmond Comprehensive Plan states that "Urban development on the edge of the UGB that is adjacent to land planned for *long-term rural use* [emphasis added] should buffer urban uses with open spaces, when feasible, or lower density residential development, or other appropriate transitional uses."[16] The area north of the proposed

[15] Redmond Code Section 8.020: Definitions, defines 'Open Space' as "Land retained as undeveloped land for use as passive or active recreational area; land that is developed with park, landscaping, or other non-structural amenities."
[16] Redmond Comprehensive Plan 2040, Policy 14-1-2, page 92.

development is zoned Multiple Use Agriculture, which has a purpose of preserving rural character and limited agriculture uses.[17] The proposed lots along the development's northern boundary are urban-sized single-family lots with many being 4,500 square feet each, well below the minimum lot size standard in the City's medium density residential zone and below the minimum lot size standard in the City's high density residential zone. Given that the URA line will not expand north in many decades (i.e., adjacent lots to the north are planned for long-term rural use), the applicant must comply with this standard. To comply with this standard, the applicant has stated that the existing dwellings on the adjacent properties are at least 150 feet from their respective southern property lines. Additionally, the applicant has stated that there are a number of existing trees along the western half of the shared property line and will construct a six-foot-high wooden fence along the northern property boundary of High Desert Ranch.

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 8.2815-8.2825

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 procedural and must be complied with following tentative plan approval.

[17] Deschutes County Code, Chapter 18.32 Multiple Use Agricultural Zone; MUA, Section 18.32.010 Purpose.

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: The applicant submitted a Transportation System Analysis Application (TSAA) and a Traffic Impact Analysis (TIA) conducted by Transight Consulting, LLC, dated September 16, 2025. 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 July 15, 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.

FINDING: The tentative plan shows that all proposed lots will have access taken from local streets or alleys. No direct access will be provided onto NW Pershall Way or Northwest Way. This standard is met.

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.

FINDING: The layout and design of the proposed subdivision's single-family dwelling and townhouse

lots are such that only one access point to each lot will be permitted. This standard is met.

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.

FINDING: The proposed subdivision will include newly-created lots and it is anticipated that each lot will have its own (new) access; therefore, this standard does not apply at this time.

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.

FINDING: The specific location of the proposed lots' driveways will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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 specific location of the proposed lots' access points will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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.

FINDING: The specific location of the proposed lots' driveways will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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.

FINDING: The specific location of the proposed lots' driveways will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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.

FINDING: The specific location of the proposed lots' driveways will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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

FINDING: 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. All proposed lots will be provided direct access by alleys or local streets; thus, no driveways will have access onto arterial streets (i.e., Northwest Way and NW Pershall Way).

All proposed local streets have intersection spacings of at least 165 feet. A significant component of the proposed subdivision includes constructing NW Pershall Way, a minor arterial street, through the development. Additionally, proposed local streets, needed to facilitate vehicular flow and access to the proposed lots, will connect to NW Pershall Way. The minimum intersection spacing standard for a minor arterial is ¼ mile (1,320 feet). The applicant's plans show a spacing distance of approximately 860 feet between the intersections of Northwest Way/NW Pershall Way and Street A/NW Pershall Way; and approximately 1,075 feet between the intersections of Street A/NW Pershall Way and NW 25th Street/NW Pershall Way. A deviation from this spacing standard is requested as part of the PUD application and is addressed in Section 8.275.

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).

FINDING: 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. This standard may be applicable at that time.

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.

FINDING: The proposed subdivision is not located within the geographic area of the North Redmond US 97 Interchange Area Management Plan (IAMP); therefore, this standard is not applicable.

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 specific location of the proposed lots' driveways/access points will be determined during zoning conformance review as part of the building permit application submittal. This standard may be applicable at that time.

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.

FINDING: All proposed streets are part of the proposed High Desert Ranch planned unit development subdivision; therefore, this standard does not apply.

Conclusion:
Based upon the submitted plans, materials, and the proposed findings and conditions of approval included herein, staff believes that all requirements have been fulfilled to support the High Desert Ranch Planned Unit Development, Tentative Subdivision Plan, and Conditional Use consistent with all

applicable City policies, rules, and regulations.

III. RECOMMENDATION & CONDITIONS OF APPROVAL

Recommendation:
Based on the submitted plans, staff findings and conclusions, staff recommends the Planning Commission make a recommendation to the City Council to approve the High Desert Ranch Planned Unit Development, Tentative Subdivision, and Conditional Use applications (File Nos. 711-25-000114-PUD, 711-25-000115-SUB, and 711-25-000116-CU), 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 Sections 8.275(6), PUD Post Approval & Modifications, and 8.1400, Modifications of Approval.

2. Common open space shall be provided along the canyon rim, affording views of the canyon for the use and benefit of all lots in the development [RC Section 8.275(4)(E) and 8.270(3)(C)(14)(g)].

3. The applicant shall designate a location for the potential installation of public art, preferably at the neighborhood gateway, and/or in planned open space tract(s).

4. All open space tracts must be privately maintained and will require City review and approval of landscaping and amenities prior to final plat.

5. To comply with the green design Great Neighborhood Principle, green design elements shall be incorporated into the built and/or landscaped environment. These elements will be evaluated during zoning conformance review at time of building permit submittal and/or at time of open space landscaping and amenities plan review.

6. All development proposed on lots abutting the Dry Canyon rim will be subject to Redmond Code Section 8.335, Development Standards Along the Perimeter of the Canyon standards.

7. A final landscaping plan accompanying final engineering and construction plans shall show the location of the 365 replacement trees needed to replace the 365 trees identified for removal that have a ten-inch trunk diameter 4.5 feet above grade. Replacement trees shall have a minimum of 1-1/2-inch trunk diameter measured at 4.5 feet above grade.

8. Prior to final plat of Phase 1, the applicant shall pay a total proportionate share of $45,280.50 for impacts to Oregon Highway 126/SW 27th Street, based on the cost of the parallel route improvements at Oregon 126/NW 35th Street. The proportionate share will not be required if the City and/or ODOT adopts a separate funding mechanism that addresses the full improvements at Oregon Highway 126/NW 35th Street in their entirety prior to plat of Phase 1.

9. Prior to final plat of Phase 1, the applicant shall pay a total proportionate share of $101,289.13 ($614/PM Peak Trip) for impacts to W Antler Avenue/SW 27th Street.

10. Prior to final plat of Phase 1, right of way dedication shall be provided at the intersection of Upas Avenue and Northwest Way for a future roundabout. The inscribed diameter of the future roundabout shall be 160 foot minimum. The dedication shall be SDC credit eligible. Roundabout (RAB) dedication is a condition of City approval for proposed design exceptions of less than minimum City standard

centerline radius and tangent section in NW Pershall Way at the easterly approach to NW Upas Avenue/Northwest Way intersection and less than minimum City access management standards for street intersection spacing along NW Pershall Way, a minor arterial street.

11. Prior to final plat of Phase 1, improve Northwest Way to Minor Arterial standards per City of Redmond Standards and Specifications drawing 2-1 along the property frontage and throughout the project limits, including right of way dedication to achieve 50 feet from centerline, new pavement reconstruction, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on the east side.

12. Prior to final plat of Phase 1, a northbound right turn deceleration lane shall be installed at the intersection of Northwest Way and NW Upas Avenue. Alternatively, prior to engineering plan submittal and upon mutual agreement the developer and City Engineer, the developer may construct alternative safety and operational mitigations at the Northwest Way/Pershall Way intersection and other regional priority locations equivalent in cost to the northbound right-turn decelerations lane in the amount of $150,000.00.

13. Prior to final plat of Phase 1, an intersection ahead warning sign and street name placard shall be installed on Northwest Way approaching NW Upas Avenue and Pershall Way. Tubular delineators (or similar speed/awareness treatments as approved by the City and Deschutes County) shall be installed along the tapering portions of the curve of Northwest Way, north of Upas Avenue. The applicant shall coordinate the design with City and Deschutes County staff.

14. Prior to final plat of Phase 1 and Phase 2 respectively, improve Pershall Way to Minor Arterial standards along the respective Phase 1 and Phase 2 property frontage and throughout the phase limits per City of Redmond Standards and Specifications, including right of way dedication to achieve 100 feet total right-of-way (50 feet from centerline), new pavement, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on both sides. End of roadway markers shall be installed at the eastern terminus of the roadway per City standards.

15. Prior to plat of all affected phases, a minimum five-foot public utility easement (PUE) shall be dedicated along all property frontages and proposed roadways.

16. Prior to plat of all affected phases, local roads shall be installed to local roadway standards per City of Redmond Standards and Specifications Drawing 2-1 throughout each phase limit, including right of way dedication to achieve 60 feet total (or 30 feet from centerline), 54-ft cul-de-sac radius where applicable, 36 feet of pavement along roadways or 48-ft radius of pavement at the cul-de-sacs, 5-foot minimum sidewalk, curbs, and street trees on both sides. End of roadway marker shall be installed roadway terminuses where applicable. Visual screening shall be provided to clearly delineate separation of Street B cul-de-sac and Pershall Way. A five-foot-wide pedestrian connection shall be provided between Street B and Pershall Way.

17. Prior to plat of all affected phases, private alleys shall be installed to include minimum 20 feet of private access easement dedication and 20 feet of new pavement. Alleys shall be signed no parking on both sides. Dead end alleys must have approved turnaround areas per City standards and Redmond Fire and Rescue requirements.

18. Prior to plat of all affected phases, construct a 10-foot-wide separated bike path (TSP ID B13) at the property frontage along Northwest Way, Pershall Way, and to facilitate a connection to the Dry Canyon. The path may be installed anywhere along the eastern project limits adjacent to the canyon and connect to a paved path in Dry Canyon or may connect to the existing paved path located between lots 111 and 112 of Dry Canyon Phase 3 North via the public access easements located at the rear of lots 106-111, per City of Redmond Standards and Specifications. Provide a public access easement where

the path is located on private property. If behind Lots 106-111, the public access easement may be reduced to no less than 8-feet where not already established. Illumination, signage, striped continental crosswalks, and ADA curb ramps shall be installed at all path intersections with roadways throughout the PUD limits. Where the path crosses NW 25th St. just south of the PUD limits, a crossing is required that includes ADA curb ramps, striped continental crosswalks, signage, and illumination. The path and all crossing are required to meet City of Redmond standards and specifications. The final location of the crossing will be determined during the site development permit review.

19. Suitable fire access must be maintained for all project phases. Temporary turn-arounds may be required at the termination of streets longer than 150 feet as required by Redmond Fire.

20. Coordination with Cascades East Transit (CET) is required prior to Engineering plan submittal to determine whether bus stops are required. Bus stops shall be constructed per CET and City and City of Redmond Standards and Specifications.

21. 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, Northwest Way, and on all internal local roadways. Water mains shall be 8-inch minimum, except the water mains in Northwest Way, NW Pershall Way and NW 25th Street shall be 12-inch minimum. The final locations and sizing of all mains must be in compliance with the City of Redmond Water Master Plan and will be determined during the site development permit. Each lot shall receive one water service. Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations.

22. Prior to all affected phases, 8-inch minimum gravity sewer mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way, Northwest Way, and on all internal local roadways, unless otherwise approved by the City Engineer based on topography limitations. Each lot shall receive one sewer service. The final location of sewer mains will be determined during the sited development permit. 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.

23. Prior to plat, a lift station shall be constructed to serve the development and the basin area within the UGB unless otherwise approved by the City Engineer. The location of the pump station shall be located as close to the northeast corner of the development as possible. The lift station must meet City of Redmond and DEQ standards. If the basin area includes areas outside the development, the applicant may apply for a reimbursement district for the additional capacity provided at the pump station, as approved by the City Engineer.

24. Driveway access to NW Pershall Way and Northwest Way is prohibited, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public or emergency access easement will be required over any such emergency access.

25. All Stormwater facilities need to meet City of Redmond and DEQ standards. All private stormwater facilities need to be located outside of the right-of-way and Public Utility Easements unless approved by the City Engineer.

// **END OF CONDITIONS** //

Prepared by:
Kyle Roberts, AICP
Planning Director

Attachment A

Exhibit B: Preliminary Plans

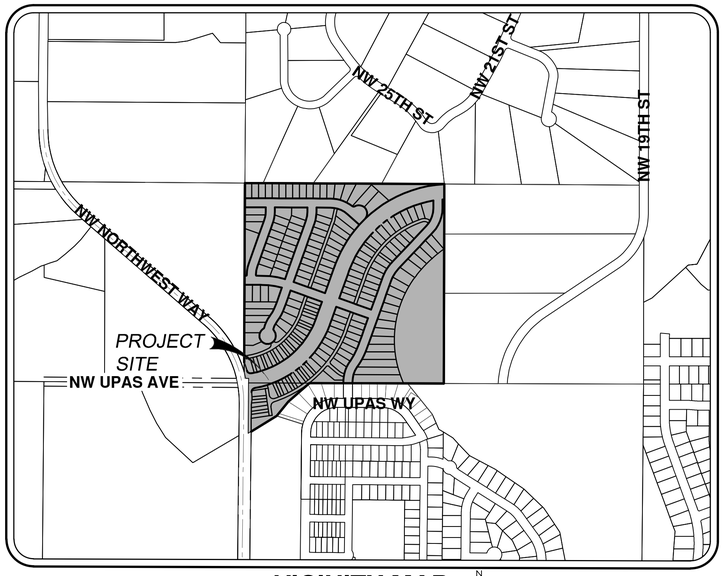
HIGH DESERT RANCH

PRELIMINARY PLANS

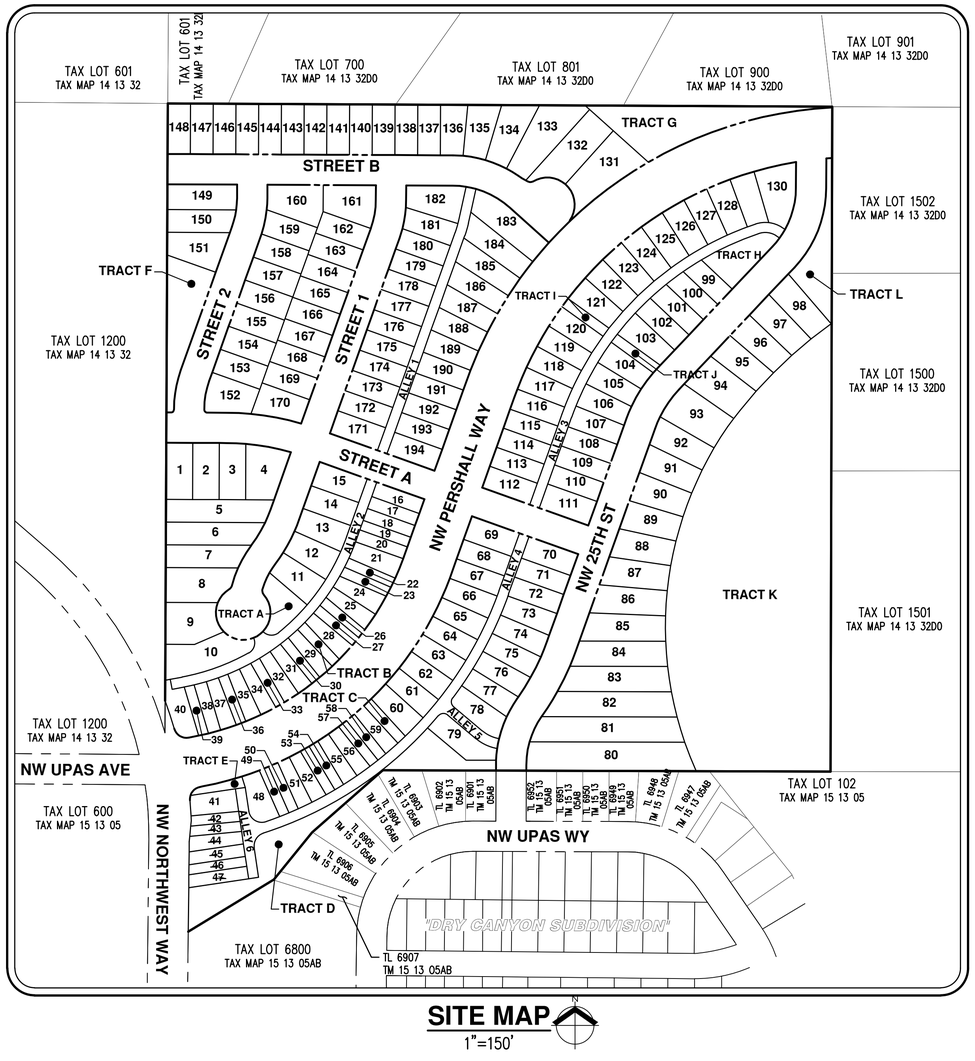
MAY 2025

CITY OF REDMOND, DESCHUTES COUNTY, OREGON

TAX LOT 1600 TAX MAP 14 13 32D AND TAX LOT 7000 TAX MAP 15 13 05AB



VICINITY MAP
1" = 500



SITE MAP
1"=150'

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
DECIDUOUS TREE			STORM DRAIN CLEAN OUT		
CONIFEROUS TREE			STORM DRAIN CATCH BASIN		
			STORM DRAIN AREA DRAIN		
FIRE HYDRANT			STORM DRAIN MANHOLE		
WATER BLOWOFF			GAS METER		
WATER METER			GAS VALVE		
WATER VALVE			GUY WIRE ANCHOR		
DOUBLE CHECK VALVE			UTILITY POLE		
AIR RELEASE VALVE			POWER VAULT	P	P
SANITARY SEWER CLEAN OUT			POWER JUNCTION BOX		
SANITARY SEWER MANHOLE			POWER PEDESTAL		
SIGN			COMMUNICATIONS VAULT	C	C
STREET LIGHT			COMMUNICATIONS JUNCTION BOX		
MAILBOX	MB	MB	COMMUNICATIONS RISER		

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	UT
OVERHEAD WIRE	OHW	OHW
COMMUNICATIONS LINE	COM	COM
FIBER OPTIC LINE	CFO	CFO
GAS LINE	GAS	GAS
STORM DRAIN LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
RECLAIMED WATER LINE	NPWAT	NPWAT

APPLICANT
LENNAR NORTHWEST, LLC
11807 NE 99TH STREET,
SUITE 1170
VANCOUVER, WA 98682

OWNERS
KIMERIC DELASHMUTT
3220 NORTHWEST WAY
REDMOND, OR 97756

PLANNING/CIVIL ENGINEERING/SURVEYING/ LANDSCAPE ARCHITECTURE FIRM
AKS ENGINEERING & FORESTRY, LLC
ENGINEER: JON MORSE, PE
SURVEYOR: JACOB CARSON, PLS
PLANNER: JOEY SHEARER, AICP
2777 NW LOLO DRIVE, SUITE 150
BEND, OR 97703
PH: 541-317-8429

PROJECT LOCATION
LOCATED EAST AND NORTH OF THE NORTHWEST WAY AND NW UPAS AVENUE INTERSECTION IN THE CITY OF REDMOND, OREGON.

PROJECT PURPOSE
194 LOTS FOR FUTURE SINGLE-FAMILY HOMES

SITE AREA
±41.30 ACRES

PROPERTY DESCRIPTION
TAX LOT 1600, TAX MAP 14 13 32D LOCATED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 32, T14S, R13E, WILLAMETTE PRINCIPLE MERIDIAN AND TAX LOT 7000, TAX MAP 15 13 05AB LOCATED IN LOT 2 OF SECTION 5, T15S, R13E, WILLAMETTE PRINCIPAL MERIDIAN, CITY OF REDMOND, DESCHUTES COUNTY, OREGON.

VERTICAL DATUM
ELEVATIONS ARE BASED ON REDMOND BENCHMARK NO. 8-M-2. LOCATED AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE. AND NW CANAL BLVD. ELEVATION = 2990.38 FEET (NVGD 29)

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P02 EXISTING CONDITIONS PLAN
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P05 PRELIMINARY TREE PLAN
P06 PRELIMINARY TREE PLAN
P07 PRELIMINARY DEMOLITION PLAN KEY MAP
P08 PRELIMINARY DEMOLITION PLAN
P09 PRELIMINARY DEMOLITION PLAN
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P25 PRELIMINARY GRADING AND DRAINAGE PLAN

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DR, SITE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

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COVER SHEET & LEGEND
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JONATHON M. MORSE
12-31-26
PRELIMINARY
NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	JMM

P00

AKS DRAWING FILE: 9452-01 PRELIM COVER.DWG | LAYOUT: P00

SEE SHEET P02

NOTES:

1. UTILITIES SHOWN ARE BASED ON:
   * PUBLIC UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 25023599, 25023600, 25023601, 25023602, 25023603.

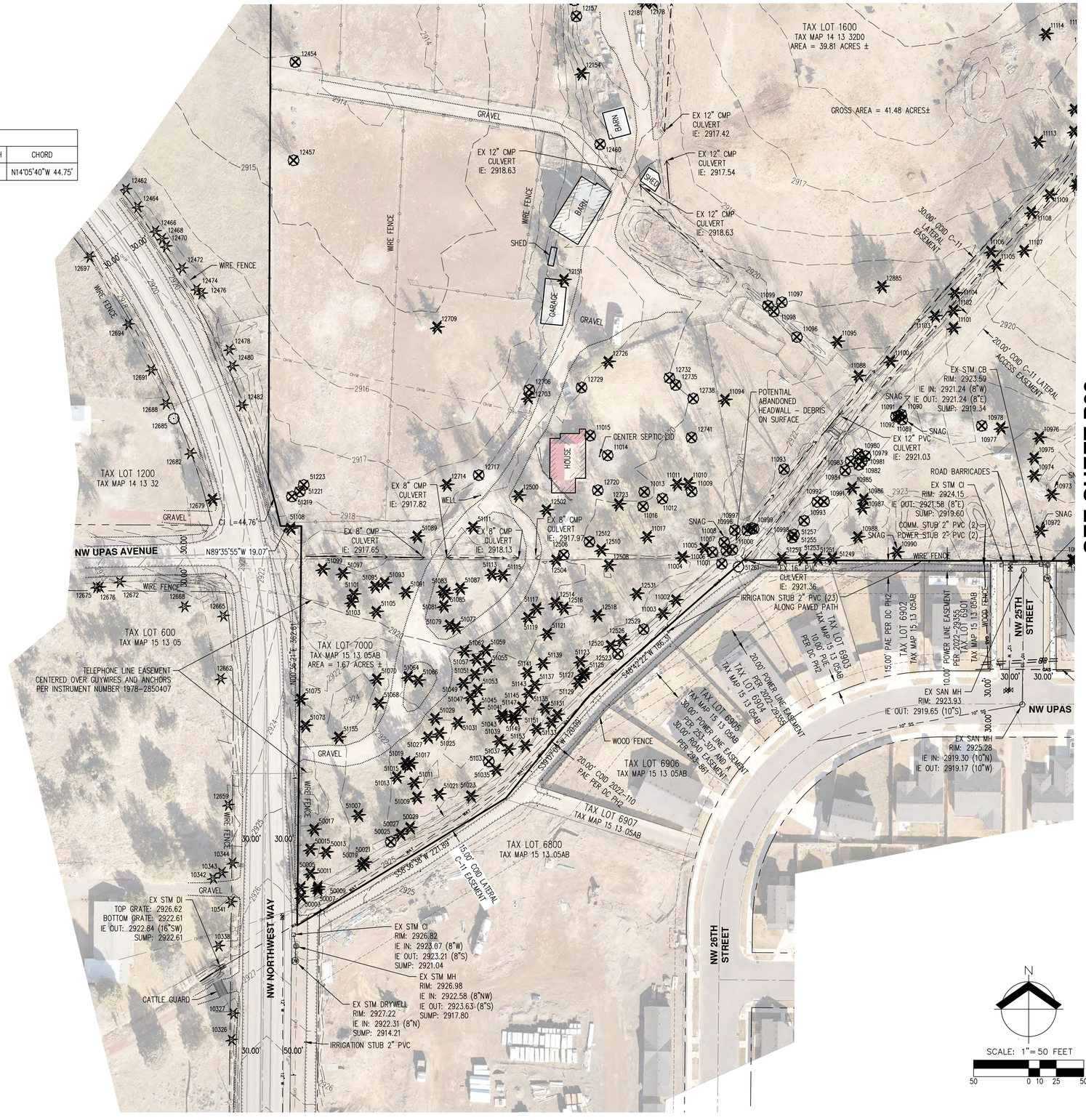
   * THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
2. FIELD WORK WAS CONDUCTED JANUARY 21 – MARCH 19, 2025.
3. HORIZONTAL DATUM: COORDINATES ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM, DERIVED FROM THE OREGON REAL-TIME GNSS NETWORK, DESCHUTES 13 TRANSFORMATION.
4. VERTICAL DATUM: ELEVATIONS ARE BASED ON REDMOND BENCHMARK NO. 8-M-2. LOCATED AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE. AND NW CANAL BLVD. ELEVATION = 2990.38 FEET (NGVD 29).
5. CONTOUR INTERVAL IS 1.00 FOOT.
6. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
7. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
8. TREES WITH DIAMETER OF 9" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO ARBORIST INSPECTION.
9. EASEMENTS SHOWN ARE BASED ON A TITLE REPORT FROM FIRST AMERICAN TITLE, ORDER NO. 7000-4201118, WITH AN EFFECTIVE DATE OF 9/12/2024.

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	746.20'	3°26'12"	44.76'	N14°05'40"W 44.75'

LEGEND

	EXISTING		EXISTING
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		UTILITY POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING	
RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
COMMUNICATIONS LINE	COM
FIBER OPTIC LINE	OFO
GAS LINE	GAS
STORM DRAIN LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT
RECLAIMED WATER LINE	NPWAT



SEE SHEET P03

SCALE: 1" = 50 FEET
50 0 10 25 50

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DR., SITE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

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EXISTING CONDITIONS PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JOHN M. MOSER
RENEWAL DATE: 12/31/2026

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	JMM

P01

AKS DRAWING FILE: 9452-01 EXCOND.DWG | LAYOUT: P01



P02

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	MM

RENEWAL DATE: 12/31/2026

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
MELVIN M. WORSE

PRELIMINARY NOT FOR CONSTRUCTION

EXISTING CONDITIONS PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DR, STE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

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SEE SHEET P03



SEE SHEET P02

SCALE: 1" = 50' FEET

50 0 10 25 50

N

P03

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	MM

RENEWAL DATE: 12/31/2026

REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY — NOT FOR CONSTRUCTION — OREGON JULY 12, 2005 — MICHAEL M. MORSE

EXISTING CONDITIONS PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

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2777 NW LOLO DR, STE 150
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TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10326	CONIFEROUS	21	PRESERVE
10327	CONIFEROUS	22	PRESERVE
10338	CONIFEROUS	27	PRESERVE
10341	CONIFEROUS	25	PRESERVE
10342	CONIFEROUS	18	PRESERVE
10343	CONIFEROUS	8	PRESERVE
10344	CONIFEROUS	15	PRESERVE
10970	CONIFEROUS	16	REMOVE
10971	CONIFEROUS	11,19	REMOVE
10972	CONIFEROUS	14	REMOVE
10973	CONIFEROUS	17	REMOVE
10974	CONIFEROUS	11	REMOVE
10975	CONIFEROUS	34	REMOVE
10976	CONIFEROUS	34	REMOVE
10977	CONIFEROUS	23	REMOVE
10978	DECIDUOUS	10	REMOVE
10979	DECIDUOUS	13	REMOVE
10980	DECIDUOUS	14	REMOVE
10981	DECIDUOUS	15	REMOVE
10982	DECIDUOUS	12	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10983	DECIDUOUS	13	REMOVE
10984	DECIDUOUS	14	REMOVE
10985	CONIFEROUS	18	REMOVE
10986	CONIFEROUS	17	REMOVE
10987	CONIFEROUS	15,17	REMOVE
10988	CONIFEROUS	11	REMOVE
10990	CONIFEROUS	30	REMOVE
10991	DECIDUOUS	10	REMOVE
10992	DECIDUOUS	22	REMOVE
10993	DECIDUOUS	9	REMOVE
10996	DECIDUOUS	35	REMOVE
10997	DECIDUOUS	19	REMOVE
10998	DECIDUOUS	10	REMOVE
10999	DECIDUOUS	14	REMOVE
11000	DECIDUOUS	9	REMOVE
11001	DECIDUOUS	12	REMOVE
11002	CONIFEROUS	14	REMOVE
11003	CONIFEROUS	11	REMOVE
11004	CONIFEROUS	17	REMOVE
11005	CONIFEROUS	35	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11006	DECIDUOUS	15	REMOVE
11007	DECIDUOUS	13	REMOVE
11008	DECIDUOUS	13	REMOVE
11009	DECIDUOUS	15	REMOVE
11010	CONIFEROUS	9	REMOVE
11011	CONIFEROUS	13	REMOVE
11012	DECIDUOUS	9	REMOVE
11013	DECIDUOUS	11	REMOVE
11014	DECIDUOUS	20	REMOVE
11015	DECIDUOUS	12	REMOVE
11016	DECIDUOUS	10	REMOVE
11017	CONIFEROUS	9	REMOVE
11088	CONIFEROUS	9	REMOVE
11089	DECIDUOUS	24	REMOVE
11090	DECIDUOUS	17	REMOVE
11091	DECIDUOUS	23	REMOVE
11092	DECIDUOUS	9	REMOVE
11093	DECIDUOUS	35	REMOVE
11094	CONIFEROUS	20	REMOVE
11095	CONIFEROUS	12	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11390	CONIFEROUS	9	REMOVE
11391	CONIFEROUS	9	REMOVE
11392	CONIFEROUS	9	REMOVE
11393	CONIFEROUS	13	REMOVE
11394	CONIFEROUS	15	REMOVE
11395	CONIFEROUS	10	REMOVE
11396	CONIFEROUS	11	REMOVE
11397	CONIFEROUS	10	REMOVE
11398	CONIFEROUS	9	REMOVE
11399	CONIFEROUS	13	REMOVE
11400	CONIFEROUS	12	REMOVE
11401	CONIFEROUS	12,13	REMOVE
11402	CONIFEROUS	11	REMOVE
11403	CONIFEROUS	24	REMOVE
11404	CONIFEROUS	11	REMOVE
11405	CONIFEROUS	9	REMOVE
11406	CONIFEROUS	31	REMOVE
11407	CONIFEROUS	12	REMOVE
11408	CONIFEROUS	10	REMOVE
11409	CONIFEROUS	10	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11410	CONIFEROUS	17	REMOVE
11411	CONIFEROUS	14	REMOVE
11412	CONIFEROUS	11	REMOVE
11413	CONIFEROUS	12	REMOVE
11414	CONIFEROUS	9	REMOVE
11415	CONIFEROUS	17	REMOVE
11416	CONIFEROUS	11	REMOVE
11417	CONIFEROUS	13	REMOVE
11418	CONIFEROUS	13	REMOVE
11419	CONIFEROUS	9	REMOVE
11420	CONIFEROUS	11	REMOVE
11421	CONIFEROUS	18	REMOVE
11422	CONIFEROUS	15	REMOVE
11423	CONIFEROUS	12	REMOVE
11424	CONIFEROUS	12	REMOVE
11425	CONIFEROUS	10	REMOVE
11426	CONIFEROUS	10	REMOVE
11427	CONIFEROUS	14	REMOVE
11428	CONIFEROUS	12	REMOVE
11429	CONIFEROUS	14	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11431	CONIFEROUS	11	REMOVE
11432	CONIFEROUS	12,13	REMOVE
11433	CONIFEROUS	17	REMOVE
11434	CONIFEROUS	14	REMOVE
11435	CONIFEROUS	16	REMOVE
11436	CONIFEROUS	11	REMOVE
11437	CONIFEROUS	15	REMOVE
11438	CONIFEROUS	11	REMOVE
11439	CONIFEROUS	9	REMOVE
11440	CONIFEROUS	20	REMOVE
11441	CONIFEROUS	9	REMOVE
11442	CONIFEROUS	11	REMOVE
11443	CONIFEROUS	13	REMOVE
11444	CONIFEROUS	10	REMOVE
11445	CONIFEROUS	15	REMOVE
11446	CONIFEROUS	12	REMOVE
11447	CONIFEROUS	19	REMOVE
11448	CONIFEROUS	10	REMOVE
11449	CONIFEROUS	19	REMOVE
11450	CONIFEROUS	9	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11096	DECIDUOUS	9	REMOVE
11097	DECIDUOUS	10	REMOVE
11098	DECIDUOUS	18	REMOVE
11099	DECIDUOUS	16	REMOVE
11100	CONIFEROUS	14	REMOVE
11101	CONIFEROUS	13	REMOVE
11102	CONIFEROUS	19	REMOVE
11103	CONIFEROUS	13	REMOVE
11104	CONIFEROUS	9	REMOVE
11105	CONIFEROUS	17	REMOVE
11106	CONIFEROUS	12	REMOVE
11107	CONIFEROUS	13	REMOVE
11108	CONIFEROUS	14	REMOVE
11109	CONIFEROUS	17	REMOVE
11110	CONIFEROUS	16	REMOVE
11111	CONIFEROUS	12	REMOVE
11112	CONIFEROUS	9	REMOVE
11113	CONIFEROUS	24	REMOVE
11114	CONIFEROUS	30	REMOVE
11166	CONIFEROUS	10	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11167	CONIFEROUS	11	REMOVE
11168	CONIFEROUS	13	REMOVE
11169	CONIFEROUS	15	REMOVE
11170	CONIFEROUS	21	REMOVE
11171	CONIFEROUS	18	REMOVE
11172	CONIFEROUS	15	REMOVE
11173	CONIFEROUS	18	REMOVE
11174	CONIFEROUS	12	REMOVE
11175	CONIFEROUS	15	REMOVE
11176	CONIFEROUS	9	REMOVE
11177	CONIFEROUS	9	REMOVE
11178	CONIFEROUS	9	REMOVE
11179	CONIFEROUS	9	REMOVE
11180	CONIFEROUS	13	REMOVE
11181	CONIFEROUS	11	REMOVE
11182	CONIFEROUS	17	REMOVE
11183	CONIFEROUS	12	REMOVE
11184	CONIFEROUS	12	REMOVE
11185	CONIFEROUS	12	REMOVE
11186	CONIFEROUS	13	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11187	CONIFEROUS	14	REMOVE
11188	CONIFEROUS	9	REMOVE
11189	CONIFEROUS	14	REMOVE
11190	CONIFEROUS	13	REMOVE
11191	CONIFEROUS	11	REMOVE
11192	CONIFEROUS	10	REMOVE
11193	CONIFEROUS	10	REMOVE
11194	CONIFEROUS	12	REMOVE
11195	CONIFEROUS	14	REMOVE
11196	CONIFEROUS	9	REMOVE
11197	CONIFEROUS	10	REMOVE
11198	CONIFEROUS	14	REMOVE
11200	CONIFEROUS	21	REMOVE
11201	CONIFEROUS	12	REMOVE
11202	CONIFEROUS	11	REMOVE
11203	CONIFEROUS	14	REMOVE
11204	CONIFEROUS	13	REMOVE
11205	CONIFEROUS	17	REMOVE
11206	CONIFEROUS	9	REMOVE
11207	CONIFEROUS	11	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11451	CONIFEROUS	9	REMOVE
11452	CONIFEROUS	11	REMOVE
11453	CONIFEROUS	11	REMOVE
11454	CONIFEROUS	10	REMOVE
11455	CONIFEROUS	10	REMOVE
11456	CONIFEROUS	16	REMOVE
11457	CONIFEROUS	9	REMOVE
11458	CONIFEROUS	11	REMOVE
11459	CONIFEROUS	17	REMOVE
11460	CONIFEROUS	11,17	REMOVE
11461	CONIFEROUS	16	REMOVE
11462	CONIFEROUS	16	REMOVE
11463	CONIFEROUS	17	REMOVE
11464	CONIFEROUS	15	REMOVE
11465	CONIFEROUS	10	REMOVE
11466	CONIFEROUS	9	REMOVE
11467	CONIFEROUS	16	REMOVE
11468	CONIFEROUS	11	REMOVE
11469	CONIFEROUS	10	REMOVE
11470	CONIFEROUS	9	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11471	CONIFEROUS	10	REMOVE
11472	CONIFEROUS	13	REMOVE
11473	CONIFEROUS	16	REMOVE
11474	CONIFEROUS	10	REMOVE
11475	CONIFEROUS	9	REMOVE
11476	CONIFEROUS	20	REMOVE
11477	CONIFEROUS	10,17	REMOVE
11482	CONIFEROUS	11,23	REMOVE
11485	CONIFEROUS	10	REMOVE
11488	CONIFEROUS	10	REMOVE
11491	CONIFEROUS	9	REMOVE
11494	CONIFEROUS	9,15	REMOVE
11497	CONIFEROUS	12	REMOVE
11500	CONIFEROUS	32	REMOVE
11503	CONIFEROUS	12	REMOVE
11506	CONIFEROUS	10	REMOVE
11509	CONIFEROUS	15	REMOVE
11512	CONIFEROUS	11	REMOVE
11515	CONIFEROUS	11	REMOVE
11518	CONIFEROUS	15	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11521	CONIFEROUS	19	REMOVE
11524	CONIFEROUS	11	REMOVE
11527	CONIFEROUS	17	REMOVE
11530	CONIFEROUS	12	REMOVE
11533	CONIFEROUS	14	REMOVE
11536	CONIFEROUS	11	REMOVE
11539	CONIFEROUS	13	REMOVE
11542	CONIFEROUS	13	REMOVE
11543	CONIFEROUS	10	REMOVE
11546	CONIFEROUS	12,14,17	REMOVE
11549	CONIFEROUS	15	REMOVE
11552	CONIFEROUS	14	REMOVE
11555	CONIFEROUS	10	REMOVE
11558	CONIFEROUS	21	REMOVE
11563	CONIFEROUS	9	REMOVE
11566	CONIFEROUS	12	REMOVE
11569	CONIFEROUS	15	PRESERVE
11573	CONIFEROUS	14	REMOVE
11576	CONIFEROUS	13	PRESERVE
11579	CONIFEROUS	17	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11208	CONIFEROUS	17	REMOVE
11209	CONIFEROUS	28	REMOVE
11210	CONIFEROUS	28	REMOVE
11211	CONIFEROUS	12	REMOVE
11212	CONIFEROUS	9	REMOVE
11213	CONIFEROUS	9,10	REMOVE
11214	CONIFEROUS	11	REMOVE
11258	CONIFEROUS	13	REMOVE
11259	CONIFEROUS	12	REMOVE
11260	CONIFEROUS	19	REMOVE
11261	CONIFEROUS	11	REMOVE
11262	CONIFEROUS	13	REMOVE
11263	CONIFEROUS	16	REMOVE
11264	CONIFEROUS	9	REMOVE
11265	CONIFEROUS	14	REMOVE
11266	CONIFEROUS	14	REMOVE
11267	CONIFEROUS	24	REMOVE
11268	CONIFEROUS	15	REMOVE
11269	CONIFEROUS	27	REMOVE
11270	CONIFEROUS	12	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11271	CONIFEROUS	14	REMOVE
11272	CONIFEROUS	12	REMOVE
11273	CONIFEROUS	12	REMOVE
11274	CONIFEROUS	15	REMOVE
11275	CONIFEROUS	11	REMOVE
11276	CONIFEROUS	12	REMOVE
11277	CONIFEROUS	12	REMOVE
11278	CONIFEROUS	14	REMOVE
11281	DECIDUOUS	23	REMOVE
11283	CONIFEROUS	15	REMOVE
11285	CONIFEROUS	9	REMOVE
11287	CONIFEROUS	11	REMOVE
11289	CONIFEROUS	11	REMOVE
11291	CONIFEROUS	12	REMOVE
11293	CONIFEROUS	15	REMOVE
11295	CONIFEROUS	12	REMOVE
11297	CONIFEROUS	12	REMOVE
11299	CONIFEROUS	17	REMOVE
11301	CONIFEROUS	22	REMOVE
11303	CONIFEROUS	11	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11305	CONIFEROUS	9	REMOVE
11307	CONIFEROUS	9	REMOVE
11310	CONIFEROUS	9	REMOVE
11312	CONIFEROUS	31	REMOVE
11314	CONIFEROUS	12	REMOVE
11317	CONIFEROUS	13	REMOVE
11319	CONIFEROUS	9	REMOVE
11321	CONIFEROUS	28	PRESERVE
11360	CONIFEROUS	9	REMOVE
11363	CONIFEROUS	11	REMOVE
11365	CONIFEROUS	11	REMOVE
11367	CONIFEROUS	11	REMOVE
11369	CONIFEROUS	17	REMOVE
11371	CONIFEROUS	18	REMOVE
11372	CONIFEROUS	10	REMOVE
11374	CONIFEROUS	9	REMOVE
11376	CONIFEROUS	12	REMOVE
11378	CONIFEROUS	12	REMOVE
11388	CONIFEROUS	30	REMOVE
11389	CONIFEROUS	24	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11582	CONIFEROUS	9	PRESERVE
11585	CONIFEROUS	18	PRESERVE
11588	CONIFEROUS	11	REMOVE
11592	CONIFEROUS	12	REMOVE
11595	CONIFEROUS	10	REMOVE
11598	CONIFEROUS	18	REMOVE
11600	CONIFEROUS	17	REMOVE
11602	CONIFEROUS	19	REMOVE
11604	CONIFEROUS	12	REMOVE
11607	CONIFEROUS	11	PRESERVE
11609	CONIFEROUS	10	REMOVE
11611	CONIFEROUS	12	REMOVE
11613	CONIFEROUS	11	REMOVE
11616	CONIFEROUS	13	REMOVE
11618	CONIFEROUS	12	REMOVE
11620	CONIFEROUS	9	REMOVE
11622	CONIFEROUS	17	REMOVE
11624	CONIFEROUS	9,9	REMOVE
11626	CONIFEROUS	11	REMOVE
11628	CONIFEROUS	12	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11630	CONIFEROUS	16	REMOVE
11631	CONIFEROUS	17	REMOVE
11633	CONIFEROUS	18	REMOVE
11636	CONIFEROUS	32	REMOVE
11638	CONIFEROUS	10	REMOVE
11640	CONIFEROUS	29	REMOVE
11642	CONIFEROUS	21	REMOVE
11644	CONIFEROUS	13	REMOVE
11646	CONIFEROUS	9	REMOVE
11648	CONIFEROUS	12	REMOVE
11653	CONIFEROUS	19	PRESERVE
11655	CONIFEROUS	11	REMOVE
11657	CONIFEROUS	11	REMOVE
11660	CONIFEROUS	9	REMOVE
11664	CONIFEROUS	11	REMOVE
11666	CONIFEROUS	9	REMOVE
11668	CONIFEROUS	11	REMOVE
11670	CONIFEROUS	36	REMOVE
11672	CONIFEROUS	13	PRESERVE
11674	CONIFEROUS	14	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11679	CONIFEROUS	17	REMOVE
11681	CONIFEROUS	11	REMOVE
11683	CONIFEROUS	11	REMOVE
11685	CONIFEROUS	9	REMOVE
11687	CONIFEROUS	10	REMOVE
11689	CONIFEROUS	16	REMOVE
11691	CONIFEROUS	12	REMOVE
11693	CONIFEROUS	14	REMOVE
11695	CONIFEROUS	11	REMOVE
11697	CONIFEROUS	19	REMOVE
11699	CONIFEROUS	15	REMOVE
11702	CONIFEROUS	33	PRESERVE
11704	CONIFEROUS	15,19	PRESERVE
11706	CONIFEROUS	23	PRESERVE
11710	CONIFEROUS	19	PRESERVE
11711	CONIFEROUS	16	PRESERVE
11713	CONIFEROUS	11	REMOVE
11715	CONIFEROUS	17	REMOVE
11717	CONIFEROUS	14	REMOVE
11719	CONIFEROUS	11	REMOVE

NOTE:
TREES BELOW THE CANYON RIM WERE NOT INVENTORIED DUE TO NO PLANNED LAND DISTURBANCE BELOW THE CANYON RIM.

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DR, SITE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

PRELIMINARY TREE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JONATHON M. MORSE
PRELIMINARY
NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	JMM

P04

AKS DRAWING FILE: 9452-01 EXCONDWG | LAYOUT: P04

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11721	CONIFEROUS	17	REMOVE
11723	CONIFEROUS	20	REMOVE
11725	CONIFEROUS	16	REMOVE
11727	CONIFEROUS	13,13	REMOVE
11729	CONIFEROUS	23	REMOVE
11731	CONIFEROUS	13	REMOVE
11733	CONIFEROUS	11	REMOVE
11735	CONIFEROUS	13	REMOVE
11737	CONIFEROUS	12	REMOVE
11739	CONIFEROUS	10	REMOVE
11741	CONIFEROUS	9	REMOVE
11742	CONIFEROUS	10	REMOVE
11750	CONIFEROUS	15	REMOVE
11751	CONIFEROUS	9	REMOVE
11752	CONIFEROUS	19	REMOVE
11755	CONIFEROUS	19	REMOVE
11757	CONIFEROUS	14	REMOVE
11759	CONIFEROUS	10	REMOVE
11761	CONIFEROUS	10	REMOVE
11764	CONIFEROUS	13	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11767	CONIFEROUS	16	REMOVE
11768	CONIFEROUS	16	REMOVE
11770	CONIFEROUS	17	REMOVE
11772	CONIFEROUS	13	REMOVE
11773	CONIFEROUS	16	REMOVE
11776	CONIFEROUS	22	REMOVE
11778	CONIFEROUS	10	REMOVE
11780	CONIFEROUS	12	REMOVE
11783	CONIFEROUS	11	REMOVE
11785	CONIFEROUS	11	REMOVE
11787	CONIFEROUS	16	REMOVE
11789	CONIFEROUS	14	REMOVE
11790	CONIFEROUS	10	REMOVE
11792	CONIFEROUS	12	REMOVE
11793	CONIFEROUS	9	REMOVE
11794	CONIFEROUS	16	REMOVE
11796	CONIFEROUS	12	REMOVE
11798	CONIFEROUS	13	REMOVE
11800	CONIFEROUS	9,13	REMOVE
11802	CONIFEROUS	24	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11804	CONIFEROUS	15	PRESERVE
11806	CONIFEROUS	9	PRESERVE
11808	CONIFEROUS	9	REMOVE
11810	CONIFEROUS	9	PRESERVE
11812	CONIFEROUS	12	REMOVE
11815	CONIFEROUS	12	REMOVE
11816	CONIFEROUS	15	REMOVE
11817	CONIFEROUS	11	REMOVE
11818	CONIFEROUS	10	REMOVE
11819	CONIFEROUS	26	REMOVE
11820	CONIFEROUS	16	REMOVE
11821	CONIFEROUS	10	PRESERVE
11822	CONIFEROUS	10	PRESERVE
11823	CONIFEROUS	15	REMOVE
11824	CONIFEROUS	12	PRESERVE
11826	CONIFEROUS	16	REMOVE
11827	CONIFEROUS	10	REMOVE
11828	CONIFEROUS	11	REMOVE
11829	CONIFEROUS	12	REMOVE
11830	CONIFEROUS	21	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12066	CONIFEROUS	9	REMOVE
12069	CONIFEROUS	9	REMOVE
12072	CONIFEROUS	12	REMOVE
12075	CONIFEROUS	17	REMOVE
12078	CONIFEROUS	16	REMOVE
12081	CONIFEROUS	9	REMOVE
12084	CONIFEROUS	10	REMOVE
12087	CONIFEROUS	28	REMOVE
12090	CONIFEROUS	12	REMOVE
12093	CONIFEROUS	26	REMOVE
12096	CONIFEROUS	11	REMOVE
12099	CONIFEROUS	17	REMOVE
12103	CONIFEROUS	10	REMOVE
12106	CONIFEROUS	9	REMOVE
12109	CONIFEROUS	10	REMOVE
12112	CONIFEROUS	10	REMOVE
12115	CONIFEROUS	13	REMOVE
12118	CONIFEROUS	10	REMOVE
12121	CONIFEROUS	10	REMOVE
12124	CONIFEROUS	10	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12129	CONIFEROUS	17	REMOVE
12131	CONIFEROUS	10	REMOVE
12133	CONIFEROUS	17	REMOVE
12135	CONIFEROUS	22	REMOVE
12137	CONIFEROUS	14	REMOVE
12139	CONIFEROUS	9,12,13	REMOVE
12141	CONIFEROUS	13	REMOVE
12143	CONIFEROUS	12	REMOVE
12145	CONIFEROUS	9,14	REMOVE
12147	CONIFEROUS	13	REMOVE
12151	CONIFEROUS	20	REMOVE
12154	CONIFEROUS	27	REMOVE
12157	DECIDUOUS	16	REMOVE
12160	DECIDUOUS	14	REMOVE
12163	DECIDUOUS	18	REMOVE
12166	DECIDUOUS	9,9	REMOVE
12169	CONIFEROUS	12	REMOVE
12172	CONIFEROUS	19	REMOVE
12175	CONIFEROUS	16	REMOVE
12178	CONIFEROUS	11	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12181	CONIFEROUS	11	REMOVE
12184	CONIFEROUS	13	REMOVE
12187	CONIFEROUS	16	REMOVE
12190	CONIFEROUS	13	REMOVE
12193	CONIFEROUS	15	REMOVE
12196	CONIFEROUS	28	REMOVE
12199	CONIFEROUS	12	REMOVE
12202	CONIFEROUS	21	REMOVE
12205	CONIFEROUS	12	REMOVE
12208	CONIFEROUS	17	REMOVE
12211	CONIFEROUS	12	REMOVE
12212	CONIFEROUS	12	REMOVE
12215	CONIFEROUS	9	REMOVE
12218	CONIFEROUS	9	REMOVE
12219	CONIFEROUS	12	REMOVE
12222	CONIFEROUS	12	REMOVE
12225	CONIFEROUS	19	REMOVE
12228	CONIFEROUS	15	REMOVE
12231	CONIFEROUS	14	REMOVE
12234	CONIFEROUS	14	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11831	CONIFEROUS	10	REMOVE
11832	CONIFEROUS	11	REMOVE
11833	CONIFEROUS	19,20	REMOVE
11834	CONIFEROUS	11	REMOVE
11835	CONIFEROUS	19	REMOVE
11837	CONIFEROUS	14	REMOVE
11838	CONIFEROUS	17	REMOVE
11839	CONIFEROUS	13	REMOVE
11840	CONIFEROUS	10	REMOVE
11841	CONIFEROUS	10	REMOVE
11842	CONIFEROUS	11	REMOVE
11843	CONIFEROUS	11	REMOVE
11844	CONIFEROUS	10	REMOVE
11845	CONIFEROUS	18	REMOVE
11846	CONIFEROUS	10	REMOVE
11847	CONIFEROUS	9	REMOVE
11848	CONIFEROUS	28	REMOVE
11849	CONIFEROUS	9	REMOVE
11850	CONIFEROUS	14	REMOVE
11851	CONIFEROUS	10	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11852	CONIFEROUS	9	REMOVE
11853	CONIFEROUS	10	REMOVE
11854	CONIFEROUS	15	REMOVE
11855	CONIFEROUS	15	REMOVE
11856	CONIFEROUS	12	REMOVE
11857	CONIFEROUS	13	REMOVE
11858	CONIFEROUS	13	REMOVE
11859	CONIFEROUS	13	REMOVE
11860	CONIFEROUS	28	REMOVE
11861	CONIFEROUS	9	REMOVE
11862	CONIFEROUS	14	REMOVE
11863	CONIFEROUS	9	REMOVE
11864	CONIFEROUS	15	REMOVE
11865	CONIFEROUS	20	REMOVE
11866	DECIDUOUS	37	REMOVE
11867	DECIDUOUS	40	REMOVE
11868	DECIDUOUS	28	REMOVE
11869	DECIDUOUS	48	REMOVE
11870	DECIDUOUS	18	REMOVE
11871	DECIDUOUS	18	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11872	DECIDUOUS	24	REMOVE
11873	DECIDUOUS	22	REMOVE
11874	DECIDUOUS	23	REMOVE
11875	DECIDUOUS	32	REMOVE
11876	DECIDUOUS	20	REMOVE
11877	DECIDUOUS	21	REMOVE
11878	DECIDUOUS	21	REMOVE
11879	DECIDUOUS	15	REMOVE
11880	DECIDUOUS	21	REMOVE
11881	DECIDUOUS	20	REMOVE
11882	DECIDUOUS	28	REMOVE
11883	CONIFEROUS	10	REMOVE
11884	CONIFEROUS	10	REMOVE
11885	CONIFEROUS	11	REMOVE
11887	CONIFEROUS	9	REMOVE
11888	CONIFEROUS	9	REMOVE
11889	CONIFEROUS	16	REMOVE
11890	CONIFEROUS	13	REMOVE
11891	CONIFEROUS	18	REMOVE
11892	CONIFEROUS	16	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12237	CONIFEROUS	15	REMOVE
12240	CONIFEROUS	11	REMOVE
12243	CONIFEROUS	10	REMOVE
12246	CONIFEROUS	10	REMOVE
12248	CONIFEROUS	13	REMOVE
12251	CONIFEROUS	10	REMOVE
12254	CONIFEROUS	10	REMOVE
12257	CONIFEROUS	18	REMOVE
12260	CONIFEROUS	12	REMOVE
12261	CONIFEROUS	12	REMOVE
12264	CONIFEROUS	9	REMOVE
12265	CONIFEROUS	15	REMOVE
12268	CONIFEROUS	10	REMOVE
12271	CONIFEROUS	10	REMOVE
12272	CONIFEROUS	14	REMOVE
12277	CONIFEROUS	15	REMOVE
12280	CONIFEROUS	14	REMOVE
12283	CONIFEROUS	13	REMOVE
12286	CONIFEROUS	20	REMOVE
12289	CONIFEROUS	9	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12292	CONIFEROUS	9	REMOVE
12293	CONIFEROUS	9	REMOVE
12296	CONIFEROUS	18	REMOVE
12299	CONIFEROUS	13	REMOVE
12300	CONIFEROUS	14	REMOVE
12303	CONIFEROUS	10	REMOVE
12304	CONIFEROUS	10	REMOVE
12307	CONIFEROUS	15	REMOVE
12310	CONIFEROUS	10	REMOVE
12313	CONIFEROUS	13	REMOVE
12316	CONIFEROUS	11	REMOVE
12319	CONIFEROUS	10	REMOVE
12322	CONIFEROUS	9	REMOVE
12325	CONIFEROUS	10	REMOVE
12328	CONIFEROUS	18	REMOVE
12329	CONIFEROUS	10	REMOVE
12332	CONIFEROUS	16	REMOVE
12335	CONIFEROUS	16	REMOVE
12338	CONIFEROUS	12	REMOVE
12341	CONIFEROUS	9	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12344	CONIFEROUS	18	REMOVE
12347	CONIFEROUS	23	REMOVE
12350	CONIFEROUS	10	REMOVE
12353	CONIFEROUS	12	REMOVE
12356	CONIFEROUS	10	REMOVE
12359	CONIFEROUS	12	REMOVE
12362	CONIFEROUS	13	REMOVE
12365	CONIFEROUS	10	PRESERVE
12368	CONIFEROUS	11	PRESERVE
12371	CONIFEROUS	16	REMOVE
12374	CONIFEROUS	9	REMOVE
12377	CONIFEROUS	10	PRESERVE
12380	CONIFEROUS	11	PRESERVE
12383	CONIFEROUS	11	PRESERVE
12386	CONIFEROUS	11	REMOVE
12387	CONIFEROUS	14	REMOVE
12390	CONIFEROUS	12	PRESERVE
12393	CONIFEROUS	10	REMOVE
12398	CONIFEROUS	9,9	PRESERVE
12401	CONIFEROUS	12,12	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11893	CONIFEROUS	17	REMOVE
11894	CONIFEROUS	9	REMOVE
11895	CONIFEROUS	10	REMOVE
11896	CONIFEROUS	15	REMOVE
11897	CONIFEROUS	11	REMOVE
11898	CONIFEROUS	20	REMOVE
11899	CONIFEROUS	16	REMOVE
11900	CONIFEROUS	16	REMOVE
11901	CONIFEROUS	14	REMOVE
11902	CONIFEROUS	12	REMOVE
11903	CONIFEROUS	28	REMOVE
11904	CONIFEROUS	15	REMOVE
11906	CONIFEROUS	9	REMOVE
11911	CONIFEROUS	17	PRESERVE
11914	CONIFEROUS	10	PRESERVE
11919	CONIFEROUS	12	REMOVE
11922	CONIFEROUS	17	PRESERVE
11925	CONIFEROUS	14	PRESERVE
11928	CONIFEROUS	10,23	REMOVE
11931	CONIFEROUS	24	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
11934	CONIFEROUS	24	REMOVE
11936	CONIFEROUS	19	REMOVE
11939	CONIFEROUS	15	REMOVE
11942	CONIFEROUS	14	REMOVE
11945	CONIFEROUS	11	PRESERVE
11948	CONIFEROUS	12	REMOVE
11951	CONIFEROUS	11	REMOVE
11957	CONIFEROUS	12	REMOVE
11962	CONIFEROUS	20	REMOVE
11965	CONIFEROUS	24	REMOVE
11968	CONIFEROUS	11,12	REMOVE
11971	CONIFEROUS	11,22	REMOVE
11974	CONIFEROUS	11	REMOVE
11977	CONIFEROUS	9,10,12	REMOVE
11983	CONIFEROUS	12,13	REMOVE
11986	CONIFEROUS	9	REMOVE
11992	CONIFEROUS	21	REMOVE
11995	CONIFEROUS	26	REMOVE
11998	CONIFEROUS	13	REMOVE
12001	CONIFEROUS	16	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12004	CONIFEROUS	16	REMOVE
12007	CONIFEROUS	15	REMOVE
12010	CONIFEROUS	20	REMOVE
12013	CONIFEROUS	28	REMOVE
12016	CONIFEROUS	11	REMOVE
12019	CONIFEROUS	25	REMOVE
12022	CONIFEROUS	31	REMOVE
12025	CONIFEROUS	19	REMOVE
12028	CONIFEROUS	11	REMOVE
12031	CONIFEROUS	9	REMOVE
12034	CONIFEROUS	17	REMOVE
12037	CONIFEROUS	12	REMOVE
12040	CONIFEROUS	37	REMOVE
12043	CONIFEROUS	12	REMOVE
12046	CONIFEROUS	14	REMOVE
12049	CONIFEROUS	32	REMOVE
12052	CONIFEROUS	16	REMOVE
12057	CONIFEROUS	13	REMOVE
12060	CONIFEROUS	16	REMOVE
12063	CONIFEROUS	17	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12404	CONIFEROUS	9	PRESERVE
12407	CONIFEROUS	10	PRESERVE
12410	CONIFEROUS	12	REMOVE
12413	CONIFEROUS	11	PRESERVE
12416	CONIFEROUS	13	PRESERVE
12419	CONIFEROUS	12	PRESERVE
12444	CONIFEROUS	10	REMOVE
12454	DECIDUOUS	24	REMOVE
12457	DECIDUOUS	9,13	REMOVE
12460	DECIDUOUS	26	REMOVE
12462	CONIFEROUS	16	PRESERVE
12464	CONIFEROUS	22	PRESERVE
12466	CONIFEROUS	19	PRESERVE
12468	CONIFEROUS	11	PRESERVE
12470	CONIFEROUS	11	PRESERVE
12472	CONIFEROUS	11	PRESERVE
12474	CONIFEROUS	22	PRESERVE
12476	CONIFEROUS	9	PRESERVE
12478	CONIFEROUS	17	PRESERVE
12480	CONIFEROUS	17	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12482	CONIFEROUS	12	PRESERVE
12500	CONIFEROUS	12	REMOVE
12502	CONIFEROUS	20,20	REMOVE
12504	CONIFEROUS	10	REMOVE
12506	DECIDUOUS	10	REMOVE
12508	CONIFEROUS	10,12	REMOVE
12510	CONIFEROUS	24	REMOVE
12512	DECIDUOUS	9	REMOVE
12514	CONIFEROUS	11,16	REMOVE
12516	CONIFEROUS	13,20	REMOVE
12518	CONIFEROUS	11	REMOVE
12520	CONIFEROUS	23	REMOVE
12523	DECIDUOUS	14	REMOVE
12526	CONIFEROUS	15	REMOVE
12529	DECIDUOUS	27	REMOVE
12531	CONIFEROUS	16	REMOVE
12659	CONIFEROUS	16	PRESERVE
12662	CONIFEROUS	17	PRESERVE
12665	CONIFEROUS	9	PRESERVE
12668	CONIFEROUS	21	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12672	CONIFEROUS	12	PRESERVE
12675	CONIFEROUS	9	PRESERVE
12676	CONIFEROUS	9	PRESERVE
12679	CONIFEROUS	19	REMOVE
12682	CONIFEROUS	13	PRESERVE
12685	DECIDUOUS	14,17	PRESERVE
12688	CONIFEROUS	15	PRESERVE
12691	CONIFEROUS	23	PRESERVE
12694	CONIFEROUS	26	PRESERVE
12697	CONIFEROUS	14	PRESERVE
12703	CONIFEROUS	10	REMOVE
12706	DECIDUOUS	12,14	REMOVE
12709	CONIFEROUS	11	REMOVE
12714	CONIFEROUS	25	REMOVE
12717	DECIDUOUS	22	REMOVE
12720	DECIDUOUS	17	REMOVE
12723	CONIFEROUS	12	REMOVE
12726	CONIFEROUS	24	REMOVE
12729	DECIDUOUS	11,18	REMOVE
12732	DECIDUOUS	9	REMOVE

NOTE:
TREES BELOW THE CANYON RIM WERE NOT INVENTORIED DUE TO NO PLANNED LAND DISTURBANCE BELOW THE CANYON RIM.

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541.317.8429
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PRELIMINARY TREE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 12, 2005 — JONATHON M. MORSE
PRELIMINARY — NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

JOB NUMBER:	9452-01
DATE:	05/19/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	JMM

P05

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TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
12735	DECIDUOUS	11	REMOVE
12738	DECIDUOUS	12	REMOVE
12741	DECIDUOUS	10	REMOVE
12885	CONIFEROUS	13,19	REMOVE
12917	CONIFEROUS	11	REMOVE
12920	CONIFEROUS	20	REMOVE
12923	CONIFEROUS	18	REMOVE
12926	CONIFEROUS	9	REMOVE
20003	CONIFEROUS	18	REMOVE
20005	CONIFEROUS	13	REMOVE
20009	CONIFEROUS	11	REMOVE
20013	CONIFEROUS	15	REMOVE
20020	CONIFEROUS	12,16	REMOVE
20024	CONIFEROUS	10	REMOVE
20026	CONIFEROUS	9	REMOVE
20028	CONIFEROUS	9	REMOVE
20030	CONIFEROUS	26	REMOVE
20033	CONIFEROUS	13	REMOVE
20035	CONIFEROUS	16	REMOVE
20037	CONIFEROUS	12	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
20039	CONIFEROUS	11	REMOVE
20041	CONIFEROUS	15	REMOVE
20043	CONIFEROUS	9	REMOVE
20045	CONIFEROUS	11	REMOVE
20048	CONIFEROUS	13	REMOVE
20050	CONIFEROUS	12	REMOVE
20052	CONIFEROUS	12	REMOVE
20054	CONIFEROUS	11	REMOVE
20056	CONIFEROUS	18	REMOVE
20058	CONIFEROUS	15	REMOVE
20060	CONIFEROUS	11	REMOVE
20062	CONIFEROUS	14	REMOVE
20064	CONIFEROUS	9	REMOVE
20066	CONIFEROUS	10	REMOVE
20068	CONIFEROUS	16	REMOVE
20070	CONIFEROUS	15	REMOVE
20072	CONIFEROUS	9,16	REMOVE
20075	CONIFEROUS	12,19,19	REMOVE
20078	CONIFEROUS	13	REMOVE
20080	CONIFEROUS	20	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
20082	CONIFEROUS	9	REMOVE
20084	CONIFEROUS	10,14	REMOVE
20087	CONIFEROUS	11	REMOVE
20107	CONIFEROUS	9	REMOVE
20110	CONIFEROUS	17	REMOVE
20113	CONIFEROUS	9	REMOVE
20114	CONIFEROUS	9	REMOVE
20117	CONIFEROUS	14	REMOVE
20121	CONIFEROUS	9	REMOVE
20124	CONIFEROUS	13	REMOVE
50003	CONIFEROUS	16	REMOVE
50005	CONIFEROUS	12	REMOVE
50007	CONIFEROUS	22	REMOVE
50009	CONIFEROUS	26	REMOVE
50011	CONIFEROUS	16	REMOVE
50013	CONIFEROUS	28	REMOVE
50015	CONIFEROUS	12	REMOVE
50017	CONIFEROUS	6	REMOVE
50019	CONIFEROUS	16	REMOVE
50021	CONIFEROUS	6	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
50025	DECIDUOUS	20	REMOVE
50027	CONIFEROUS	18	REMOVE
50029	CONIFEROUS	22	REMOVE
51007	CONIFEROUS	32	REMOVE
51009	CONIFEROUS	14	REMOVE
51011	CONIFEROUS	10	REMOVE
51013	CONIFEROUS	11	REMOVE
51015	CONIFEROUS	16	REMOVE
51017	CONIFEROUS	11	REMOVE
51019	CONIFEROUS	18	REMOVE
51021	CONIFEROUS	9	REMOVE
51023	CONIFEROUS	11	REMOVE
51025	CONIFEROUS	11	REMOVE
51027	CONIFEROUS	10	REMOVE
51029	CONIFEROUS	22	REMOVE
51031	CONIFEROUS	22	REMOVE
51033	DECIDUOUS	18	REMOVE
51035	CONIFEROUS	20	REMOVE
51037	CONIFEROUS	14	REMOVE
51039	CONIFEROUS	15	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
51041	CONIFEROUS	9	REMOVE
51043	CONIFEROUS	9	REMOVE
51045	CONIFEROUS	12	REMOVE
51047	CONIFEROUS	27	REMOVE
51049	CONIFEROUS	13	REMOVE
51051	CONIFEROUS	9	REMOVE
51053	CONIFEROUS	12	REMOVE
51055	CONIFEROUS	10	REMOVE
51057	CONIFEROUS	12	REMOVE
51059	CONIFEROUS	12	REMOVE
51062	CONIFEROUS	13	REMOVE
51064	CONIFEROUS	11	REMOVE
51066	CONIFEROUS	20	REMOVE
51068	CONIFEROUS	9	REMOVE
51070	CONIFEROUS	9	REMOVE
51073	CONIFEROUS	16	REMOVE
51075	CONIFEROUS	11	REMOVE
51077	CONIFEROUS	10	REMOVE
51079	CONIFEROUS	24	REMOVE
51081	CONIFEROUS	22	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
51083	CONIFEROUS	11	REMOVE
51085	CONIFEROUS	18	REMOVE
51087	CONIFEROUS	10	REMOVE
51089	CONIFEROUS	15	REMOVE
51091	CONIFEROUS	15	REMOVE
51093	CONIFEROUS	9	REMOVE
51095	CONIFEROUS	9	REMOVE
51097	CONIFEROUS	18	REMOVE
51099	CONIFEROUS	11	REMOVE
51101	CONIFEROUS	10	REMOVE
51103	CONIFEROUS	12	REMOVE
51105	CONIFEROUS	12	REMOVE
51108	CONIFEROUS	18	REMOVE
51111	CONIFEROUS	19	REMOVE
51113	CONIFEROUS	26	REMOVE
51115	CONIFEROUS	12	REMOVE
51117	CONIFEROUS	11	REMOVE
51119	CONIFEROUS	10	REMOVE
51121	CONIFEROUS	19	REMOVE
51123	CONIFEROUS	14	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
51125	CONIFEROUS	12	REMOVE
51127	CONIFEROUS	18	REMOVE
51129	CONIFEROUS	20	REMOVE
51131	CONIFEROUS	9	REMOVE
51133	CONIFEROUS	15	REMOVE
51135	CONIFEROUS	18	REMOVE
51137	CONIFEROUS	22	REMOVE
51139	CONIFEROUS	44	REMOVE
51141	CONIFEROUS	12	REMOVE
51143	CONIFEROUS	28	REMOVE
51145	CONIFEROUS	11	REMOVE
51147	CONIFEROUS	9	REMOVE
51149	CONIFEROUS	14	REMOVE
51151	CONIFEROUS	21	REMOVE
51153	CONIFEROUS	22	REMOVE
51155	CONIFEROUS	12	REMOVE
51219	DECIDUOUS	16	REMOVE
51221	DECIDUOUS	13	REMOVE
51223	DECIDUOUS	8	REMOVE
51249	CONIFEROUS	15	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
51251	CONIFEROUS	14	REMOVE
51253	CONIFEROUS	12	REMOVE
51255	DECIDUOUS	13	REMOVE
51257	DECIDUOUS	14	REMOVE
51259	CONIFEROUS	19	REMOVE
51261	DECIDUOUS	10	PRESERVE
51266	CONIFEROUS	10	REMOVE
51268	CONIFEROUS	9	REMOVE
51270	CONIFEROUS	13	REMOVE
51275	CONIFEROUS	11	REMOVE
51277	CONIFEROUS	11	REMOVE
51279	CONIFEROUS	12	REMOVE
51281	CONIFEROUS	11	REMOVE
51283	CONIFEROUS	17	REMOVE
51285	CONIFEROUS	10	REMOVE
51287	CONIFEROUS	15	REMOVE
51289	CONIFEROUS	13	REMOVE
51292	CONIFEROUS	15	PRESERVE
51294	CONIFEROUS	12	REMOVE
51297	CONIFEROUS	11	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
51300	CONIFEROUS	13,15	REMOVE
51303	CONIFEROUS	13	REMOVE
51306	CONIFEROUS	15,20	PRESERVE
51309	CONIFEROUS	10	REMOVE
51313	CONIFEROUS	28	PRESERVE
51315	CONIFEROUS	14	PRESERVE
51318	CONIFEROUS	13	PRESERVE

TREE SUMMARY TABLE	
TREES TO BE REMOVED	812
TREES TO BE PRESERVED	75
TOTAL TREES	887

NOTE:
TREES BELOW THE CANYON RIM WERE NOT INVENTORIED DUE TO NO PLANNED LAND DISTURBANCE BELOW THE CANYON RIM.

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2777 NW LOLO DR., STE 150
BEND, OR 97703
541.317.8429
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PRELIMINARY TREE PLAN
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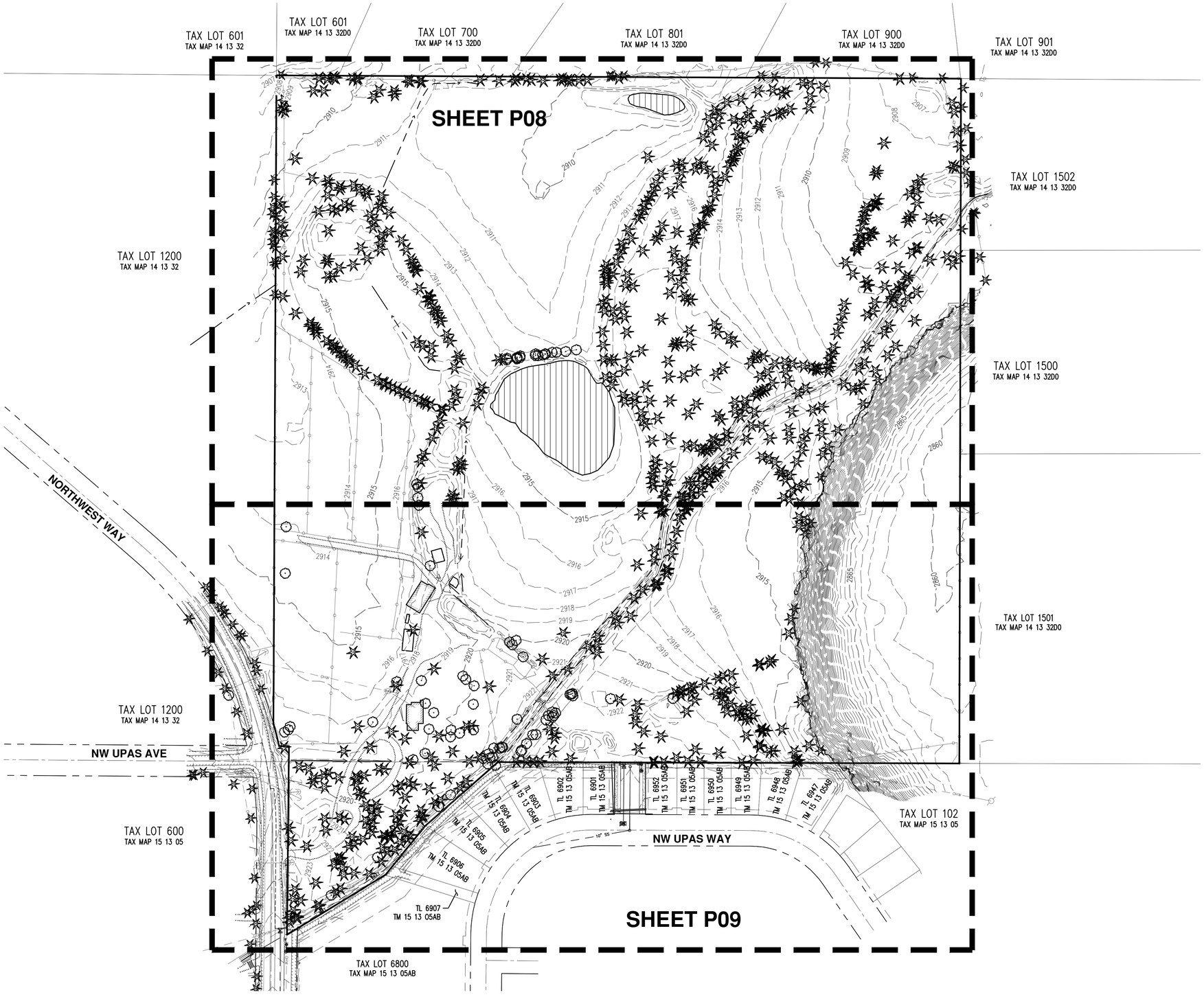
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2013
JONATHON M. MORSE
PRELIMINARY
NOT FOR CONSTRUCTION

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N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY DEMOLITION PLAN KEY MAP

HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
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TAX LOT 601
TAX MAP 14 13 32

TAX LOT 601
TAX MAP 14 13 32D0

TAX LOT 700
TAX MAP 14 13 32D0

TAX LOT 801
TAX MAP 14 13 32D0

TAX LOT 900
TAX MAP 14 13 32D0

TAX LOT 1502
TAX MAP 14 13 32D0

TAX LOT 1200
TAX MAP 14 13 32

FILL IN EXISTING STOCK POND

FILL IN EXISTING DITCH

EXISTING COID CONVEYANCE DITCH TO BE FILLED IN AND PIPED THROUGH THE SUBJECT SITE (EASEMENT VACATED).

REMOVE EXISTING FENCE (TYP.)

FILL IN EXISTING STOCK POND

TREES BELOW THE CANYON RIM WERE NOT INVENTORIED DUE TO NO PLANNED LAND DISTURBANCE BELOW THE CANYON RIM.

TAX LOT 1500
TAX MAP 14 13 32D0

TAX LOT 1501
TAX MAP 14 13 32D0

SEE SHEET P09

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 2909
- EXISTING GROUND CONTOUR (5 FT) — 2910
- SAWCUT LINE
- EXISTING FENCE TO BE REMOVED
- EXISTING TREE TO BE PRESERVED
- EXISTING TREE TO BE REMOVED
- EXISTING PAVEMENT/CONCRETE TO BE REMOVED

N

SCALE: 1"=50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 22" x 34"

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541.317.8429
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SEE SHEET P08

REMOVE EXISTING GRAVEL ROAD

REMOVE EXISTING CULVERT

REMOVE EXISTING BUILDINGS

REMOVE EXISTING FENCE (TYP.)

FILL IN EXISTING STOCK POND

EXISTING COID CONVEYANCE DITCH TO BE FILLED IN AND PIPED THROUGH THE SUBJECT SITE (EASEMENT VACATED).

TREES BELOW THE CANYON RIM WERE NOT INVENTORIED DUE TO NO PLANNED LAND DISTURBANCE BELOW THE CANYON RIM.

TAX LOT 1501
TAX MAP 14 13 3200

TAX LOT 1200
TAX MAP 14 13 32

NORTHWEST WAY

REMOVE EXISTING POWER POLE AND ASSOCIATED OVERHEAD WIRES

REMOVE EXISTING BUILDING

REMOVE EXISTING CULVERT

SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AS REQUIRED FOR UTILITY CONNECTIONS.

NW UPAS AVE

REMOVE EXISTING STRIPING

RELOCATE EXISTING POWER POLES AND ASSOCIATED OVERHEAD WIRES AND GUY WIRES (EASEMENT VACATED)

TAX LOT 600
TAX MAP 15 13 05

SAWCUT LINE. REMOVE ALL HARDSCAPE WITHIN LIMITS

REMOVE EXISTING GRAVEL ROAD

REMOVE EXISTING STRIPING

TAX LOT 6902
TAX MAP 15 13 05AB

TAX LOT 6901
TAX MAP 15 13 05AB

TAX LOT 6903
TAX MAP 15 13 05AB

TAX LOT 6904
TAX MAP 15 13 05AB

TAX LOT 6905
TAX MAP 15 13 05AB

TAX LOT 6906
TAX MAP 15 13 05AB

TAX LOT 6907
TAX MAP 15 13 05AB

TAX LOT 6800
TAX MAP 15 13 05AB

TAX LOT 6952
TAX MAP 15 13 05AB

TAX LOT 6951
TAX MAP 15 13 05AB

TAX LOT 6950
TAX MAP 15 13 05AB

TAX LOT 6949
TAX MAP 15 13 05AB

TAX LOT 6948
TAX MAP 15 13 05AB

TAX LOT 6947
TAX MAP 15 13 05AB

TAX LOT 102
TAX MAP 15 13 05

NW UPAS WAY

LEGEND

EXISTING GROUND CONTOUR (1 FT)	2909
EXISTING GROUND CONTOUR (5 FT)	2910
SAWCUT LINE	
EXISTING FENCE TO BE REMOVED	
EXISTING TREE TO BE PRESERVED	
EXISTING TREE TO BE REMOVED	
EXISTING PAVEMENT/CONCRETE TO BE REMOVED	

N

SCALE: 1"=50 FEET

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PRELIMINARY DEMOLITION PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

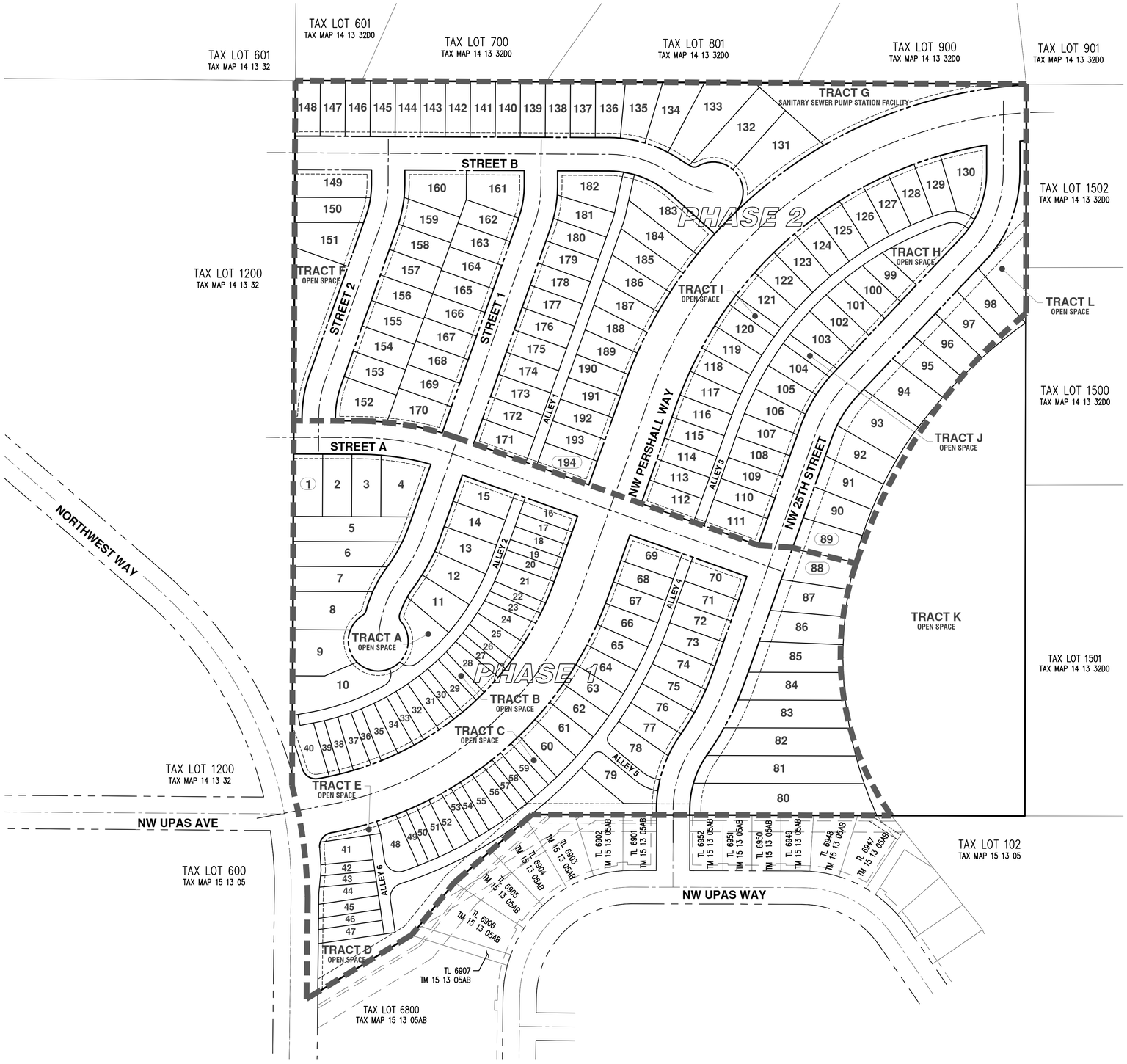
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OREGON
DEC. 12, 2006
JOHN M. MORSE
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NOT FOR CONSTRUCTION

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PRELIMINARY PHASING PLAN
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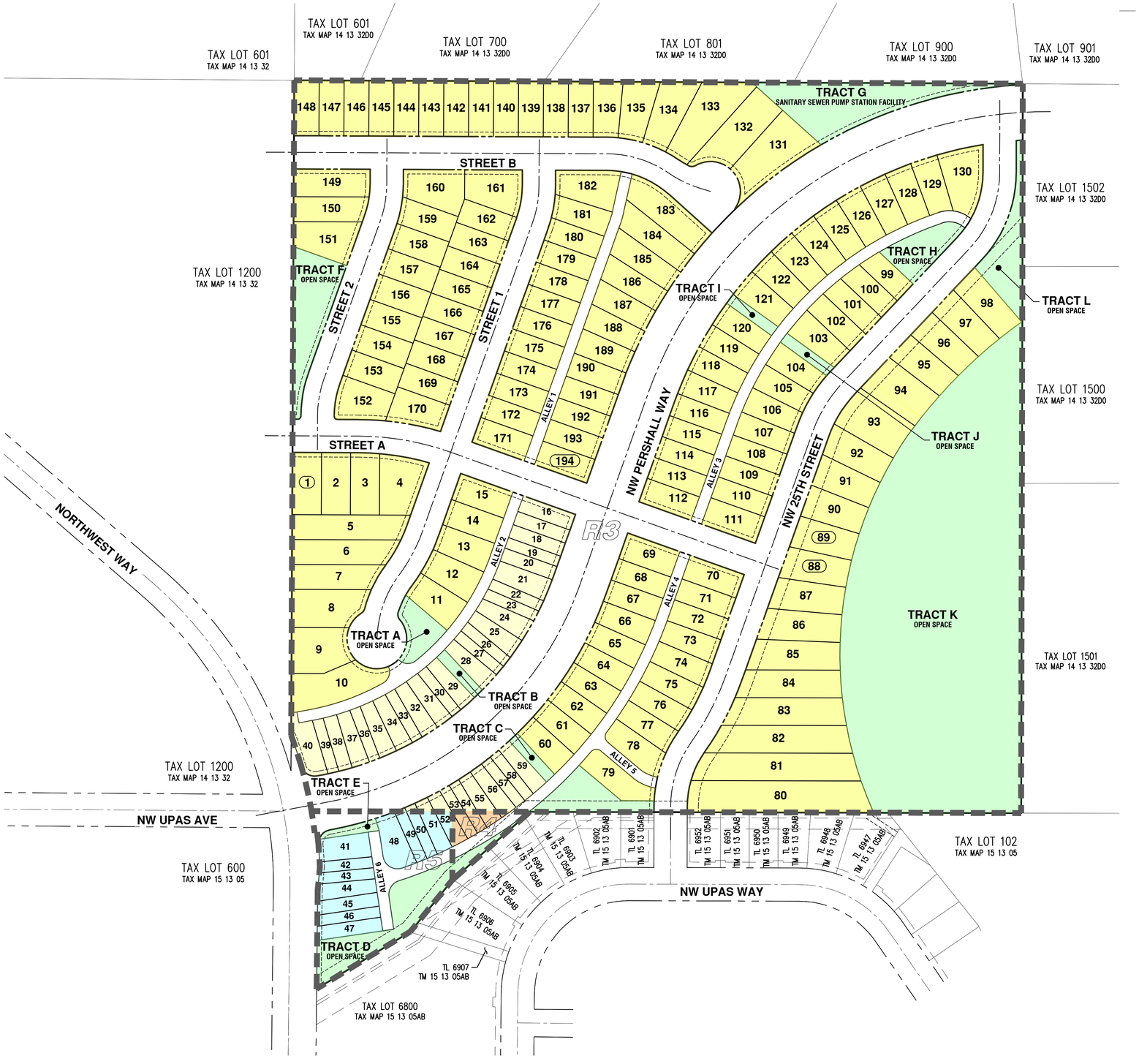
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OREGON
JULY 12, 2005
JONATHON M. MOSES
PRELIMINARY
NOT FOR CONSTRUCTION

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P10

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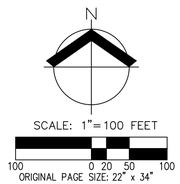
LEGEND
SINGLE FAMILY – R3 ZONE
TOWNHOME – R3 ZONE
TOWNHOME – R4 ZONE
TOWNHOME – R5 ZONE
OPEN SPACE

DENSITY REQUIREMENTS

	HOUSING TYPE	DEVELOPABLE AREA (SF)	DEVELOPABLE AREA (AC)	MIN DENSITY (UNITS/AC)	MAX DENSITY (UNITS/AC)	MIN UNITS	MAX UNITS
R3	SINGLE FAMILY*	1,114,215	25.58	5.0	5.8	128	148
	TOWNHOMES**	108,894	2.5	5.0	23.2	13	58
R4	TOWNHOMES***	5,659	0.13	5.0	25.0	1	3
R5	TOWNHOMES****	48,082	1.1	8.0	25.0	9	28
	TOTAL	1,276,650	29.31	–	–	150	237

TOTAL AREA SUMMARY

ZONE		AREA (SF)	AREA (AC)	TOTAL AREA %	NET DEVELOPABLE AREA %
R3	TOTAL AREA	1,732,212	39.77	–	–
	RIGHT OF WAY	455,491	10.46	26.30	–
	PRIVATE STREETS	53,609	1.23	3.09	–
	NET DEVELOPABLE AREA	1,223,112	28.08	–	–
	OPEN SPACE	304,237	6.98	17.56	–
	SINGLE FAMILY	837,065	19.22	48.32	91.10
	TOWNHOME	81,808	1.88	4.72	8.90
R4	TOTAL AREA	8,611	0.20	–	–
	RIGHT OF WAY	0	0.00	0.00	–
	PRIVATE STREETS	2,951	0.07	34.27	–
	NET DEVELOPABLE AREA	5,659	0.13	–	–
	OPEN SPACE	2,167	0.05	25.17	–
	TOWNHOME	3,492	0.08	40.56	100.00
R5	TOTAL AREA	58,024	1.33	–	–
	RIGHT OF WAY	3,429	0.08	5.91	–
	PRIVATE STREETS	6,513	0.15	11.23	–
	NET DEVELOPABLE AREA	48,082	1.10	–	–
	OPEN SPACE	17,876	0.41	30.81	–
	TOWNHOME	30,206	0.69	52.06	100.00



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PRELIMINARY ZONING AND HOUSING MIX PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

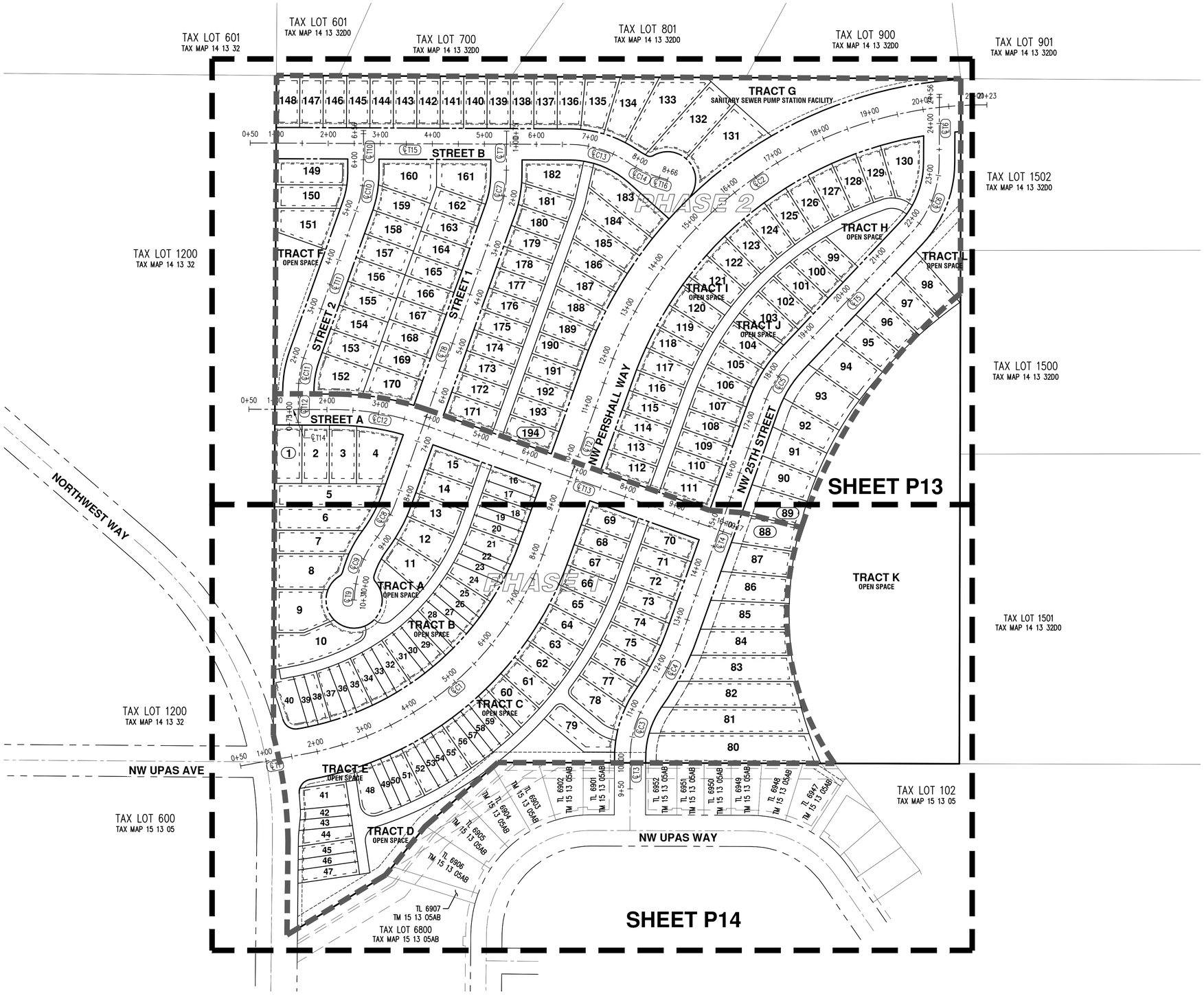
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JONATHON M. MOORE
12, 2014
PRELIMINARY
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P11

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NW PERSHALL WAY ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T1	0+50.00		130.32'			N79°25'23"E
℄C1	1+80.32	600.00'	626.14'	59°47'32"	598.11	N49°31'37"E
℄T2	8+06.47		371.71'			N19°37'51"E
℄C2	11+78.18	765.00'	945.15'	70°47'17"	886.17	N55°01'29"E

NW 25TH STREET ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T3	9+50.00		60.72'			N00°09'14"E
℄C3	10+10.72	200.00'	122.68'	35°08'46"	120.77	N17°43'37"E
℄C4	11+33.40	500.00'	136.74'	15°40'09"	136.31	N27°27'55"E
℄T4	12+70.14		467.96'			N19°37'51"E
℄C5	17+38.10	250.00'	103.71'	23°46'06"	102.97	N31°30'54"E
℄T5	18+41.81		332.57'			N43°23'57"E
℄C6	21+74.38	200.00'	151.01'	43°15'38"	147.45	N21°46'08"E
℄T6	23+25.39		130.65'			N00°08'19"E

STREET 1 ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T7	0+75.00		83.89'			S00°16'28"W
℄C7	1+58.89	200.00'	67.57'	19°21'23"	67.25	S09°57'09"W
℄T8	2+26.46		590.97'			S19°37'51"W
℄C8	8+17.42	300.00'	89.89'	17°10'04"	89.55	S28°12'53"W
℄C9	9+07.31	200.00'	113.48'	32°30'32"	111.96	S20°32'39"W
℄T9	10+20.79		10.44'			S04°17'22"W

STREET 2 ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T12	0+75.00		62.02'			N00°15'59"E
℄C11	1+37.02	200.00'	67.59'	19°21'52"	67.27	N09°56'55"E
℄T11	2+04.62		302.43'			N19°37'51"E
℄C10	5+07.05	200.00'	67.57'	19°21'23"	67.25	N09°57'09"E
℄T10	5+74.61		81.69'			N00°16'28"E

STREET A ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T14	0+50.00		169.81'			S89°43'43"E
℄C12	2+19.81	500.00'	168.94'	19°21'34"	168.14	S80°02'56"E
℄T13	3+88.76		628.27'			S70°22'09"E

STREET B ALIGNMENT TABLE						
CURVE/ TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	TANGENT/CHORD BEARING
℄T15	0+50.00		614.94'			S89°43'32"E
℄C13	6+64.94	200.00'	119.65'	34°16'38"	117.87	S72°35'13"E
℄C14	7+84.59	200.00'	61.28'	17°33'22"	61.04	S64°13'34"E
℄T16	8+45.88		20.58'			S73°00'15"E

N

SCALE: 1"=100 FEET

100 0 20 50 100

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PRELIMINARY PLAT OVERVIEW
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JONATHON M. MORSE
RENEWAL DATE: 12/31/2026

PRELIMINARY
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P12

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TAX LOT 601
TAX MAP 14 13 32

TAX LOT 601
TAX MAP 14 13 32D0

TAX LOT 700
TAX MAP 14 13 32D0

TAX LOT 801
TAX MAP 14 13 32D0

TAX LOT 900
TAX MAP 14 13 32D0

TAX LOT 1200
TAX MAP 14 13 32

TAX LOT 1502
TAX MAP 14 13 3200

TAX LOT 1500
TAX MAP 14 13 3200

TAX LOT 1501
TAX MAP 14 13 3200

STREET B

STREET 2

STREET 1

ALLEY 1

ALLEY 2

ALLEY 3

STREET A

NW PERSHALL WAY

NW 25TH STREET

148 ±4,500 SF
147 ±4,500 SF
146 ±4,500 SF
145 ±4,500 SF
144 ±4,500 SF
143 ±4,500 SF
142 ±4,500 SF
141 ±4,500 SF
140 ±4,500 SF
139 ±4,500 SF
138 ±4,500 SF
137 ±4,500 SF
136 ±4,948 SF
135 ±5,891 SF
134 ±7,243 SF
133 ±10,994 SF
132 ±10,032 SF
131 ±11,368 SF
130 ±7,654 SF
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96 ±6,045 SF
95 ±5,985 SF
94 ±8,437 SF
93 ±9,230 SF
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91 ±6,165 SF
90 ±6,033 SF

149 ±6,878 SF
150 ±5,896 SF
151 ±7,054 SF
152 ±6,448 SF
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188 ±4,632 SF
189 ±4,464 SF
190 ±4,279 SF
191 ±4,150 SF
192 ±4,150 SF
193 ±4,150 SF
194 ±4,500 SF

1 ±5,886 SF
2 ±5,886 SF
3 ±5,867 SF
4 ±7,747 SF
5 ±9,252 SF
14 ±4,800 SF
15 ±5,000 SF
16 ±3,000 SF
17 ±3,860 SF

TRACT F
OPEN SPACE
±15,279 SF

TRACT G
SANITARY SEWER PUMP STATION FACILITY
±21,905 SF

TRACT H
OPEN SPACE
±7,900 SF

TRACT I
OPEN SPACE
±2,000 SF

TRACT J
OPEN SPACE
±2,074 SF

TRACT L
OPEN SPACE
±10,899 SF

8.00' PUE (TYP.)

20.00' CWD EASEMENT

SEE SHEET P14

NOTE:
THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

SETBACKS	
ZONE R3	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	10
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

SETBACKS	
ZONE R4	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	5
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

SETBACKS	
ZONE R5	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	5
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

N

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PRELIMINARY PLAT
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

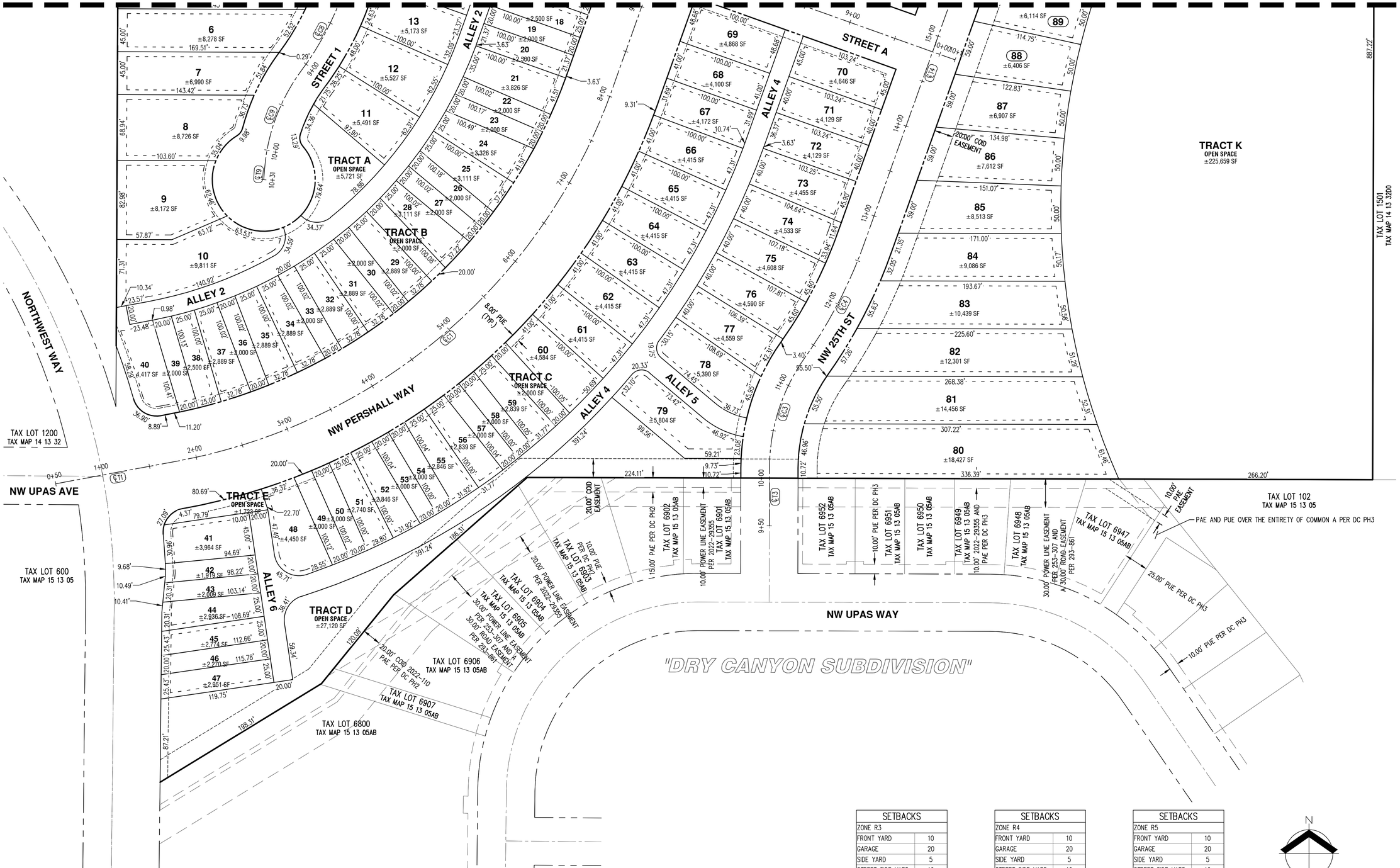
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OREGON
JULY 12, 2005
JOHN M. MORSE
PRELIMINARY NOT FOR CONSTRUCTION

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SEE SHEET P13



SETBACKS	
ZONE R3	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	10
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

SETBACKS	
ZONE R4	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	5
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

SETBACKS	
ZONE R5	
FRONT YARD	10
GARAGE	20
SIDE YARD	5
STREET SIDE YARD	10
REAR YARD	10
ALLEY REAR LOAD	
FRONT YARD	5
GARAGE	5
SIDE YARD	5
STREET SIDE YARD	10

N

SCALE: 1"=50 FEET

50 0 10 25 50

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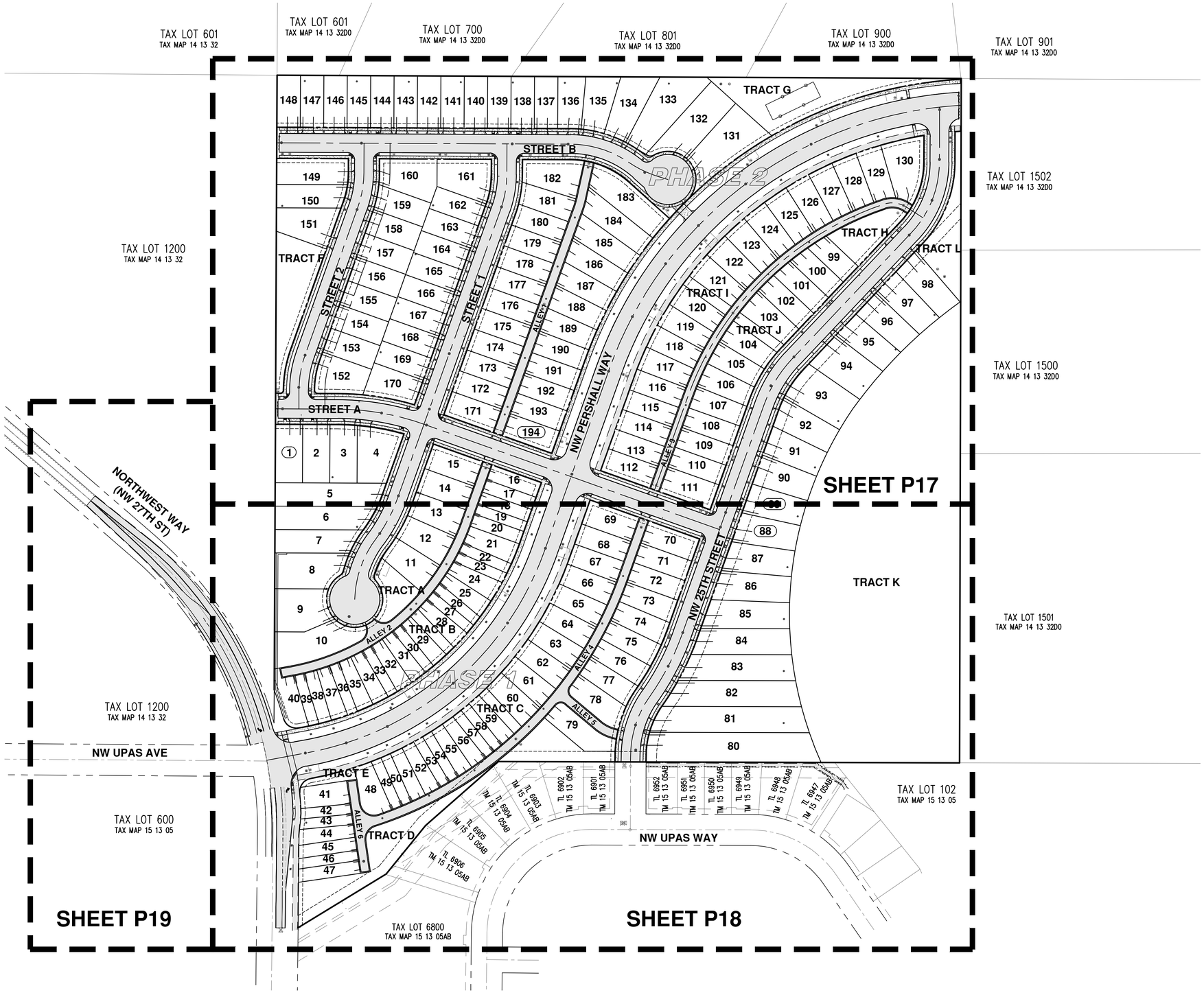
PRELIMINARY PLAT
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

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PRELIMINARY STREET PLAN KEY MAP

HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JONATHON M. MORSE

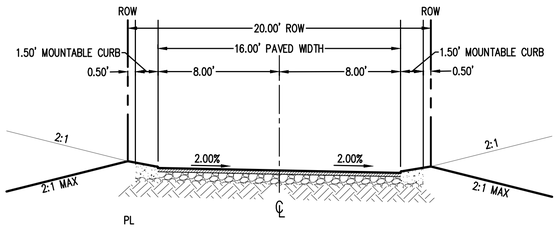
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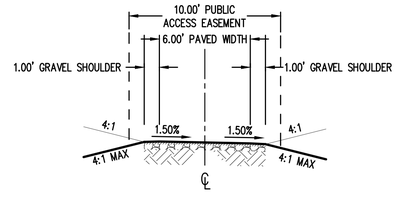
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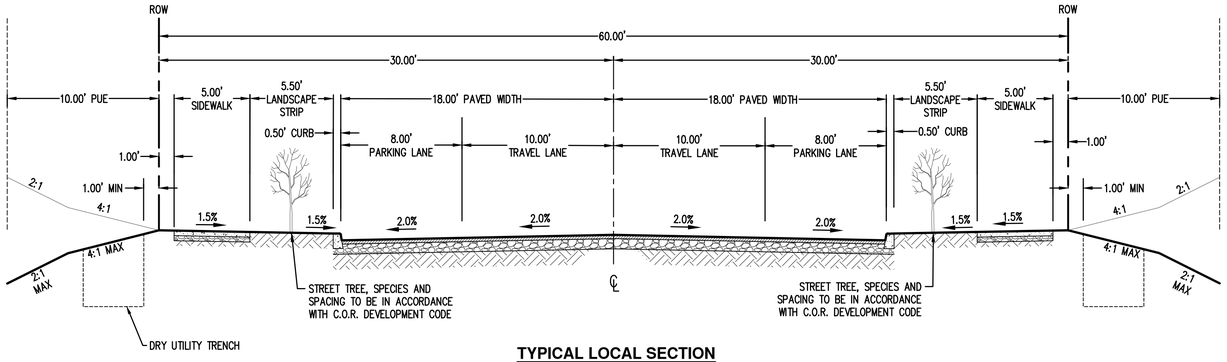
TYPICAL RESIDENTIAL ALLEY SECTION (PRIVATE)

1" = 5'



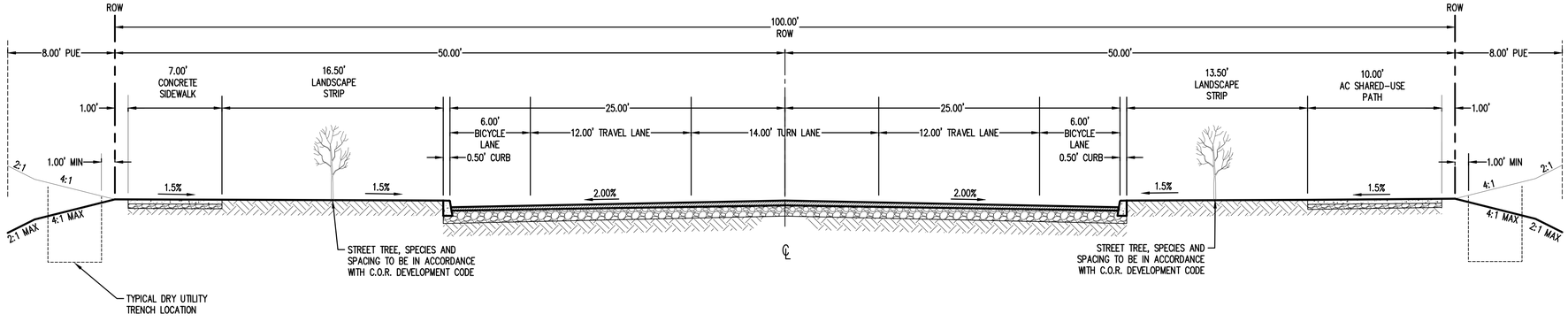
MULTI-USE PATH (PUBLIC)

1" = 5'



TYPICAL LOCAL SECTION
NW 25TH WAY (PUBLIC)
STREET A (PUBLIC)
STREET B (PUBLIC)
STREET 1 (PUBLIC)
STREET 2 (PUBLIC)

1" = 5'



MINOR ARTERIAL SECTION
NW PERSHALL WAY (PUBLIC)

1" = 5'

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PRELIMINARY STREET CROSS SECTION

HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2013
JONATHON M. MORSE
PRELIMINARY
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TAX LOT 601
TAX MAP 14 13 32

TAX LOT 601
TAX MAP 14 13 32D0

TAX LOT 700
TAX MAP 14 13 32D0

TAX LOT 801
TAX MAP 14 13 32D0

TAX LOT 900
TAX MAP 14 13 32D0

TAX LOT 1200
TAX MAP 14 13 32

STREET B

ALLEY ACCESS

96" DIAMETER CUL-DE-SAC

7" STANDARD CURB (TYP. FOR ALL ARTERIALS)

TRACT G

NW PERSHALL WAY

6" STANDARD CURB (TYP. FOR ALL LOCAL STREETS)

5.5' PLANTER

5.0' SIDEWALK (TYP. ALL LOCAL STREETS)

CONCEPTUAL RESIDENTIAL DRIVEWAY LOCATION (TYP.)

EMERGENCY ACCESS

TRACT F

STREET 2

STREET 1

TRACT H

TRACT L

TRACT I

TRACT J

50.0' PAVED WIDTH

36.0' PAVED WIDTH

ALLEY 1

MOUNTABLE CURB (TYP. FOR ALL ALLEYS)

16.0' PAVED WIDTH

16.5' PLANTER
7.0' SIDEWALK

194

ALLEY 3

13.5' PLANTER

10.0' ASPHALT MULTI-USE PATH

NW 25TH ST

5.5' PLANTER

STREET A

36.0' PAVED WIDTH

6" STANDARD CURB (TYP. FOR ALL LOCAL STREETS)

ALLEY 2

TAX LOT 1502
TAX MAP 14 13 3200

TAX LOT 1500
TAX MAP 14 13 3200

TAX LOT 1501
TAX MAP 14 13 3200

SEE SHEET P18

SCALE: 1" = 50 FEET
50 0 10 25 50
ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY STREET PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

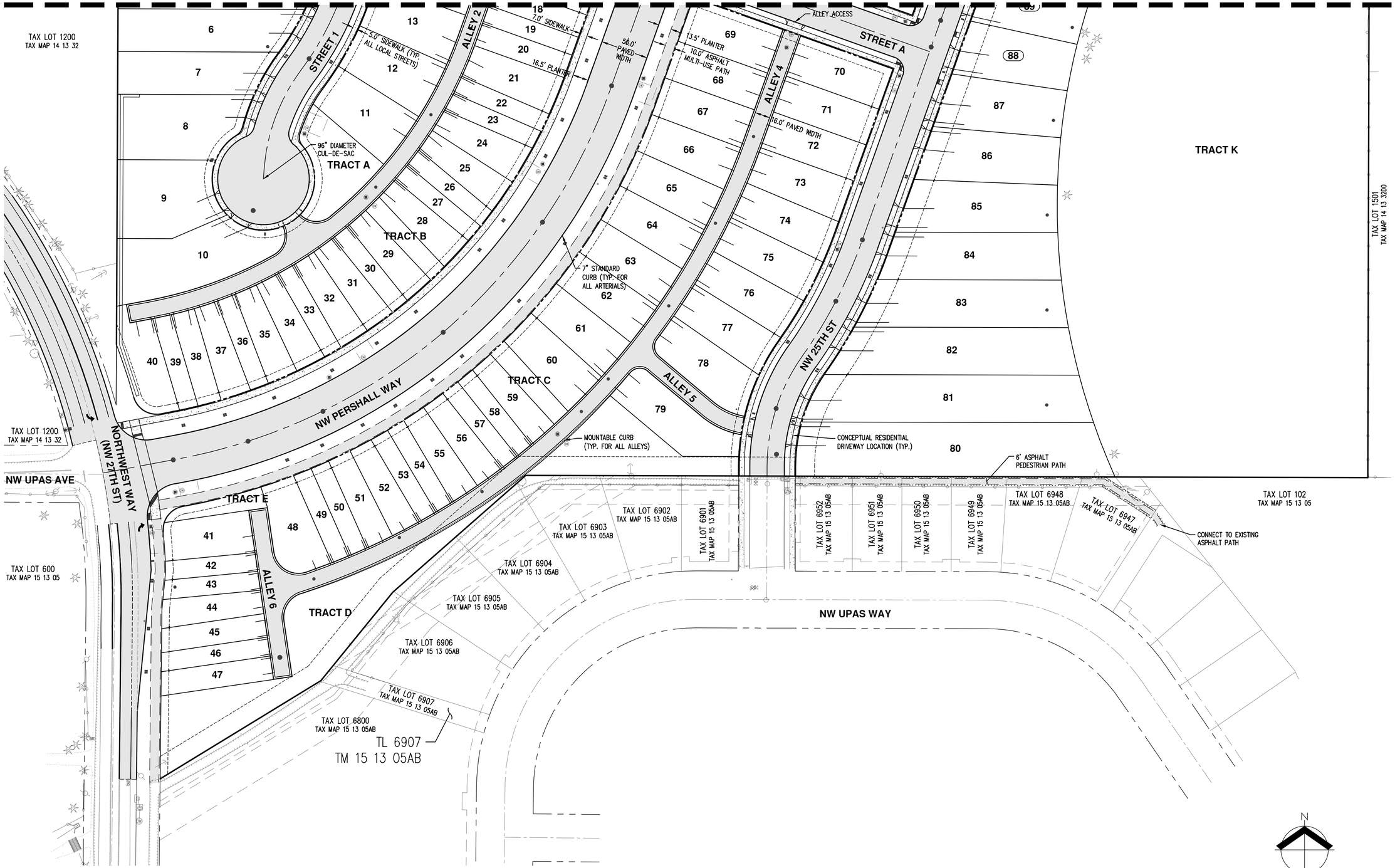
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JONATHON M. MORSE
PRELIMINARY NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

JOB NUMBER:	9452-01
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SEE SHEET P17



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PRELIMINARY STREET PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

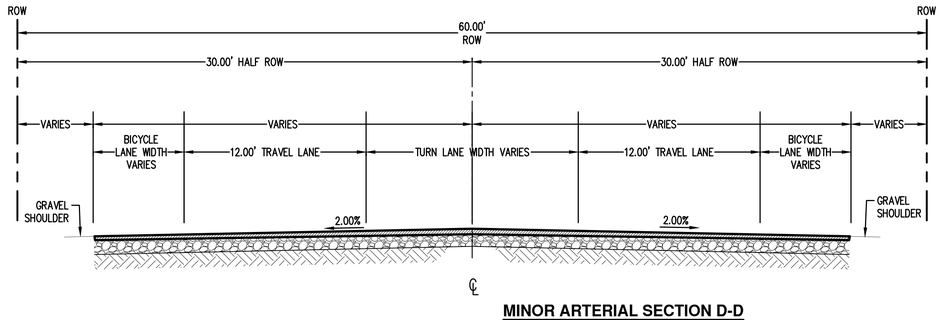
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OREGON
DEC. 12, 2006
JONATHON M. MORSE
PRELIMINARY NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

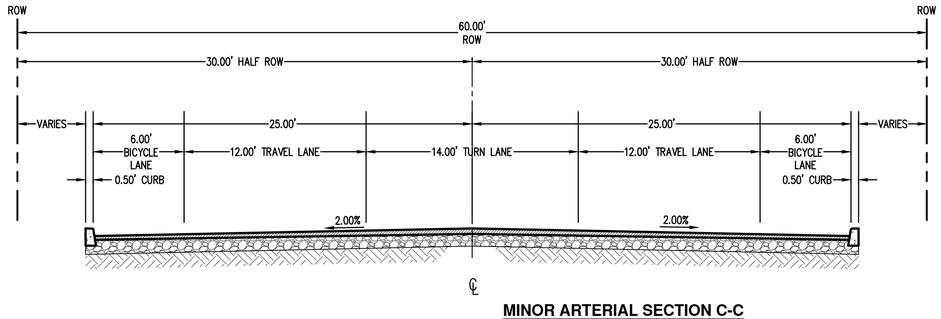
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P18

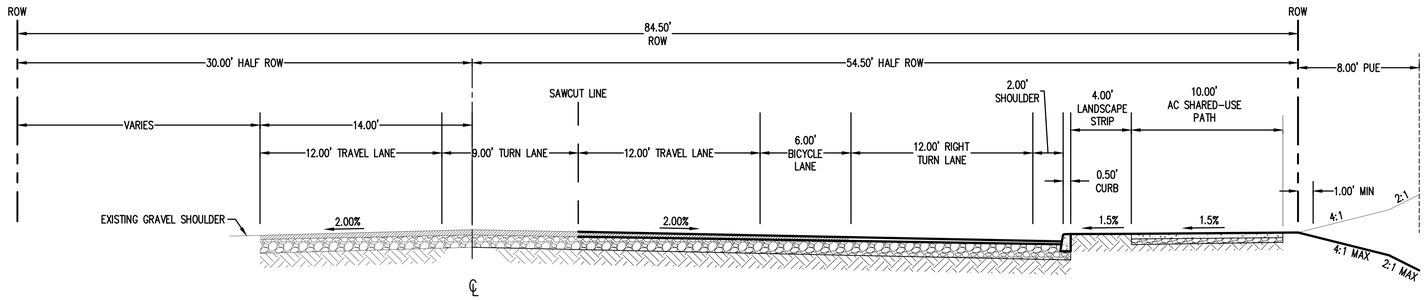
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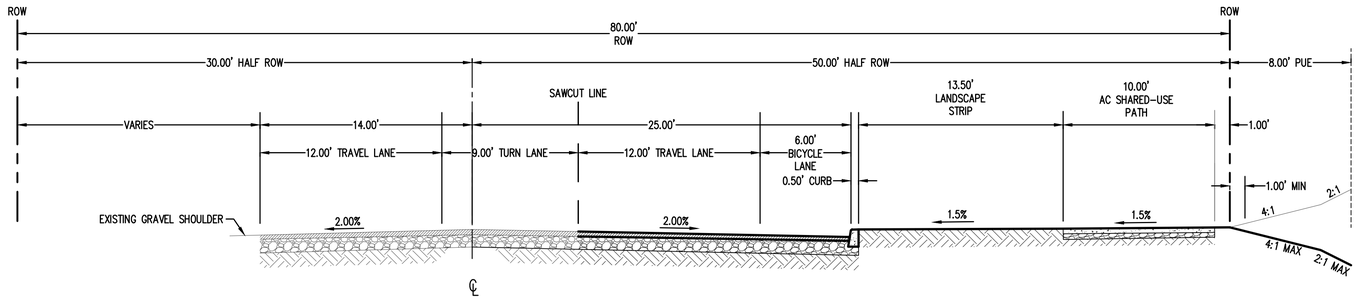
MINOR ARTERIAL SECTION D-D
FULL STREET IMPROVEMENTS
NW 27TH STREET (PUBLIC)
1" = 5'



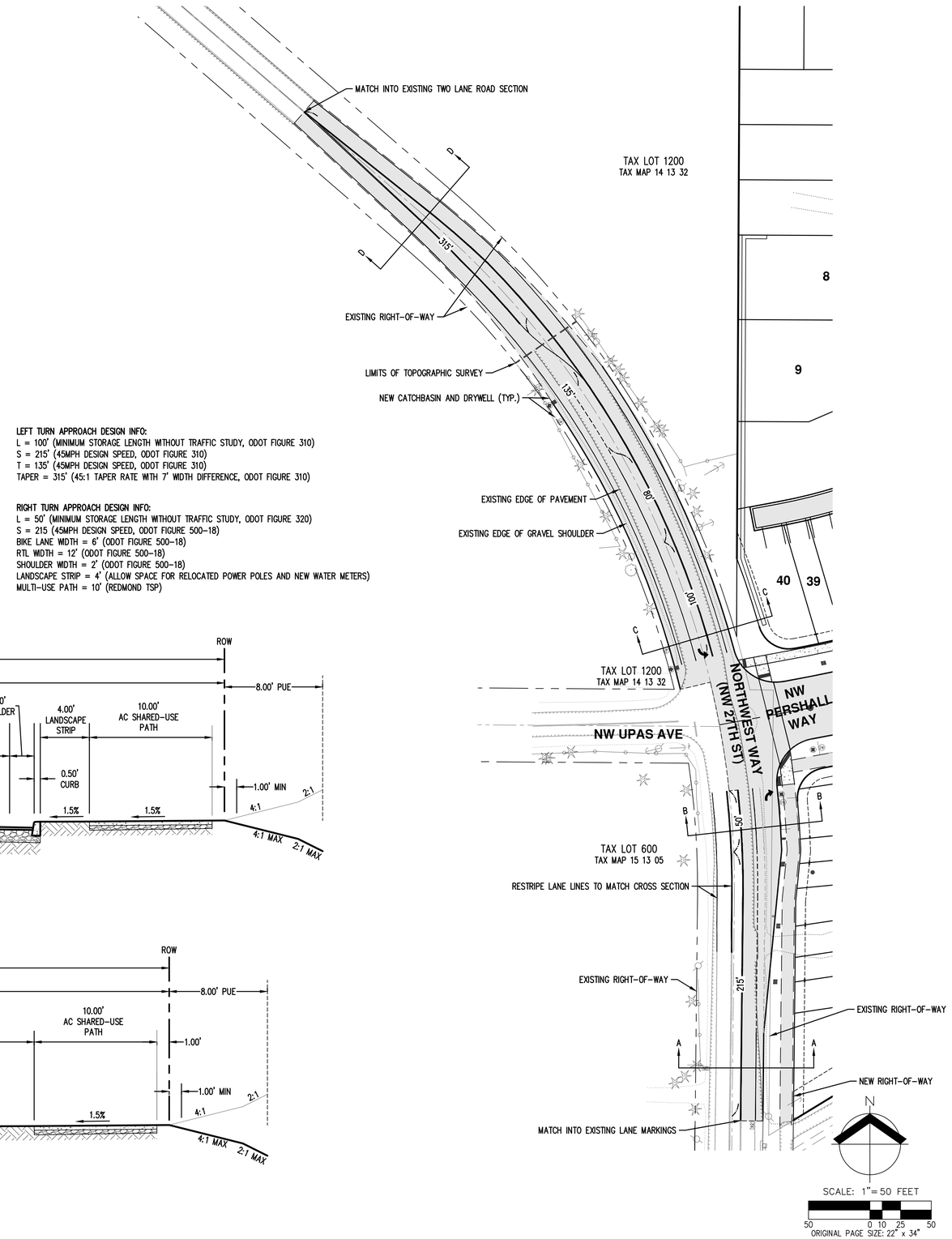
MINOR ARTERIAL SECTION C-C
FULL STREET IMPROVEMENTS
NW 27TH STREET (PUBLIC)
1" = 5'



MINOR ARTERIAL SECTION - RIGHT TURN LANE B-B
HALF STREET IMPROVEMENTS
NW 27TH STREET (PUBLIC)
1" = 5'



MINOR ARTERIAL SECTION A-A
HALF STREET IMPROVEMENTS
NW 27TH STREET (PUBLIC)
1" = 5'



LEFT TURN APPROACH DESIGN INFO:
L = 100' (MINIMUM STORAGE LENGTH WITHOUT TRAFFIC STUDY, ODOT FIGURE 310)
S = 215' (45MPH DESIGN SPEED, ODOT FIGURE 310)
T = 135' (45MPH DESIGN SPEED, ODOT FIGURE 310)
TAPER = 315' (45:1 TAPER RATE WITH 7' WIDTH DIFFERENCE, ODOT FIGURE 310)

RIGHT TURN APPROACH DESIGN INFO:
L = 50' (MINIMUM STORAGE LENGTH WITHOUT TRAFFIC STUDY, ODOT FIGURE 320)
S = 215 (45MPH DESIGN SPEED, ODOT FIGURE 500-18)
BIKE LANE WIDTH = 6' (ODOT FIGURE 500-18)
RTL WIDTH = 12' (ODOT FIGURE 500-18)
SHOULDER WIDTH = 2' (ODOT FIGURE 500-18)
LANDSCAPE STRIP = 4' (ALLOW SPACE FOR RELOCATED POWER POLES AND NEW WATER METERS)
MULTI-USE PATH = 10' (REDMOND TSP)

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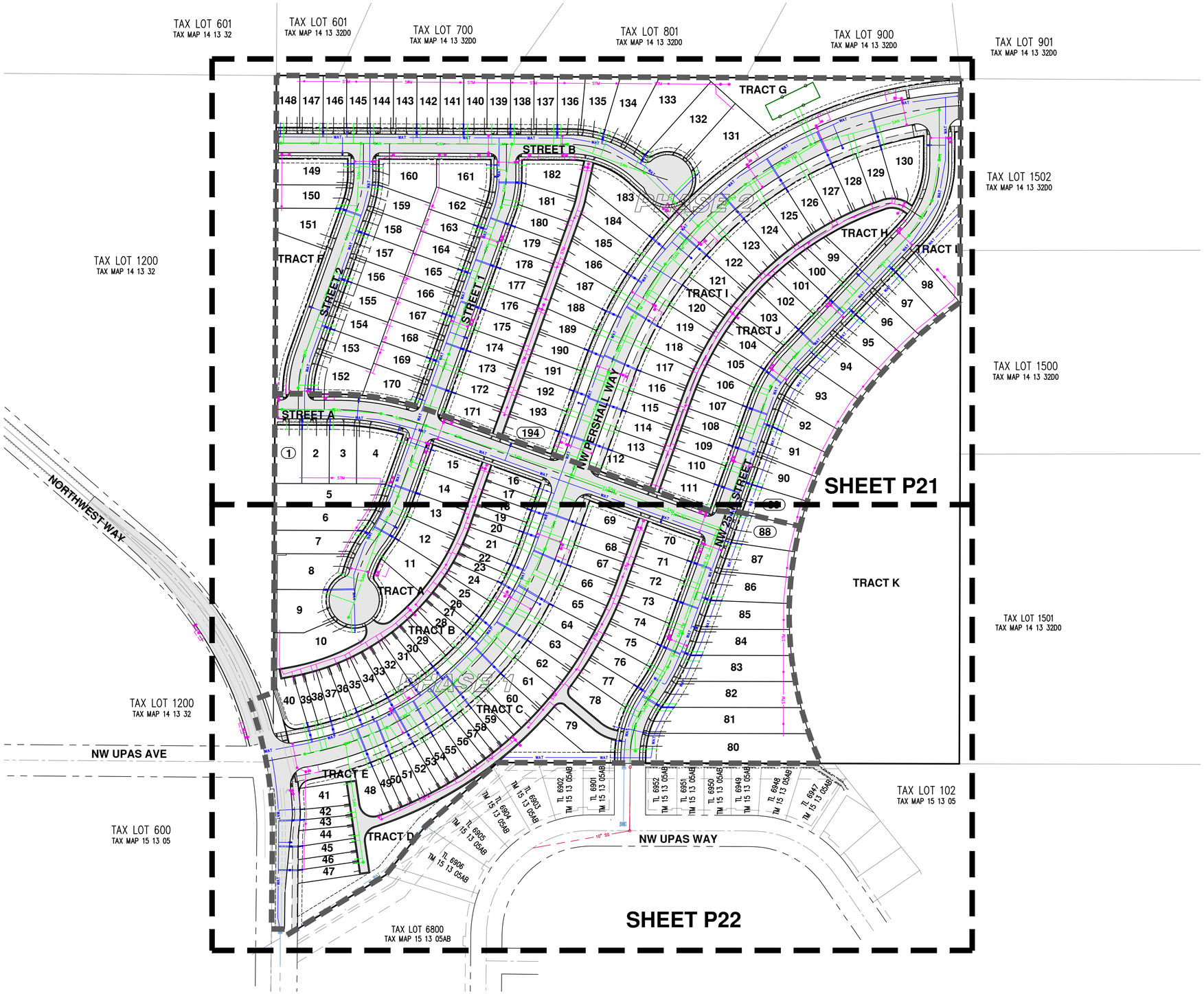
PRELIMINARY STREET PLAN & CROSS SECTIONS
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JONATHON M. MORSE
PRELIMINARY
NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

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PRELIMINARY COMPOSITE UTILITIES PLAN KEY MAP

HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 12, 2014
JONATHON M. MORSE
PRELIMINARY
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P20

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

AKS DRAWING FILE: 9452-01 PRELIM UTL.DWG | LAYOUT: P20

TAX LOT 601
TAX MAP 14 13 32

TAX LOT 601
TAX MAP 14 13 32D0

TAX LOT 700
TAX MAP 14 13 32D0

TAX LOT 801
TAX MAP 14 13 32D0

TAX LOT 900
TAX MAP 14 13 32D0

TAX LOT 1200
TAX MAP 14 13 32

TAX LOT 1502
TAX MAP 14 13 3200

TAX LOT 1500
TAX MAP 14 13 3200

TAX LOT 1501
TAX MAP 14 13 3200

TAX LOT 1200
TAX MAP 14 13 32

SEE SHEET P22

STREET B
STREET 2
STREET 1
STREET A
ALLEY 1
ALLEY 2
ALLEY 3
NW PERSHALL WAY
NW 25TH ST

TRACT F
TRACT G
TRACT H
TRACT I
TRACT J
TRACT L

SANITARY SEWER PUMP STATION FACILITY
SANITARY LATERAL (TYP.)
WATER SERVICE AND METER (TYP.)
PRIVATE STORM LINE (TYP.)
STORMWATER CATCH BASIN (TYP.)
SEDIMENTATION MANHOLE (TYP.)
STORMWATER CLEANOUT (TYP.)
STORMWATER DRYWELL (TYP.)
FIRE HYDRANT (TYP.)
20.00' COID EASEMENT
C.O.I.D. WATER PIPE
8.00' PUE (TYP.)
SANITARY MAIN (TYP.)
WATER BLOW OFF VALVE (TYP.)
SANITARY MANHOLE (TYP.)
WATER MAIN (TYP.)
SANITARY FORCE MAIN (TYP.)

148 147 146 145 144 143 142 141 140 139 138 137 136 135 134 133 132 131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90

149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194

1 2 3 4 5 14 15 16 17



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PRELIMINARY COMPOSITE UTILITIES PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JOSHUA M. MOSS
PRELIMINARY
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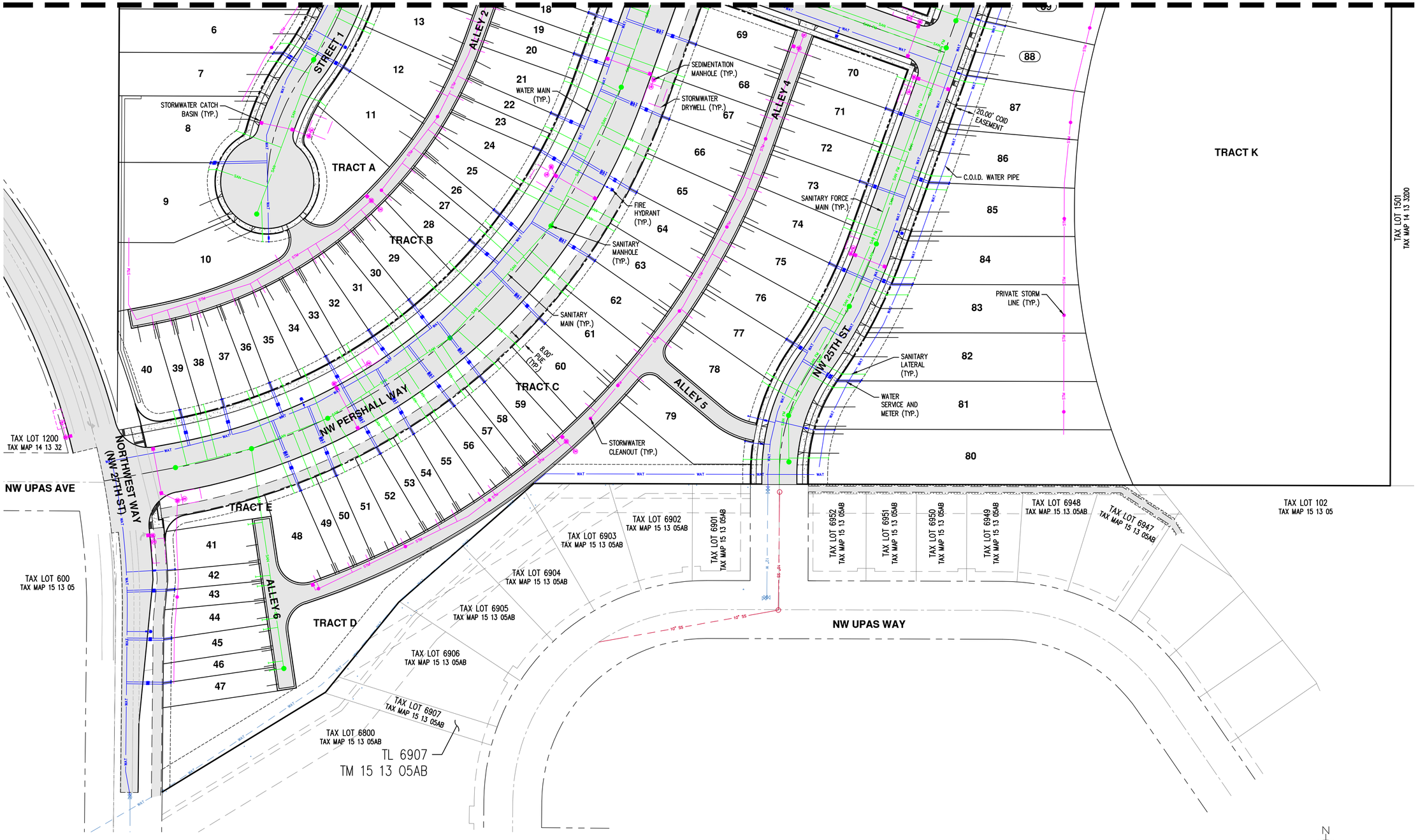
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P21

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SEE SHEET P21



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PRELIMINARY COMPOSITE UTILITIES PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

SCALE: 1" = 50 FEET
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ORIGINAL PAGE SIZE: 22" x 34"

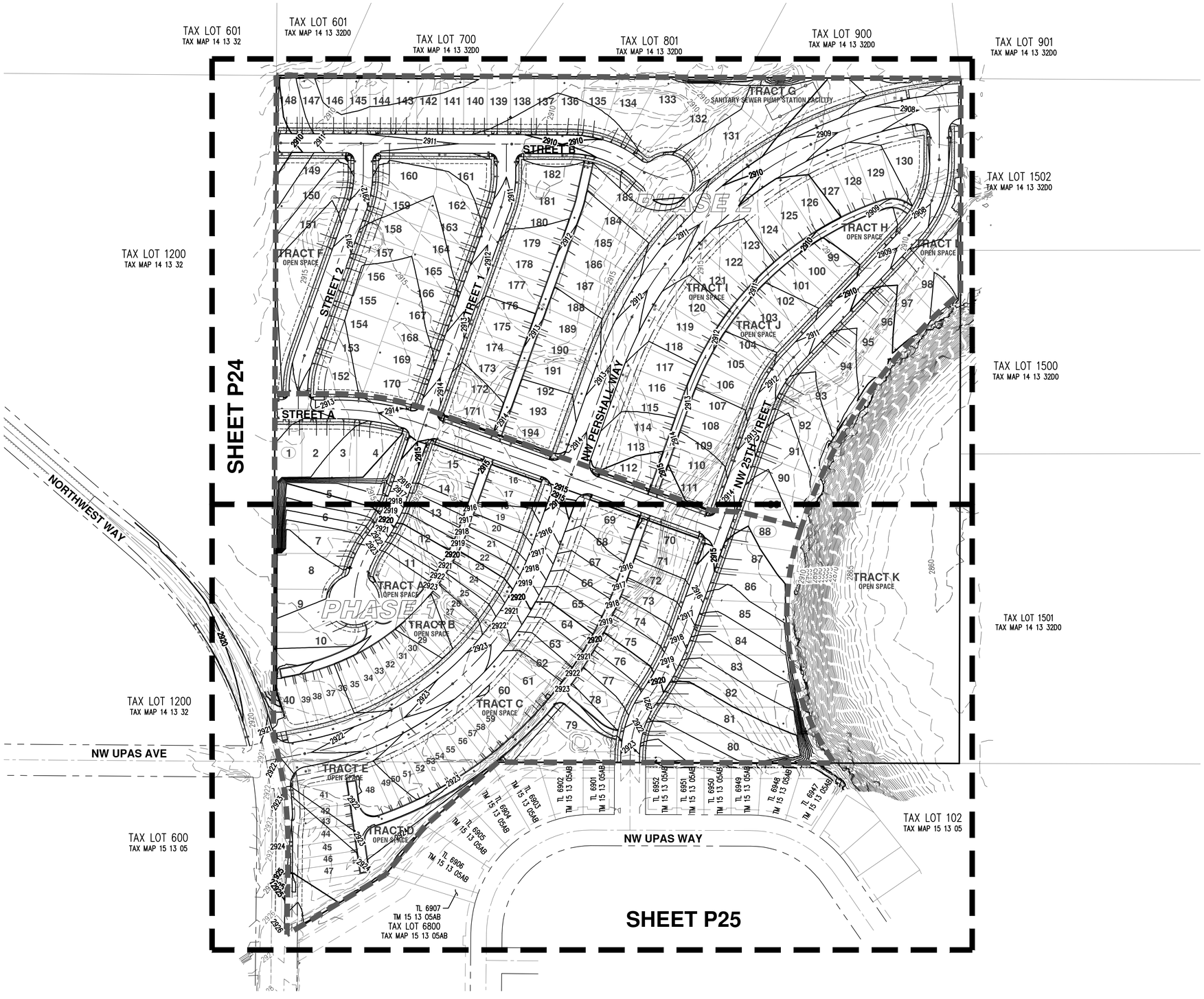
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P22

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LEGEND

EXISTING GROUND CONTOUR (1 FT)	2909
EXISTING GROUND CONTOUR (5 FT)	2910
FINISHED GRADE CONTOUR (1 FT)	2909
FINISHED GRADE CONTOUR (5 FT)	2910

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

PRELIMINARY GRADING AND DRAINAGE PLAN KEY MAP

HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

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REGISTERED PROFESSIONAL ENGINEER
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JOHN M. MORSE
PRELIMINARY NOT FOR CONSTRUCTION

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P23

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SEE SHEET P25

LEGEND

EXISTING GROUND CONTOUR (1 FT)	2909
EXISTING GROUND CONTOUR (5 FT)	2910
FINISHED GRADE CONTOUR (1 FT)	2909
FINISHED GRADE CONTOUR (5 FT)	2910

N

SCALE: 1" = 50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY GRADING AND DRAINAGE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

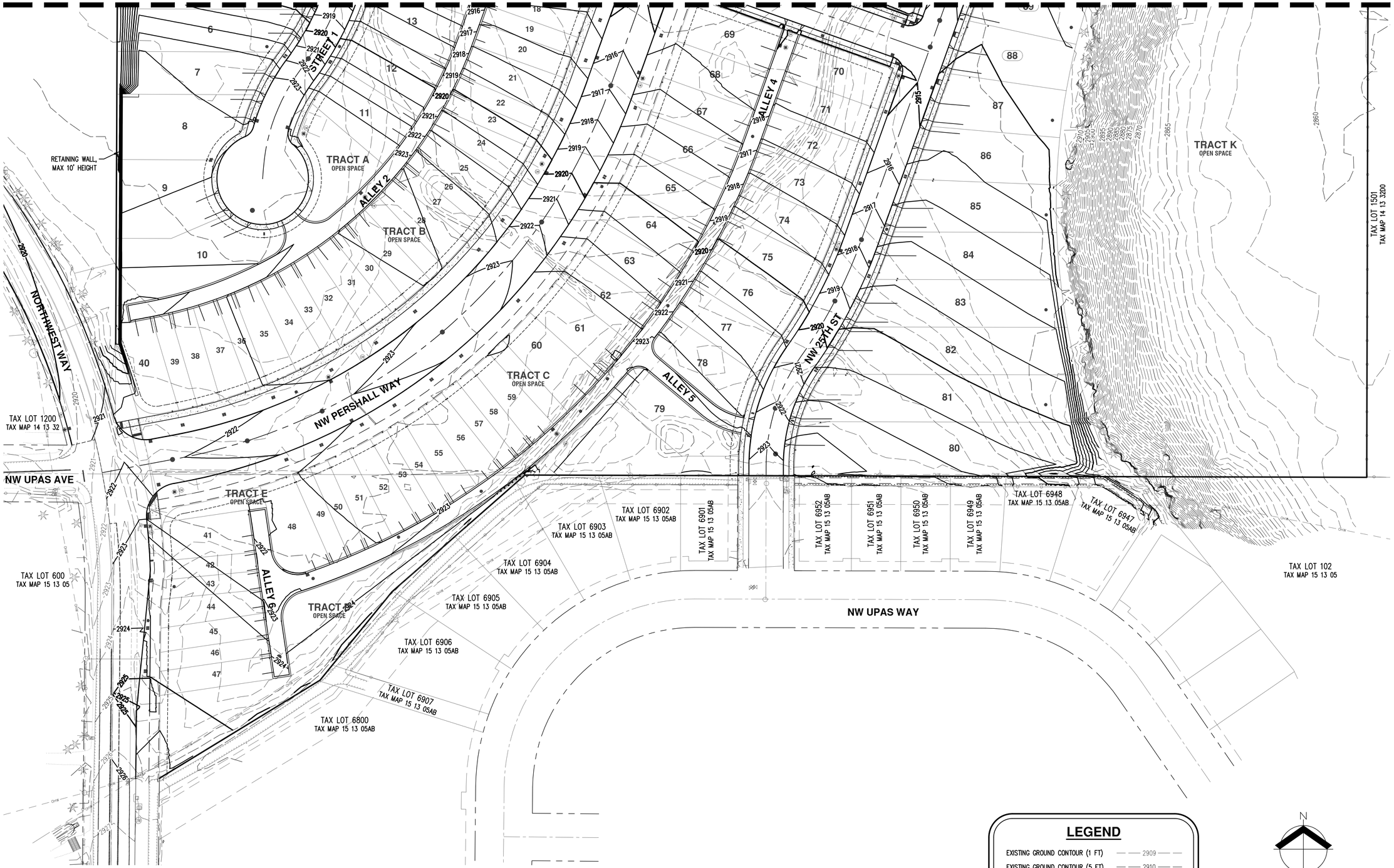
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SEE SHEET P24



LEGEND

EXISTING GROUND CONTOUR (1 FT)	2909
EXISTING GROUND CONTOUR (5 FT)	2910
FINISHED GRADE CONTOUR (1 FT)	2909
FINISHED GRADE CONTOUR (5 FT)	2910

N

SCALE: 1" = 50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY GRADING AND DRAINAGE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

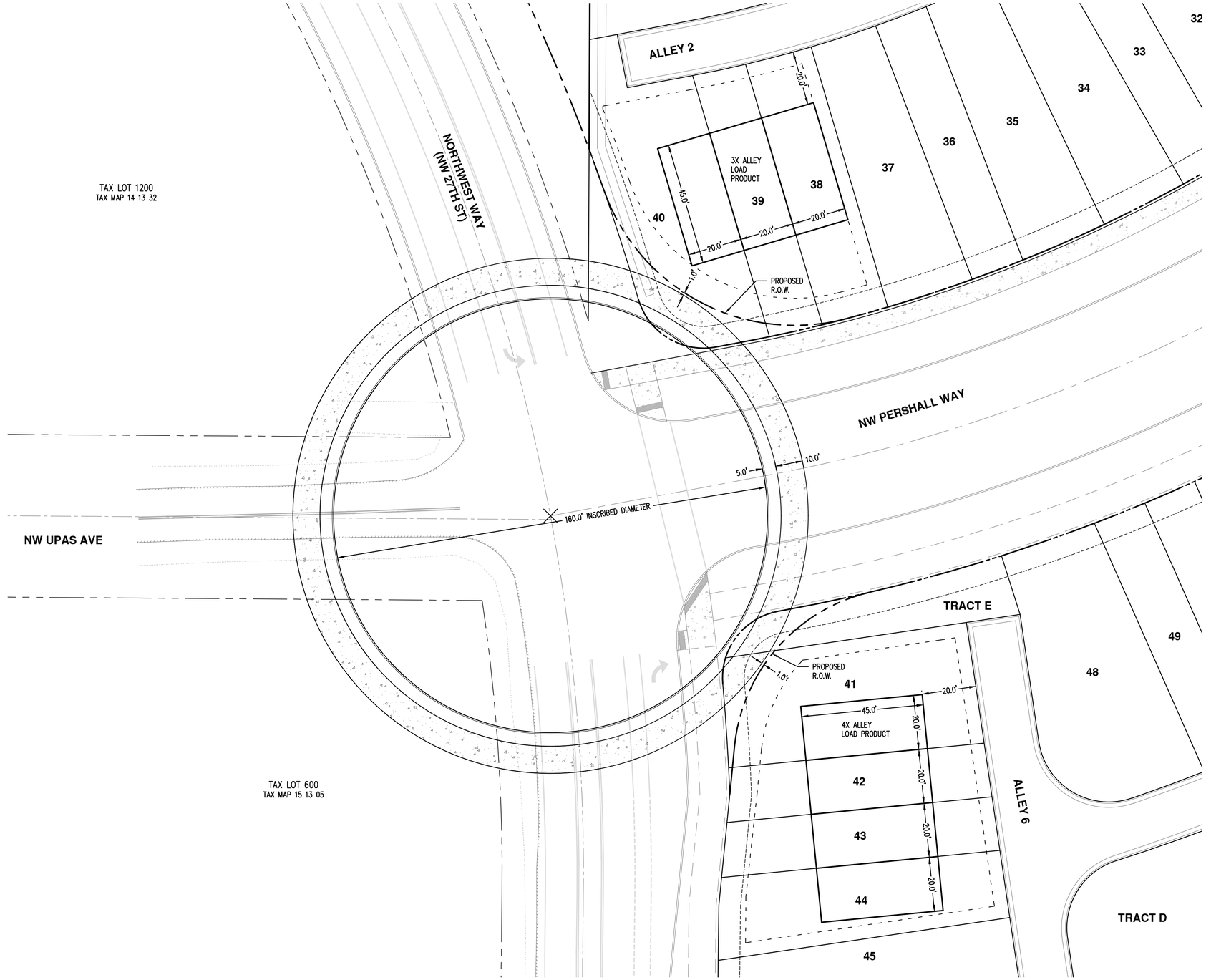
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N

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PRELIMINARY ROUNDABOUT OVERLAY
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
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JULY 12, 2005
JONATHON M. MORSE

PRELIMINARY
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EXH A

AKS DRAWING FILE: 9452-01 ROUNDABOUT.DWG | LAYOUT: EXH A











OPEN SPACE (TRACT)	AMENITIES
A,D,H,L	Picnic benches Passive open space
E,F	Passive open space
K	Preserved native open space
I,J,C,B	Paseo pedestrian pathway Passive open space
G	Landscaping, sewer pump station

DISCLAIMER: PLAN ELEMENTS, LOCATIONS, AND DETAILS AS SHOWN ARE INDICATIVE OF DESIGN INTENT AND ARE INTENDED AS A GUIDE ONLY. PLAN ELEMENTS MAY BE REVISED, REFINED, OR OTHERWISE UPDATED PRIOR TO FINAL APPROVAL DEPENDING ON DETAILED DESIGN, CONSTRAINTS, AND OTHER CONSIDERATIONS.

N

SCALE: 1"=100 FEET

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ORIGINAL PAGE SIZE: 22" x 34"

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CONCEPTUAL LANDSCAPE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	9452-01
DATE:	10/06/2025
DESIGNED BY:	BNF
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EX M

CONCEPTUAL PLANT PALETTE

TREES

	BOTANICAL	COMMON	CAL./CONT.	5-YEAR APPROX. SIZE
	ACER GLABRUM	ROCKY MOUNTAIN MAPLE	2" CAL. B&B	15' HT/ 7.5' DIA.
	ACER GRISEUM	PAPERBARK MAPLE	2" CAL. B&B	15' HT/ 12' DIA.
	AMELACHIER LAEVIS 'JFS-ARB'	SPRING FLURRY ALLEGHENY SERVICEBERRY	2" CAL. B&B	14' HT/ 10' DIA.
	MALUS X 'SCHMIDTCUTLEAF'	GOLDEN RAINDROPS CRABAPPLE	2" CAL. B&B	10' HT/ 7' DIA.
	TILIA CORDATA	LITTLELEAF LINDEN	2" CAL. B&B	25' HT/ 15' DIA.
	ZELKOVA SERRATA 'JFS-KW1'	CITY SPRITE JAPANESE ZELKOVA	2" CAL. B&B	12' HT/ 9' DIA.
	ALNUS RUBRA	RED ALDER	2" CAL. B&B	30' HT/ 15' DIA.
	PINUS PONDEROSA	PONDEROSA PINE	6'-8' HT B&B	30' HT/ 12.5' DIA.
	POPULUS TREMULOIDES	QUAKING ASPEN	6'-8' HT B&B	20' HT/ 10' DIA.

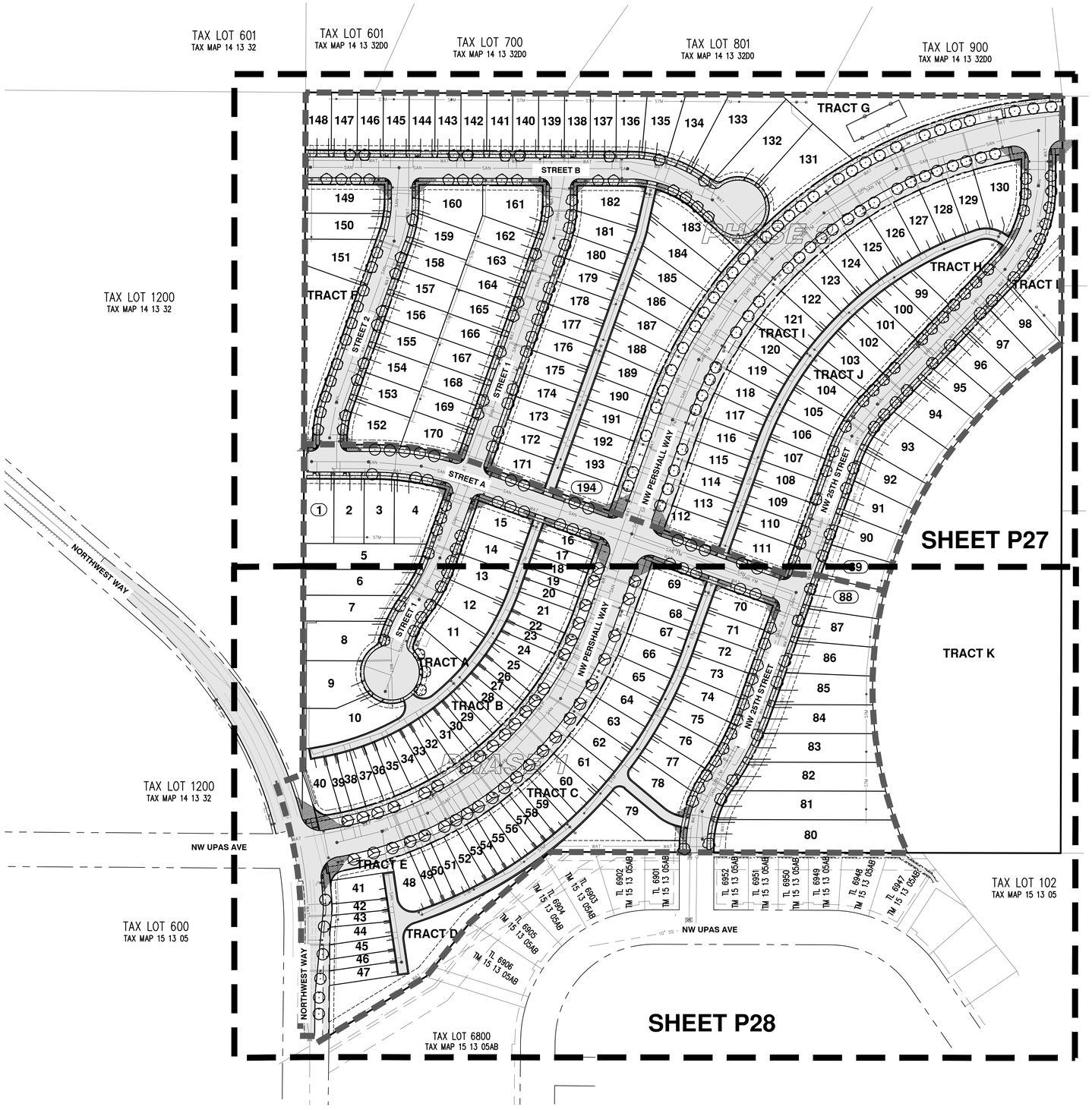
SHRUBS

	BOTANICAL	COMMON	CAL./CONT.	5-YEAR APPROX. SIZE
	CARYOPTERIS X CLANDONENSIS	BLUE MIST BLUEBEARD	2 GAL CONT.	24" HT/ 24" DIA.
	CORNUS SERICEA 'FLAVIRAMEA'	YELLOW TWIG DOGWOOD	3 GAL CONT.	48" HT/ 36" DIA.
	EUONYMUS ALATUS 'COMPACTUS'	COMPACT BURNING BUSH	2 GAL CONT.	24" HT/ 24" DIA.
	ILEX GLABRA 'COMPACTA'	COMPACT INKBERRY	3 GAL CONT.	24" HT/ 30" DIA.
	PHYSOCARPUS OPULIFOLIUS	GINGER WINE NINEBARK	2 GAL CONT.	48" HT/ 48" DIA.
	SPIRAEA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	2 GAL CONT.	24" HT/ 24" DIA.

ORNAMENTAL GRASSES

	BOTANICAL	COMMON	CAL./CONT.	5-YEAR APPROX. SIZE
	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL CONT.	20" HT/ 16" DIA.
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL CONT.	16" HT/ 16" DIA.

DISCLAIMER: PLANT PALETTE IS CONCEPTUAL- PLANTS SHOWN ARE INDICATIVE OF DESIGN INTENT AND ARE INTENDED AS A GUIDE ONLY. PLANTS MAY BE REVISED, DEPENDING ON DETAILED DESIGN, SITE CONSTRAINTS, AND OTHER CONSIDERATIONS.



PRELIMINARY LANDSCAPE NOTES

1. LANDSCAPING PLAN IS PRELIMINARY AND IS INTENDED TO PORTRAY DESIGN INTENT ONLY. PLAN CHANGES AND REVISIONS, INCLUDING CHANGES TO PLANT VARIETY, LOCATION, SIZES, ETC. BASED ON SITE CONDITIONS AND AVAILABILITY MAY BE MADE PRIOR TO FINAL PLAN APPROVAL WHERE ALLOWABLE BY CITY OF REDMOND STANDARDS.
2. ALL LANDSCAPING SHALL CONFORM TO APPLICABLE CITY OF REDMOND DEVELOPMENT CODE AND TO AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1, CURRENT EDITION). ALL LANDSCAPING MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH ACCEPTED BEST-PRACTICE INDUSTRY STANDARDS SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTORS BOARD (OLCB).
3. SOIL PREPARATION: ALL PLANTING AREAS SHALL HAVE SUFFICIENT SOIL DEPTH AND FERTILITY TO SUPPORT HEALTHY PLANT GROWTH. TOPSOIL MAY BE NON-COMPACTED, NATIVE EXISTING TOPSOIL, FROM CLEAN SOURCES STOCKPILED ON SITE, OR FROM IMPORTED SOURCES IF REQUIRED. INSTALL AND/OR AMEND NEW PLANTING AREAS (EXCLUDING AREAS WITH NATIVE VEGETATION TO REMAIN UNDISTURBED) TO MEET ASTM D5268 STANDARDS. CONTRACTOR SHALL VERIFY QUANTITY AND QUALITY OF TOPSOIL PRIOR TO PLANT INSTALLATION.
4. MULCH: APPLY 3" DEEP HIGH DESERT BROWN BARK MULCH FROM HIGH DESERT MULCHING OR APPROVED EQUAL IN PLANTING BEDS, TAKING CARE TO NOT COVER FOLIAGE OR BURY ROOT CROWNS OR FLARES OF PLANT MATERIAL. ADJUST ROOT BALL DEPTH TO ACCOMMODATE MULCH APPLICATION. MULCH SHALL BE PLACED SLIGHTLY BELOW (1/2"±) ADJACENT HARD SURFACING TO MINIMIZE SPREADING OUTSIDE OF LANDSCAPE AREAS. WHERE TREES ARE PLANTED IN LAWN AREAS, A 3' DIAMETER AGED BARK MULCH RING SHALL BE APPLIED AROUND EACH TREE TO FACILITATE EASE OF MAINTENANCE AND TO RETAIN SOIL MOISTURE.
5. IRRIGATION: ALL LANDSCAPING SHALL BE IRRIGATED AUTOMATICALLY BY AN UNDERGROUND IRRIGATION SYSTEM FOR PLANT HEALTH AND SURVIVAL. IRRIGATION SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR AND INCLUDE ALL WORK NECESSARY FOR THE COMPLETE INSTALLATION OF THE IRRIGATION SYSTEM PER THE CITY OF REDMOND STANDARDS. PROVIDE FULL AND COMPLETE COVERAGE FOR ALL LANDSCAPE AREAS, WITH CONSIDERATION FOR PLANT PLACEMENT AND GROWTH.

N

SCALE: 1" = 100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

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2777 NW LOLO DR., STE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

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PRELIMINARY LANDSCAPE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED LANDSCAPE ARCHITECT
797
OREGON
KATHERINE A. HOWARD
PRELIMINARY
NOT FOR CONSTRUCTION
RENEWS: 06/30/2026

JOB NUMBER:	9452-01
DATE:	8/26/2025
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	KAH

P26

AKS DRAWING FILE: 9452-01 PRELIM LA.DWG | LAYOUT: P26

STREET B
STREET 1
STREET 2
STREET A
NW PERSHALL WAY
NW 25TH STREET
TRACT F
TRACT G
TRACT H
TRACT I
TRACT J
TRACT L
LITTLELEAF LINDEN (TYP)
GOLDEN RAINDROPS CRABAPPLE (TYP)
EXISTING CONIFEROUS TREE TO REMAIN (TYP)
SPRING FLURRY ALLEGHENY SERVICEBERRY (TYP)
CITY SPRITE JAPANESE ZELKOVA (TYP)
CLEAR VISION TRIANGLE (TYP)
ROCKY MOUNTAIN MAPLE (TYP)
MATCHLINE
SEE SHEET P28

PRELIMINARY STREET TREE KEY

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	ACER GLABRUM ROCKY MOUNTAIN MAPLE
	ACER GRISEUM PAPERBARK MAPLE
	AMELANCHIER LAEVIS 'JFS-ARB' SPRING FLURRY ALLEGHENY SERVICEBERRY
	MALUS X 'SCHMIDTCUTLEAF' GOLDEN RAINDROPS CRABAPPLE
	TILIA CORDATA LITTLELEAF LINDEN
	ZELKOVA SERRATA 'JFS-KW1' CITY SPRITE JAPANESE ZELKOVA

N

SCALE: 1" = 50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 22" x 34"

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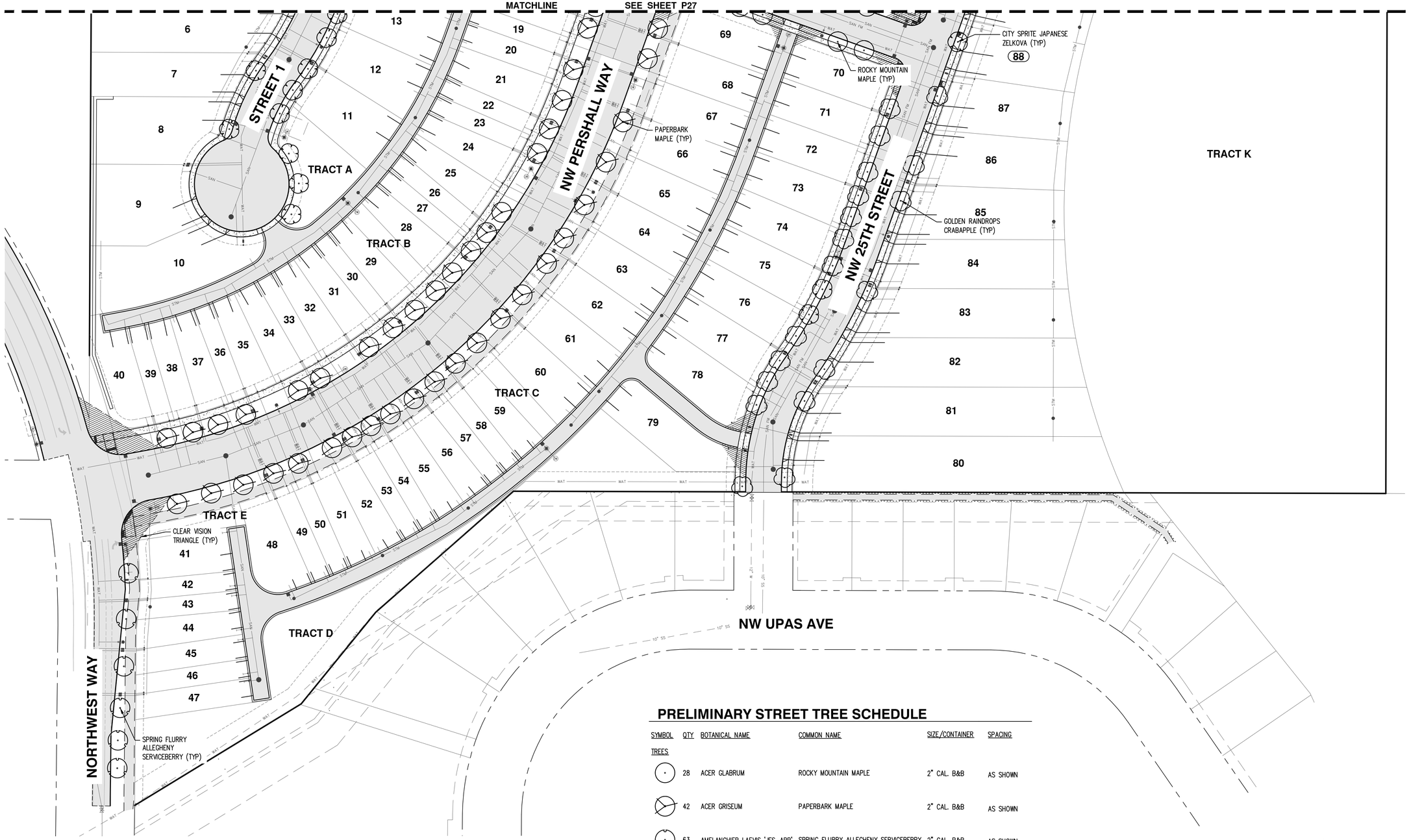
PRELIMINARY LANDSCAPE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED 797 PROFESSIONAL LANDSCAPE ARCHITECT OREGON
PRELIMINARY. NOT TO BE USED FOR CONSTRUCTION
RENEWS: 06/30/2026

JOB NUMBER:	9452-01
DATE:	8/26/2025
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	KAH

P27

AKS DRAWING FILE: 9452-01 PRELIM LNDWG | LAYOUT: P27



PRELIMINARY STREET TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	28	ACER GLABRUM	ROCKY MOUNTAIN MAPLE	2" CAL. B&B	AS SHOWN
	42	ACER GRISEUM	PAPERBARK MAPLE	2" CAL. B&B	AS SHOWN
	63	AMELANCHIER LAEVIS 'JFS-ARB'	SPRING FLURRY ALLEGHENY SERVICEBERRY	2" CAL. B&B	AS SHOWN
	40	MALUS X 'SCHMIDTCUTLEAF'	GOLDEN RAINDROPS CRABAPPLE	2" CAL. B&B	AS SHOWN
	44	TILIA CORDATA	LITTLELEAF LINDEN	2" CAL. B&B	AS SHOWN
	61	ZELKOVA SERRATA 'JFS-KW1'	CITY SPRITE JAPANESE ZELKOVA	2" CAL. B&B	AS SHOWN

N

SCALE: 1" = 50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 22" x 34"

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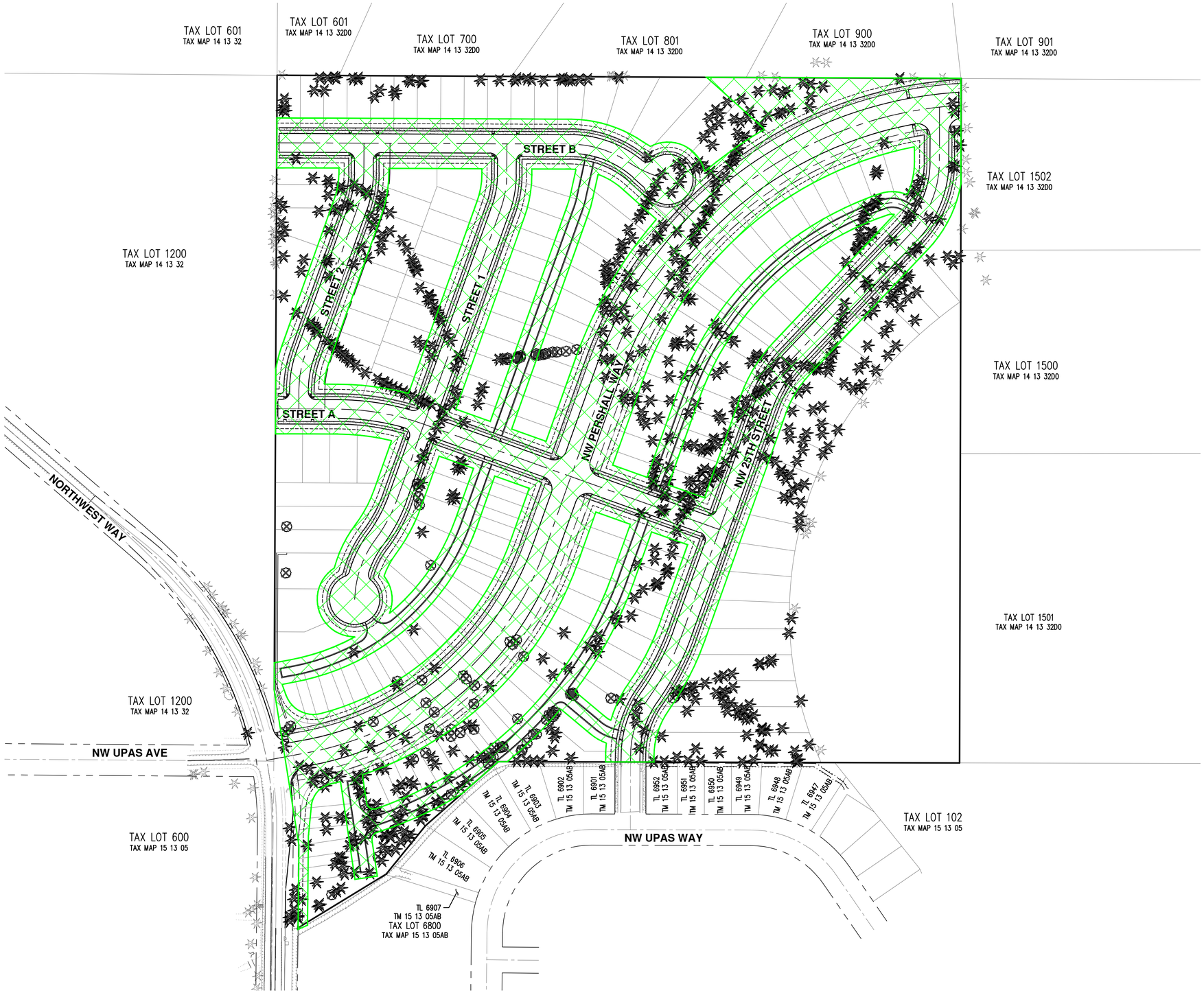
PRELIMINARY LANDSCAPE PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED LANDSCAPE ARCHITECT
OREGON
KAREN A. HANSEN
797
PRELIMINARY
RENEWS: 06/30/2026

JOB NUMBER:	9452-01
DATE:	8/26/2025
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	KAH

P28

AKS DRAWING FILE: 9452-01 PRELIM LA.DWG | LAYOUT: P28



TREE REMOVAL:
TOTAL: 710
INSIDE PUBLIC CONSTRUCTION LIMITS: 345
OUTSIDE PUBLIC CONSTRUCTION LIMITS: 365

LEGEND

LIMITS OF PUBLIC ROAD CONSTRUCTION

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY TREE IMPACT PLAN
HIGH DESERT RANCH
LAND USE PLANS
REDMOND, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
JOSHUA M. MORSE
PRELIMINARY
NOT FOR CONSTRUCTION

RENEWAL DATE: 12/31/2026

JOB NUMBER:	9452-01
DATE:	8/26/2025
DESIGNED BY:	BDL
DRAWN BY:	BDL
CHECKED BY:	JMM

EX N

AKS DRAWING FILE: 9452-01 TREES-DEMO.DWG | LAYOUT: EXH A

HIGH DESERT RANCH

FUTURE LOT 80

FUTURE TRACT K

NEW MULTI-USE PATH

10.00'

10.00' 2022-29355 AND PAE PER DC PH3

30.00' POWER LINE EASEMENT PER 253-307 AND A 30.00' ROAD EASEMENT PER 293-861

PORTION OF PATH TO BE ELEVATED OR SUPPORTED BY RETAINING WALLS

8.00'

PUBLIC ACCESS EASEMENT

PROPERTY LINE

TAX LOT 6947
TAX MAP 15 13 05AB

TAX LOT 102
TAX MAP 15 13 05

PAE AND PUE OVER THE ENTIRETY OF COMMON A PER DC PH3

CONNECTION TO EXISTING MULTI-USE PATH

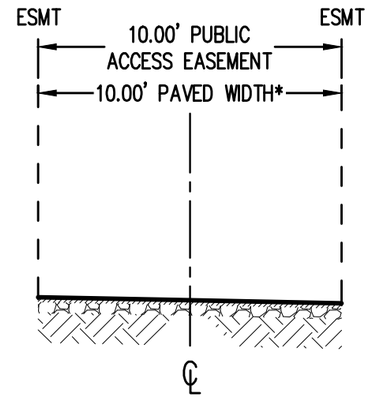
25.00' PUE PER DC PH3

EXISTING MULTI-USE PATH

TAX LOT 6946
TAX MAP 15 13 05AB

TAX LOT 6945
TAX MAP 15 13 05AB

2900 2895 2890 2885 2905 2910



MULTI-USE PATH (PUBLIC)

1" = 5'

*PATH WIDTH REDUCED TO 8' WHERE NEEDED DUE TO TOPOGRAPHIC CONSTRAINTS

LEGEND

EXISTING GROUND CONTOUR (1 FT) —— —2901— ——

EXISTING GROUND CONTOUR (5 FT) —— —2900— ——

N

SCALE: 1"=10 FEET

10 0 2 5 10

ORIGINAL PAGE SIZE: 11" x 17"

DATE: 10/01/2025

RIM TRAIL PLAN	EXHIBIT O
HIGH DESERT RANCH	

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541.317.8429 WWW.AKS-ENG.COM

DRWN: BDL
CHKD: JMM
AKS JOB: 9452-01

DWG: 9452-01 RIM TRAIL | EXH A



1 TOWNHOME ALLEY PLAN
SCALE: 1" = 30'



2 DETACHED ALLEY PLAN
SCALE: 1" = 30'

NW PERSHALL WAY

NORTHWEST WAY

ALLEY 4

ALLEY 6

TRACT C
OPEN SPACE

TRACT D
OPEN SPACE

TRACT E
OPEN SPACE

R3

R4

R5

TAX LOT 6903
TAX MAP 15 13 05AB

TAX LOT 6904
TAX MAP 15 13 05AB

TAX LOT 6905
TAX MAP 15 13 05AB

TAX LOT 6906
TAX MAP 15 13 05AB

TL 6907
TM 15 13 05AB

TAX LOT 6800
TAX MAP 15 13 05AB

LEGEND		
	R3 ZONE	±1,730,447 SF
	R4 ZONE	±9,143 SF
	R5 ZONE	±59,257 SF

N

SCALE: 1"= 50 FEET

50 0 10 25 50

ORIGINAL PAGE SIZE: 11" x 17"

DATE: 10/07/2025

PRELIMINARY ZONING MAP

HIGH DESERT RANCH

EXHIBIT Q

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2777 NW LOLO DR, STE 150
BEND, OR 97703
541.317.8429 WWW.AKS-ENG.COM

DRWN: BDL
CHKD: JMM
AKS JOB: 9452-01

DWG: 9452-01 ZONING | EXH A























Attachment B

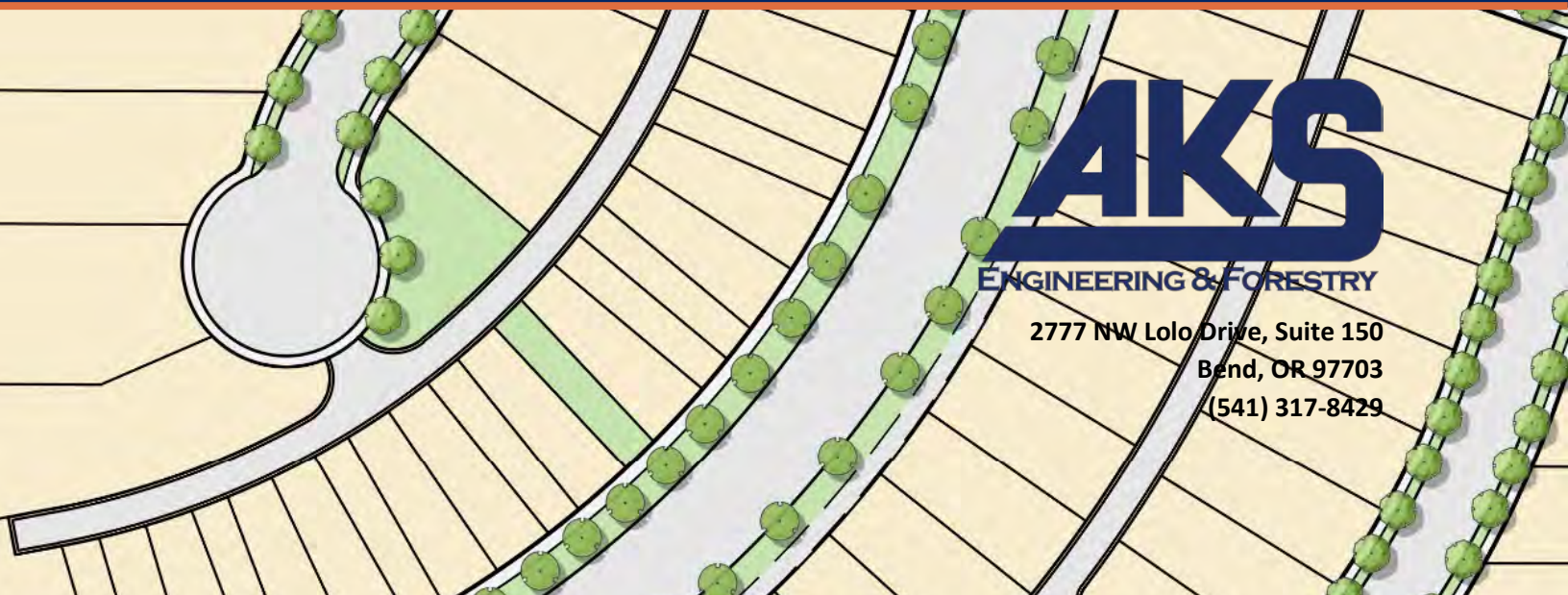
High Desert Ranch
Annexation, Planned Unit Development, Conditional Use, and Tentative Subdivision

Date: May 2025

Submitted to:
City of Redmond
Planning Division
411 SW 9th Street
Redmond, OR 97756

Applicant:
Lennar Northwest, LLC
11807 NE 99th Street, Suite 1170
Vancouver, WA 98682

AKS Job Number: 9452-01



AKS ENGINEERING & FORESTRY
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
(541) 317-8429

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Exhibits

Exhibit A: City of Redmond Application Forms
Exhibit B: Preliminary Plans
Exhibit C: Neighborhood Meeting Materials
Exhibit D: Vesting Deed
Exhibit E: Preliminary Title Report
Exhibit F: Will-Serve Letters
Exhibit G: Tax Maps
Exhibit H: TIA
Exhibit I: COID Coordination
Exhibit J: Draft CC&Rs
Exhibit K: Legal Description
Exhibit L: Infrastructure Capacity Allocation Review

High Desert Ranch
Annexation, Planned Unit Development, Conditional Use, and Tentative Subdivision

Submitted to:	City of Redmond Planning Division 411 SW 9th Street Redmond, OR 97756
Applicant:	Lennar Northwest, LLC 11807 NE 99th Street, Suite 1170 Vancouver, WA 98682
Property Owners:	Kimeric Delashmutt 1085 NE Oneil Way Redmond, OR 97756
Applicant's Consultant:	AKS Engineering & Forestry, LLC 2777 NW Lolo Drive, Suite 150 Bend, OR 97703 Contact(s): Joey Shearer, AICP Email: shearerj@aks-eng.com Phone: (541) 317-8429
Site Location:	East of Northwest Way, North of NW Spruce Avenue and west of the Dry Canyon
Deschutes County Assessor's Map:	Map 14-13-32D; Tax Lot 1600 Map 15-13-05AB; Tax Lot 7000
Site Size:	±41.49 acres
Land Use Districts:	Current: Urban Holding (UH10) Planned: Limited Residential (R3), General Residential (R4), and High Density Residential (R5)
Comprehensive Plan Designation:	Limited Residential (R3), General Residential (R4), and High Density Residential (R5)

I. Executive Summary

AKS Engineering & Forestry, LLC is pleased to submit applications to the City of Redmond (City) on behalf of Lennar Northwest, LLC (Applicant) for an Annexation, Planned Unit Development (PUD), Conditional Use, and Tentative Subdivision to create ±194 lots for future single-family homes, including ±44 lots for future townhomes, and ±7.44 acres of open space. Associated infrastructure, internal roads and other improvements will support the planned mix of housing. High Desert Ranch will integrate with surrounding land and existing neighborhoods by transitioning from lower density at the rural interface to higher density along Northwest Way and the extension of NW Pershall Way. The infrastructure and public improvements (sewer, water, and transportation, etc.) necessary to serve the project have been coordinated with City Staff and will be constructed in phases.

Upon annexation, the current UH10 zoning will cease to apply, and the zoning will automatically update to district that implements the corresponding Comprehensive Plan Map designation.

The essential components of High Desert Ranch include:

- **Multiple Types of Needed Housing:** ±194 lots for future single-family homes, including traditional detached single-family and townhomes of various sizes, in both front-loaded and alley-loaded configurations, across a range of income levels and price points. High Desert Ranch will contain a variety of housing types and styles to serve a diverse housing market.
- **Open Space:** High Desert Ranch preserves ±7.44 acres of open space (±18 percent of the site), expands open space in the Dry Canyon, and provides a network of multi-modal paths connecting future residents and neighbors to recreational amenities.
- **Transportation System Improvements:** The planned transportation improvements, combined with the internal circulation system and street cross-sections, will support the planned mix of housing while also improving connectivity and the functionality of transportation facilities on the north side of Redmond:
    - Extension of NW Pershall Way, a Minor Arterial, from Northwest Way to the eastern property boundary.
    - Dedication and full-street improvements – including travel lanes and sidewalks on both sides – for the internal street system.
    - Multi-use path connections into the Dry Canyon Trail System.
    - Extended frontage improvements along Northwest Way from the Dry Canyon PUD.

This application includes the City application forms, written materials, traffic study, and preliminary plans necessary for City staff to review and determine compliance with the applicable approval criteria. The evidence is substantial and supports the City's approval of the application.

II. Site Description/Setting

The subject property fronts the east side of Northwest Way and consists of two tax lots, Tax Lot 1600 on Deschutes County Assessor's Map 14-13-32D and Tax Lot 7000 on Map 15-13-05AB. Tax Lot 1600 is addressed 3220 Northwest Way and contains a single-family dwelling and accessory structures, closely grouped towards the southwest corner of the property. Vegetation is typical of northern Redmond, with

juniper trees, a mix of grasses, and other underbrush. The rim of the Dry Canyon bisects the southeastern corner of the property, and the densest collection of trees is located below the canyon rim.

To the north, the Rimrock West Estates Subdivision is zoned Multiple Use Agricultural Zone (MUA-10) in unincorporated Deschutes County and has been developed with single-family homes. Abutting property to the west, is zoned Exclusive Farm Use (EFU) by Deschutes County, is primarily vacant but contains an existing single-family home across Northwest Way. To the south, The Dry Canyon PUD includes a mix of R4 and R5 zoning, generally developed with higher density that includes a multi-family site. The Spruce Northwest Master Development Plan is located to the southwest.

III. Applicable Review Criteria

This application involves the development of land for needed housing. ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the provision of housing, and that such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay. In addition, this application involves a "limited land use decision" as that term is defined in ORS 197.015(12). The significance of this statutory provision is also discussed below.

Oregon Courts and the Land Use Board of Appeals (LUBA) have generally held that an approval standard is not clear and objective if it imposes on an applicant "subjective, value-laden analyses that are designed to balance or mitigate impacts of the development" (*Rogue Valley Association of Realtors v. City of Ashland*, 35 Or LUBA 139, 158 [1998] *aff'd*, 158 Or App 1 [1999]). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards and conditions, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. The exceptions in ORS 197.307(5) do not apply to this application.

ORS 197.195(1) describes how certain standards can be applied as part of a limited land use application. The applicable land use regulations for this application are found in the RDC. Pursuant to ORS 197.195(1), Comprehensive Plan provisions (as well as goals, policies, etc. from within the adopted elements of the Comprehensive Plan) may not be used as a basis for a decision or an appeal of a decision unless they are specifically incorporated into the land use regulations. While this application may respond to Comprehensive Plan and/or related documents, such a response does not imply or concede that said provisions are applicable approval criteria. Similarly, the Applicant does not waive its right to object to the attempted implementation of these provisions unless they are specifically listed in the applicable land use regulations, as is required by ORS 197.195(1).

Pursuant to ORS 197.522, if this application is found to be inconsistent with the applicable land use regulations, the Applicant may offer an amendment or propose conditions of approval to make the application consistent with applicable regulations. In fact, the local government is obligated to consider and impose any conditions of approval proposed by the Applicant if such conditions would allow the local government to approve an application that would not otherwise meet applicable approval criteria..

CITY OF REDMOND 2040 COMPREHENSIVE PLAN

The City of Redmond's 2040 Comprehensive Plan provides the policy basis, required by State Law and consistent with the Statewide Planning Goals, for land use planning in the City of Redmond. The Comprehensive Plan has been updated to include the City's Transportation System Plan, Economic Opportunities Analysis, Housing Needs Analysis, Public Facilities Plan, Park Master Plan, and other City plans. The RDC implements the broad goals and policies of the Comprehensive Plan and includes the specific development standards and decision criteria that all development projects within the Redmond City limits must meet.

The subject property has been identified in the Comprehensive Plan as appropriate for housing, the project provides needed housing, and the subject property can provide the density and housing mix required in the underlying R3, R4, and R5 zones. The City employs a "one map system" where the Comprehensive Plan Map and Zoning Map are identical.

CITY OF REDMOND DEVELOPMENT CODE

Article I – Zoning Standards

RESIDENTIAL USE ZONES

(…)

8.110 Limited Residential R-3 Zone

(…)

8.115 General Residential R-4 Zone

(…)

8.120 High Density Residential R-5 Zone

Response: The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows the property will consist of ±39.77 acres of Limited Residential (R3) zoned land, ±0.20 acres of General Residential (R4) zoned land, and ±1.33 acres of High Density Residential (R5) zoned land upon annexation, as designated on the City's Comprehensive Plan. The area dedicated for right-of-way along Northwest Way is not included for zoning areas purposes.

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.**

Response: The High Desert Ranch Planned Unit Development is submitted concurrently with annexation that will include the subject site into the Redmond City Limits. Upon annexation, the current UH10 zoning will cease to apply, and the zoning will automatically adopt the R3, R4, and R5 zoning districts, as designated on the adopted Comprehensive Plan. This standard is met.

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:**

(…)

Response: An exception to the Master Development Plans Requirement is not planned. This standard does not apply.

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, Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	O	O	O	O	O	
Planned Unit Development	C	C	C	C	C	
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	
All "R" zones are subject to density transfer provisions. See 8.0020, "Definitions," Density Transfer, and 8.0367, "OSPR / 'R' Zone Density Transfer Provision						

Response: The Preliminary Zoning and Housing Mix (in Exhibit B) shows lots for detached single-family and townhomes located in the R3, R4, and R5 zones, where they are permitted outright. A PUD is necessary to blend the density for these housing types across zoning districts, which is permitted as a Conditional Use in the R3, R4, and R5 zones. The standards for PUDs are addressed in the responses to RDC 8.275 further below. The applicable standards are met.

(…)

8.140 Table B, Minimum Standards

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
Single Family, Duplex, Triplex	9,000	9,000	7,500	5,500	5,500
Townhouse	1,500	1,500	1,500	1,500	1,500
Density - Units/Net Acres					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family	5	5	5.8	8	8
Maximum Density: Townhouses	20	20	23.2	25	25
Planned Unit Developments (PUDs) and Cottage Developments (COD) densities in Section 8.275 et seq.					

Response: The PUD provisions in RDC 8.275(1) allow adjustments to density requirements and the provisions in RDC 8.275(3) allow exceptions to minimum lot sizes. An adjustment to density requirements is necessary to blend density across three separate residential zones and two types of housing. The blending of density necessitates an exception to the minimum lot sizes for detached single-family homes in the R3 zone. The Preliminary Plat (in Exhibit B) shows lot sizes for future detached single-family homes range between ±4,129 square feet and ±18,427 square feet in the R3 zone.

RDC 8.020 defines "density" as: "A measurement of the number of dwelling units in relationship to a specified unit of land; density calculations are based upon net acreage, which generally exclude land devoted to right-of-way. The net acreage is determined by subtracting from the total acreage of the lot or parcel that which is deemed necessary for street dedication and that area used for private streets and common driveways, if any." Table 1 provides a summary of how the project blends density across the three zones and housing types to ensure the project complies with the City's density requirements.

Table 1: High Desert Ranch Zoning, Housing Mix, and Density

Residential Zone	Net Acreage	Housing Type	Required Density Range (Units/AC)	Min Units	Max Units	Planned Units
R3	±25.57	Detached SF	5.0 – 5.8	±128	±148	
	±2.51	Townhome	5.0 – 23.2	±13	±58	
SUBTOTAL				±141	±206	
R4	±0.13	Townhome	5.0 – 25.0	±1	±3	
R5	±1.10	Townhome	8.0 – 25.0	±9	±28	
TOTAL	**±29.31**			**±151**	**±237**	**±194**

The Net Acreage in Table 1 is the sum of the lot area and open space in each zone (i.e., gross area excluding right-of-way). The ±7.44 acres of open space is proportionally allocated to the lot area of each housing type. The R4 and R5 zones are assumed to be exclusively townhomes. The PUD requirements are addressed in the responses to RDC 8.275.

Lots for future townhomes range between ±2,000 square feet and ±4,450 square feet, consistent with the residential zones. These standards are met.

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
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:					
Townhouses: Specified in Section 8.142					
Maximum Building Height - Feet	32	32	32	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: No deviations are requested to setbacks or building height. Setbacks will be reviewed with future building permit applications and/or future Site and Design Review. These standards can be met. The PUD provisions in RDC 8.275(3) allow exceptions to street frontage requirements in order to improve the design of the PUD. To provide a variety of housing types and support an efficient use of the site, an exception to the street frontage requirements for a portion of single-family lots in the R3 zone is necessary. The Preliminary Plat (in Exhibit B) shows lot widths at the street for future detached single-family homes range between ±40 feet and ±50 feet in the R3 zone. The PUD requirements are addressed in the responses to RDC 8.275. Townhome lots can meet the applicable frontage requirements. The applicable standards can be met.

MASTER DEVELOPMENT PLANS AND PLANNED UNIT DEVELOPMENTS

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.

Response: While not a Master Development Plan, the project includes a Planned Unit Development concurrent with annexation. Therefore, the project is required to address the Great Neighborhood Principles in RDC 8.270(3)(C)(14), outlined below.

(…)

3. *Procedures for Review.*

(…)

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

(…)

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: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "connecting people and places," "invites," and "encouraged" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The design of the planned community has been thoughtfully curated to include a complete interconnected series of local public streets and sidewalks, and ±7.44 acres of open space. These streets and pedestrian connections provide access among and between all residential and recreational areas within the development, as well as the Dry Canyon and surrounding areas. All transportation facilities will be constructed to the applicable City standards. All surrounding public areas (including schools and parks) and commercial areas will be accessible from all modes of transportation as extended from those constructed internal to this development. This principle 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "mix of housing" and "integrated" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows ±150 single-family detached lots and ±44 townhome lots. Single-family detached lots range between ±4,129 and ±18,427 square feet and townhome lots range between ±2,000 and ±4,450 square feet, as shown on the Preliminary Plat (in Exhibit B). The diversity in housing type and lot sizes allows for future construction of homes with a variety of styles, sizes, and price points. The principle 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "usable," "integrated," "should", "significant," and "to the extent practicable" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The design of the planned community has been thoughtfully curated to include a complete, interconnected series of local public streets and sidewalks, with ±7.44 acres of open space. These connections provide access among and between all residential and recreational areas within the development, and provide pathway connections for residents and visitors to the Dry Canyon Trail System. This principle 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "integrated", "coordinated", "coherent and distinct character" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The project includes integrated design elements that help to establish a coherent and unique character. These include the overall on-site street and lot layout, the incorporation of a variety of housing types and densities—from single-family detached to townhome—alongside other open space areas and landscape buffers. It has been designed to integrate seamlessly with the natural of portions of the surrounding area by transitioning from lower density residential development at the rural interface to higher density residential development adjacent to Northwest Way and NW Pershall Way. The infrastructure and public improvements (sewer, water, and transportation, etc.) necessary to serve the project have been coordinated with City staff and will be constructed in phases. This principle 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.**

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "encouraged", "vitality", "within walking and biking distance", "short drive" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The design of the planned community has been thoughtfully curated to include a complete interconnected series of local public streets and sidewalks, with ±7.44 acres of open space. These connections provide access among and between all residential and recreational areas within the development, and provide pathway connections for residents and visitors to the Dry Canyon Trail System. This principle 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.**

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "focal points" and "gateways" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. Open spaces dispersed throughout the site provide opportunities for public art. The open space at the primary gateway to the neighborhood at the intersection of Northwest Way and NW Pershall Way may also accommodate public art or artistic features. This principle 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "scenic views", "scenic corridors", "capture", and "minimize" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. While the subject property does not feature prominent scenic views of the Cascade Range, Ochoco Mountains, or Smith Rock, partial viewsheds may become visible as the project progresses. The site's irregular geometry—shaped by the canyon rim and the required alignment of NW Pershall Way—presents challenges to capturing views. However, the Preliminary Plans (in Exhibit B) show that the orientation of streets and the placement of open spaces have been incorporated into the project to take advantage of potential views, particularly along the site's perimeter and atop the canyon rim, which is retained as designated open space. As applicable, 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "interface" and "transition" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The subject site contains R3, R4, and R5 zoning. This mix of residential zones combined with irregular geometry, created by the canyon rim and the required alignment of NW Pershall Way, presents a challenge to creating a cohesive community with a mix of housing that also meets City requirements for density and open space. Land to the west and much of the

land to the north of the site is located outside the UGB. The rural land to the north maintains an existing buffer consisting of mature trees, and there are no apparent agricultural uses occurring adjacent to the shared property line. Rural land immediately to the west is primarily vacant and does not appear to support agricultural uses. Northwest Way provides a buffer from rural lands further west. The Preliminary Plans (Exhibit B) demonstrate that the project incorporates open space buffers where feasible and applies a thoughtful transition of density to address the urban-rural interface. Higher-density townhomes are located in the southeast portion of the site, along Northwest Way and NW Pershall Way, with density gradually decreasing toward the north. As a result, the largest lots are generally situated along the site's perimeter. This principle 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.**

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. The terms "fully developed" and "other landscape or decorative features" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria. For purposes of completeness, the criteria are addressed below.

Nonetheless, the criteria are addressed for completeness purposes. The R3, R4, and R5 zones that comprise the site all qualify as medium/high density zones. For ±150 single-family homes, ±18,000 square feet (±0.41 acres) of pocket parks/tot lots would be required. For the ±44 townhome units planned for the site, ±5,280 square feet (±0.12 acres) of pocket parks/tot lots would be required. The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows a total of ±7.44 acres of open space planned within the community, dispersed between larger open space tracts and trail alignments connecting residential and recreational areas within the neighborhood. While specific amenities are still being finalized, it is anticipated that recreational amenities within the site will contain some or all of the features identified above. This principle 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).**

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "subject" and "appropriate" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The COID facilities currently crossing the property are planned to be piped and rerouted, in coordination with COID. Exhibit I includes correspondence with COID expressing general support for piping and rerouting their facilities as final design will be developed with final engineering and construction plans. This principle is 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "benefitting" and "sustainable" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. Elements of green design will be taken into consideration during the more detailed design and construction phases of the project. The Applicant is amenable to working with the City during these phases to incorporate such elements. This principle can be met.

8.275 Planned Unit Development (PUD)

1. *Purpose and Applicability.* The purpose of a PUD is to:

   A. Permit greater flexibility in land use regulations in applicable zones (e.g., reduction of minimum lot size requirements).

   B. Encourage creative developments.

   C. Incentivize a variety of land uses and housing types, mixed use, the economy of shared services and facilities, public amenities, and developments compatible with the surrounding area and neighborhoods.

   D. Promote and encourage infill development, flexibility in improvements on lots, and affordable and workforce housing.

   E. Encourage preservation of natural features and enhancement of the area vegetation.

   F. Facilitate sustainable design, energy efficiency, desirable aesthetics, and efficient use of open space.

Density requirements, setbacks, land use regulations, and required improvements may be adjusted to allow for a more creative, functional, and desirable living environment. In return for greater flexibility in site design and development, the PUD process introduces special requirements and standards for approval.

Response: LUBA has found that purpose statements are not mandatory decision criteria, especially when followed by codes sections that explicitly contain standards or criteria for approval. *SEIU v. City of Happy Valley*, 58 Or LUBA 261 (2009). Nonetheless, the subject property contains R3, R4, and R5 zoning. This mix of residential zones combined with irregular

geometry, created by the canyon rim and the required alignment of NW Pershall Way, presents a challenge to creating a cohesive community with a mix of housing that also meets City requirements for density and open space.

2. *Approval.* **PUD approval is subject to:**

   A. Land use review and approval as Conditional Use.

   B. Zoning standards, except as modified by the PUD.

   C. Subdivision and Partitions Standards, except as modified by the PUD.

   D. Site and Design Review Standards, except as modified by the PUD.

   E. PUD Standards and Requirements.

Response: The PUD is subject to review and approval as a Conditional Use, which requires authorization by the Hearings Body in accordance with the standards and procedures established in Article I of the RDC. A Conditional Use application is included in Exhibit A. The applicable zoning standards, except as modified by the PUD, are addressed in the responses to RDC 8.140, above. The applicable subdivision standards, except as modified by the PUD, are addressed in the responses to Article III, below. PUD standards and requirements are, or can be, met, as addressed herein.

3. *Exceptions.* **Exceptions of City standards may be allowed through the PUD approval process without a variance.**

   A. Exceptions shall substantially result in improved design of the PUD. Improved design includes but is not limited to: alleys; public or private parks, trails, recreational areas, open spaces, common or natural areas; innovative housing design; public or private activity areas; a mixture of housing types, sizes, and projected prices; energy efficient design; a variety of trees and landscaping; art and other similar design features. A PUD need not include all of these design features in order to be approved.

Response: The project includes the following adjustments and exceptions to City standards:

Density

RDC 8.275(1) allows adjustments to density requirements. An adjustment to density requirements is necessary to blend density across three separate residential zones and two distinct types of housing. This blending of density results in an improved community design that preserves additional open space and incorporates multiple housing types while avoiding the potential hard edges of density and lot size at multiple zone boundaries across a single property. The diversity in housing type and lot size allows for future construction of homes with a variety of styles, sizes, and price ranges.

Table 1 provides a summary of how the project blends density across the three zones and two housing types to ensure the project, as a whole, complies with the City's density requirements.

Table 1: High Desert Ranch Zoning, Housing Mix, and Density						
Residential Zone	**Net Acreage**	**Housing Type**	**Required Density Range (Units/AC)**	**Min Units**	**Max Units**	**Planned Units**
R3	±25.56	Detached SF	5.0 – 5.8	±128	±148	
	±2.51	Townhome	5.0 – 23.2	±13	±58	
SUBTOTAL				±141	±206	
R4	±0.13	Townhome	5.0 – 25.0	±1	±3	
R5	±1.10	Townhome	8.0 – 25.0	±9	±28	
TOTAL	**±29.31**			**±151**	**±237**	**±194**

The Net Acreage in Table 1 is the sum of the lot area and open space in each zone (i.e., gross area excluding right-of-way). The ±7.44 acres of open space is proportionally allocated to the lot area of each housing type. The R4 and R5 zones are to be exclusively townhome lots. The PUD requirements are addressed in the responses to RDC 8.275.

Minimum Lot Size and Dimensions

An exception to the minimum lot size is necessary for the planned single-family detached lots in the R3 zone. The Preliminary Plat (in Exhibit B) shows single-family lots ranging from ±4,129 to ±18,427 square feet in size. To accommodate a variety of single-family lot sizes, an exception to the standard street frontage requirements is necessary. The Preliminary Plat (in Exhibit B) illustrate single-family lot widths ranging from ±40 feet to ±50 feet. These exceptions allow for a balanced mix of densities and housing types, promote efficient use of the site, and help ensure the overall project meets the City's density requirements.

B. Exceptions to City standards include, but are not limited to:

1. Minimum lot sizes.

Response: An exception to the minimum lot size is necessary for the planned single-family detached lots in the R3 zone. The Preliminary Plat (in Exhibit B) shows single-family lots ranging from ±4,129 to ±18,427 square feet in size. This exception facilitates the blending of density while ensuring the project as a whole meets the City's density requirements.

2. Setbacks.

Response: The project does not include exceptions to setbacks. Setbacks will be evaluated with future Site and Design Review for townhome units or with future building permits for single-family homes.

3. Permitted land uses.

Response: The project does not include exceptions to permitted land uses. PUDs are permitted subject to Conditional Use approval in the R3, R4, and R5 zoning districts. The PUD anticipates a mix of single-family and townhome units which are permitted in the residential zoning districts.

4. Grid street spacing standards.

Response: The project does not include exceptions to grid street spacing standards.

5. Connecting to public utilities, subject to acceptance by City Engineer.

Response: The project does not include exceptions to public utility connections.

6. Street frontage, street and right-of-way width, sidewalk placement and standards, subject to acceptance by City Engineer.

Response: To accommodate a variety of single-family lot sizes, an exception to the standard street frontage requirements is necessary. The Preliminary Plat (in Exhibit B) illustrate single-family lot widths ranging from ±40 feet to ±50 feet. These exceptions allow for a balanced mix of densities and housing types, promote efficient use of the site, and help ensure the overall project meets the City's density requirements. The project does not include exceptions to right-of-way width or sidewalk placement standards.

7. Landscaping.

Response: The Preliminary Plans (in Exhibit B) show ±7.44 acres of open space that are planned to be vegetated or otherwise landscaped to provide amenities for residents and visitors and add visual value to the neighborhood. The Preliminary Street Cross Section (in Exhibit B) includes street trees and ±5.5-foot landscaping strips that can be finalized with final engineering and construction drawings in accordance with the City's approved street tree and spacing requirements. As applicable, this standard is met.

8. Fences and walls.

Response: The project does not include exceptions to City standards related to fences and walls.

4. *Standards and Requirements.* The following standards and requirements apply to a PUD application:

A. PUDs must be a minimum of one acre in size. In the Downtown Urban Renewal District, a minimum of 0.5 acre in size.

Response: The Preliminary Plans (in Exhibit B) shows that the subject properties are larger than one acre in size. This standard is met.

B. The applicant shall submit a written narrative that addresses the applicable standards, code, and regulations.

Response: This written narrative and accompanying exhibits addresses the applicable standards, code, and regulations. This standard is met.

C. A PUD approach may be utilized in the design and development of residential, mixed use, or commercial and industrial service areas.

Response: The Preliminary Plans (in Exhibit B) shows lots for future single-family homes, townhome units, and related open spaces benefiting residents and visitors. This standard is met.

D. *Densities.* Maximum densities are identified in Table 8.140. Additional density (i.e., bonus density) beyond the maximum density will be considered as follows:

1. Up to 20 percent beyond maximum densities for qualified Affordable Housing and Workforce Housing units. A bonus density request beyond 10 percent shall be restricted to Affordable Housing. Affordable and Workforce Housing units should be designed to be intermixed throughout the development and similar design and quality to market rate units.

2. Up to 10 percent beyond maximum densities for including amenities that provide a community benefit or helps realize specified public policy goals. Examples include: additional protection of green space, recreational areas, open space, natural resources or view corridors. environmental improvements, trail connectivity, higher quality building design, or other additional amenities.

Response: While the PUD offers ±7.44 acres of open space, an amenity that provides a community benefit or helps realize specified public policy goals (per the City's Parks Master Plan) a 10 percent addition to the maximum density is not needed.

3. As identified in respective Area Plans.

Response: While a small portion of the project site (±1.53 acres) is located within the Northwest Area Plan, the Preliminary Zoning and Housing Mix Plan (in Exhibit B) demonstrates the project can comply with the density requirements outlined in Table 8.140 and the PUD provisions in RDC 8.275, which are implemented through the City's Comprehensive Plan and Northwest Area Plan. Therefore, additional density (i.e., bonus density) is not needed.

E. A PUD must include usable open space, recreational area, common area or park designed for the use and benefit of all the units or lots in the development. The land area used shall be determined by the type of amenities added by the developer. See examples below:

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "usable: and "benefit" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Plans (in Exhibit B) show a total of ±7.44 acres of open space dispersed throughout the neighborhood. Provided open space and trail alignments will provide an amenity for all future residents as well as visitors. This standard is met.

F. Thoughtful design and architectural themes are required for all structures within any development. Design shall take into consideration themes continues on all elevations for each building, and onto the entire site including, but not limited to: lighting, fencing, accessory structures, signage, and trash enclosures.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "take into consideration" require subjective

analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The PUD does not include any structures at this time. Future single-family homes and townhome units will be reviewed with future building permits and with a future Site and Design Review, respectively. This standard is met.

> G. A separate application or rezoning may accompany the application for approval of the PUD in which case the two items shall be considered simultaneously.

Response: The PUD application is submitted concurrently with separate applications for a subdivision, conditional use, and annexation, which are included in Exhibit A. The applications will be considered simultaneously. This standard is met.

> H. The City may recommend a performance bond or other surety to assure the proposed development will be completed as approved and within the time limits agreed to in the conditions of approval.

Response: The criteria (or process) referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria (or process) for this needed housing application. Terms and phrases such as "The City may recommend" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

5. *Review Procedure for PUD's.* The following procedure shall be followed in requesting approval of a PUD.

> A. A pre-development meeting is required prior to submittal of an application.

Response: A pre-development meeting was held with the City of Redmond on November 8, 2024, prior to the submittal of this application. This standard is met.

> B. Proof a neighborhood meeting was conducted for residential or mixed-used 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, See Section 8.385 for meeting requirements.

Response: A Neighborhood Meeting was conducted at the Redmond Public Library on April 28, 2025. The neighborhood meeting notes (which include a list of parties notified, signed affidavits of mailing and posted notices, copies of the materials provided by the Applicant, and a signature sheet of attendees, and which identify the major points discussed about the development) are included as Exhibit C. This standard is met.

> C. An applicant shall submit an electronic version of the complete application. The plan shall contain and show, at an engineer's scale of no less than 1" =10', the following information:
>
> 1. The relationship of the property to the surrounding area.
>
> 2. The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
>
> 3. Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.

4. The arrangement of streets and pedestrian ways.

5. Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.

6. The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75.

7. The location of service commercial areas, open space, recreational area, common areas, or park.

8. Plans for site grading and drainage.

9. Plans for water supply and sewage disposal.

10. Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.

11. Landscape plan including the list of species proposed and size/coverage at time of planting and at five years.

12. Proposed project timing schedule and surety, if required by City.

Response: The Preliminary Plans (in Exhibit B) contain all of the applicable submittal requirements. This standard is met.

D. In considering the PUD, the City shall determine:

1. There are special development objectives or physical conditions which justify a request for a PUD.

Response: The criteria (or process) referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria (or process) for this needed housing application. Terms and phrases such as "The City may recommend" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The objective of the PUD is to provide a community consisting of a mix of housing types with amenities for residents and visitors, compatible with surrounding neighborhoods. The subject site contains R3, R4, and R5 zoning. This mix of residential zones combined with irregular geometry, created by the canyon rim and the required alignment of NW Pershall Way, presents a challenge to creating a cohesive community with a mix of housing that also meets City requirements for density and opens space. The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows a total of ±7.44 acres of open space dispersed throughout the neighborhood.

These physical conditions – the irregular geometry of the property, multiple asymmetrical zoning boundaries, and need for open space – presents a challenge to creating a cohesive community with a mix of housing that also meets City requirements for density and open space, and justify the PUD. This standard is met.

2. The PUD will contain buffers on sides of the development that abut neighboring properties.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria (or process) for this

needed housing application. Terms and phrases such as "buffers" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Plans (in Exhibit B) shows the project utilizes open space and existing vegetation where feasible, combined with a transition of density to address buffers on the sides of development that abut neighboring properties. The project implements a density transition by locating the higher density along Northwest Way and NW Pershall Way, and then gradually decreasing density to the north, so that the lots along the perimeter of the site are generally the largest lots in the community. Furthermore, the Preliminary Plat (in Exhibit B) shows open space to provide separation between existing homes within the Dry Canyon PUD. While structures are not planned at this time, additional plantings or privacy fencing may be included at the discretion of the homeowner and can be reviewed with the building permit for future single-family homes. As applicable, this standard is met.

3. The PUD, through its design and function, will improve livability for planned residents.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. The phrase "improve livability" requires subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The objective of the PUD is to provide a creative residential community consisting of a variety of housing types with amenities for residents and visitors, compatible with surrounding neighborhoods. To facilitate this vision, exceptions to City standards (as specifically permitted through the PUD process) are requested to provide additional flexibility in land use regulations to allow for a more creative, functional, and desirable living environment. For example, the PUD process allows for exceptions to minimum lot size and street frontage requirements that can support a broader range of home sizes and pricing options, helping to create a more inclusive and cohesive community.

In addition, the Preliminary Plans (in Exhibit B) shows the project utilizes open space buffers where feasible, combined with a transition of density to address the urban-rural interface. The project implements a density transition by locating higher density along Northwest Way and NW Pershall Way, and then gradually decreasing density to the north, so that the lots along the perimeter of the site are generally the largest lots in the community. This effectively results in a blending of density and deviations to minimum lot sizes across a property with challenging geometry that is also split-zoned R3, R4, and R5. This standard is met.

4. The PUD contains a mix of housing types, variety of uses or services.

Response: The Preliminary Plans (in Exhibit B) show ±150 lots for future single-family detached homes and ±44 lots for future townhomes. The project includes ±7.44 acres of open space

dispersed throughout the neighborhood that will benefit future residents and visitors. This standard is met.

5. The PUD can be completed within five years or phased for later development.

Response: The Preliminary Plans (in Exhibit B) shows ±2 phases that will allow for the platting of lots for needed housing in conjunction with the construction of public infrastructure. The rate of construction will be dependent, in part, on public infrastructure and market conditions. The Applicant requests approval for the maximum duration possible. This standard is met.

6. The PUD will not overload adjacent streets, utilities, or infrastructure.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. The terms "overload" and "infrastructure" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. Infrastructure and utility plans have been developed in coordination with City staff, including based on comments provided by the Engineering Department and Redmond Fire & Rescue in conjunction with the November 8, 2024, pre-development meeting. Will-serve letters from applicable utility providers are included in Exhibit F, indicating utility providers are willing and able to provide needed services. The TIA is included in Exhibit G. Th City's Infrastructure Capacity Allocation Review is included in Exhibit L.

7. The PUD will be consistent with the objectives of Area Plans and the Redmond Comprehensive Plan.

Response: The Comprehensive Plan—and, in part, the Northwest Area Plan—identify the subject site as suitable for housing. The project includes a mix of housing types consistent with the zoning designations and meets the density requirements of the underlying R3, R4, and R5 districts. The City uses a "one map system," meaning the Comprehensive Plan Map and Zoning Map are the same.

SUPPLEMENTARY PROVISIONS

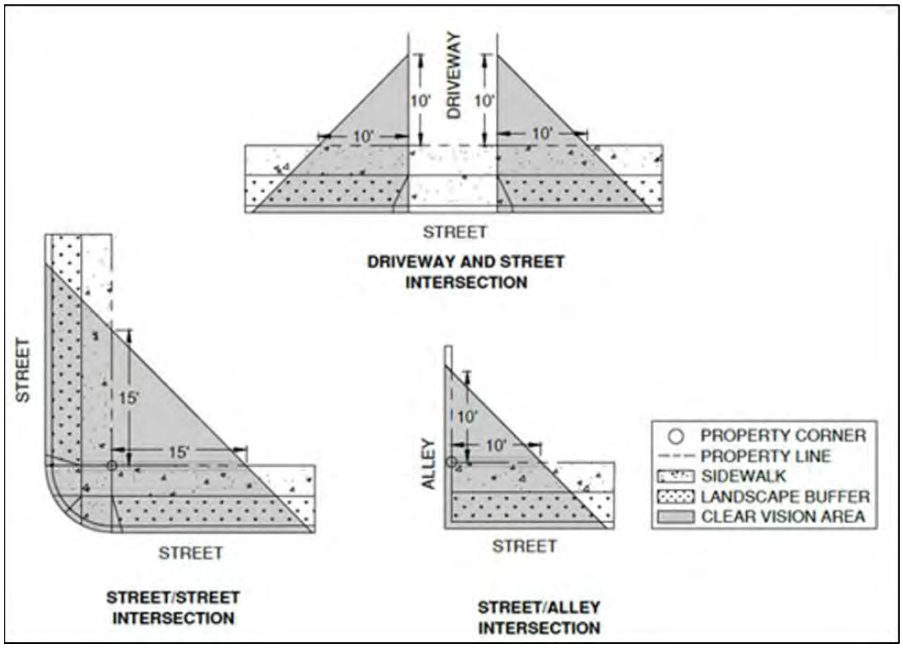
8.305 Establishment of Clear Vision Areas.

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



1. *Curb Painting.* Curbs within clear vision areas shall be painted yellow when any of the following exist or are proposed:

   A. A commercial, industrial, or mixed-use development is proposed adjacent to a residentially-zoned area;

   B. Intersections of local roadways intersecting collector or arterial roadways; and

   C. Clear vision areas for which curb painting is deemed necessary by the City Engineer.

   D. Exceptions. Curbs shall not be painted yellow:

      1. In the Downtown Overlay District, or

      2. Where curb extensions exist or are proposed.

8.310 Exceptions to Clear Vision Areas

The following are exempt from compliance with the clear vision area standard:

1. Utility post or column;

2. Tree trunk (clear of branches or foliage up to eight feet from curb height);

3. Telephone or power poles;

4. Plants less than three feet tall; and

5. Utility boxes or pedestals less than three feet tall.

Response: Clear vision areas are shown on the Preliminary Street and Utility Plan (in Exhibit B) consistent with City standards. Obstructions are not planned within required clear vision areas. The criteria can be met.

8.335 Development Standards Along the Perimeter of the Canyon

1. The following rules apply to any development within 100 feet of the canyon rim:

Response: High Desert Ranch includes a cohesive community offering a variety of housing types and recreational open space distributed throughout the neighborhood. The Preliminary Plans (in Exhibit B) show ±5.29 acres of open space allocated to the area bisected by the canyon rim, which is located along the eastern edge of the site. The PUD process outlined in RDC 8.275 allows for greater flexibility in land use regulations, encouraging creative developments through reductions or exceptions to minimum lot size and dimensional requirements that supersede those of the underlying zone. As applicable, the development standards outlined below are addressed.

A. Any dwelling or accessory structure shall be less than 24 feet in height and setback at least 25 feet from the canyon rim;

Response: The project does not include any structures at this time. Setbacks will be reviewed with the building permit for future single-family homes. The Preliminary Plat (in Exhibit B) shows single-family lots along the canyon rim ranging in size between ±4,129 and ±18,427 square feet, with an average lot size of ±8,252 square feet. The applicable setback requirements can be met.

B. No existing trees within 25 feet of the canyon rim, over three inches caliper measured three feet above ground level shall be removed from the site or, if removed, are replaced by an equal number of tree(s) that are at least two inches caliper measured three feet above ground level;

Response: The Preliminary Plans (in Exhibit B) shows tree preservation along the canyon rim to the greatest extent practicable. While the PUD provisions in RDC 8.275 "encourage preservation of natural features and enhancement of the area vegetation," the construction of public streets, underground utilities, needed housing, storm drainage facilities, and necessary site grading can jeopardize the health of existing vegetation and precludes the preservation of regulated trees. Additional trees along the canyon rim may be preserved with final engineering and construction plans and replacement trees can be provided if necessary. This standard can be met.

C. Development shall maintain the natural appearance of the canyon rim; no alteration of the rock formation portion of the canyon rim is permitted;

Response: Alterations to the rock formation of the canyon rim are not planned. This standard is met.

D. No fence is constructed within ten feet of the canyon rim;

Response: The Preliminary Plans (in Exhibit B) do not show fencing constructed within ten feet of the canyon rim. This standard is met.

E. All lots fronting on the canyon rim shall be a minimum of 9,000 square feet;

Response: As mentioned further above, the PUD process outlined in RDC 8.275 allows for exceptions to land use regulations in order to provide greater flexibility in design, including

exceptions to minimum lot size requirements. The Preliminary Plat (in Exhibit B) shows single-family lots abutting the canyon rim are among the largest single-family lots within the neighborhood. With an average lot size of ±8,502.53 square feet and ±50 feet of street frontage, these lots reflect the intention of this standard, while supporting the purpose of a PUD, which incentivizes a variety of housing types. As applicable, this standard is met.

F. No deck, patio or structure requiring a building permit may be constructed within ten feet of the canyon rim;

Response: The PUD does not include any structures at this time. Setbacks for decks and patios will be reviewed with the building permit for future single-family homes, as applicable.

G. Lighting shall be met subject to Section 8.330, "Exterior Lighting".

Response: The PUD does not include any structures at this time. The standards in RDC 8.330 can be reviewed with the building permit for future single-family homes. This standard does not apply.

2. A Conditional Use Permit is required for the following Development along Redmond Dry Canyon:

A. Any structure exceeding 24' height, or is located within 25' of the canyon rim;

B. Any structure not governed by Subsection (A.1.) located in a side or rear yard area adjacent to the canyon rim.

C. Decks or patios shall be setback from the canyon rim the same number of feet as the height of the deck or patio from the ground.

Response: The application packages includes a Conditional Use related to the PUD. The project does not include structures at this time. However, project design accounts for the canyon rim and planned lots along the canyon can accommodate homes and structures with minimal impacts to the Dry Canyon.

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.

Response: The residential PUD is anticipated to generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a TIA is required. Thus, a neighborhood meeting is required.

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.**

Response: An in-person neighborhood meeting was conducted at the Redmond Public Library on Monday, April 28, 2025. The Redmond Public Library is "in reasonable proximity" to the site, approximately three miles from the subject property. The meeting was open to the public and City staff and the facility was Americans with Disabilities Act (ADA) accessible. Exhibit C contains the neighborhood meeting materials, including the PowerPoint presentation provided by the Applicant, the list of parties notified, signed affidavits of mailing and posting notices, and a signature sheet of attendees. This standard is met.

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.**

Response: Notice of the neighborhood meeting was mailed to all neighboring property owners and the Community Development Department, on April 14, 2025, which is between ten and 30 calendar days prior to the meeting. The meeting notice, with the applicable information was mailed first class and is included in Exhibit C. This standard is met.

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.**

Response: The meeting notice was posted at multiple locations on the subject site, within clear view of a public street (Northwest Way and NW 25th Street) on April 17, 2025, which is at least seven days in advance of the neighborhood meeting held on April 28, 2025. The posted notice displayed the meeting date, time, and address, as well as project contact information. Photos of the posted notice are included in Exhibit C. This standard is met.

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.

Response: Applicable meeting requirements, including the sign-in sheet, are included in Exhibit C. A conceptual site plan and description of the major elements of the proposal were presented at the meeting, including proposed land uses and densities; traffic impacts; proposed home/unit sizes and heights; proposed access and parking; proposed open space areas; and proposed landscaping, buffering, and/or protection of natural resources. This standard is met.

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.

Response: The neighborhood meeting materials (including the presentation PowerPoint material provided by the Applicant that details the major points discussed, the list of parties notified, signed affidavits of mailing and posting notices, and a signature sheet of attendees) is included as Exhibit C. This standard is met.

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.

Response: The neighborhood meeting was held on April 28, 2025. The land use application must be submitted by October 25, 2025. This application was submitted prior to October 25, 2025. This standard is met.

(…)

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
Single Family Detached Dwelling	2 spaces / DU
Townhouse	1 space / DU

8.505 Off-Street Parking and Loading

(…)

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.

(…)

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.

Response: Parking will be reviewed with the building permit for individual units, and lots are designed so that required parking can be provided on each lot. The applicable standards can be met.

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.

Response: Off-street parking is planned on individual lots for future detached single-family and townhome units and is not located more than 300 feet from the unit. This standard can be met.

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: The Preliminary Plat (in Exhibit B) allows for required parking spaces to be available for the parking of passenger automobiles of residents. This standard is met.

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.

Response: The project contains residential uses; no manufacturing, storage, warehousing, retail sales, hotel, hospital, laundry, dry cleaning establishment, or other similar uses are planned. This standard does not apply.

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: The project contains residential uses; no interior loading docks, or loading areas or docks located inside buildings, are planned. 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: The project does not include common parking areas. This standard does not apply.

CONDITIONAL USES

8.600 Authorization to Grand or Deny Conditional Uses

Uses designated herein as conditional uses may be permitted upon authorization by the Hearings Body in accordance with the standards and procedures established in this Article. Before approving an application for a conditional use, the Hearings Body shall find the following criteria are either met, can be met by observance of conditions, or are not applicable:

Response: PUD approval is subject to review as a conditional use. The applicable conditional use criteria are addressed in the responses to RDC 8.600, below.

1. The proposed use will be consistent with the Comprehensive Plan, the zoning ordinances and other applicable ordinances and standards of the City.

Response: ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the provision of housing, and that such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay.

The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. It is not clear which are the applicable criteria within the listed documents, and the 2040 Redmond Comprehensive Plan (for example) is hundreds of pages long. Nonetheless, the criteria are addressed for completeness purposes. The subject property has been identified in the Comprehensive Plan as appropriate for housing, the project provides needed housing, and the subject property can provide the density and housing mix required in the underlying R3, R4, and R5 zones. The RDC implements the goals and policies of the Comprehensive Plan, and this narrative addresses the applicable decision criteria in the RDC. The applicable standards are met.

2. The location, size, design, and operating characteristics of the proposed use will have minimal adverse impact on the livability, value, or approximate development of abutting properties and the surrounding area.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as “minimal adverse impact,” “livability,” and “approximate” require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The project includes a mix of residential uses consistent with the City’s zoning, consisting of detached single-family and townhome units within the R3, R4, and R5 zones. The Dry Canyon PUD to the south includes a mix of R4 and R5 zoning, generally developed with higher density that includes a multi-family site. Properties to the east are zoned UH-10 and are designated R3 on the City’s Comprehensive Plan Map. Topography and existing vegetation create a natural buffer between the site and residential uses to the east. In addition, the project places the largest single-family lots along the canyon rim, further reducing potential impacts to adjacent properties.

Lands to the west and north of the subject property are located outside the Urban Growth Boundary (UGB). As shown in the Preliminary Plans (in Exhibit B), the project incorporates a transition of density to address the urban-rural interface by situating higher density along Northwest Way and NW Pershall Way. Abutting property to the west is zoned Exclusive Farm Use (EFU) by Deschutes County and is primarily vacant but contains an existing single-family home across Northwest Way. To the north, the Rimrock West Estates Subdivision is zoned Multiple Use Agricultural (MUA-10) in unincorporated Deschutes County and has been developed with single-family homes. The Spruce Northwest Master Development Plan is located to the southwest.

Consequently, the fact that the project includes housing types consistent with current zoning, blends density across the property, and incorporates significantly more open space than required, effectively minimizes any potential adverse impacts on abutting and surrounding properties.

3. The proposed use will not exceed operational capacity of City infrastructure including sewage system, water system or the transportation system.

Response: Infrastructure and utility plans have been developed in coordination with City staff, including comments provided by the Engineering Department and Redmond Fire & Rescue in conjunction with the November 8, 2024, pre-development meeting. The TIA is included in Exhibit H. The City's Infrastructure Capacity Allocation Review is included in Exhibit L.

4. That the proposed use will not conflict with, diminish, or substantially adversely affect the character and nature of the established neighborhood in which it is located.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "conflict with, diminish, or substantially adversely affect," "character," and "nature" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The subject site is located at the northern edge of the City and is zoned R3, R4, and R5. Land to the north and west has not been developed and therefore is not an "established neighborhood," at least in terms of residential-zoned land inside the UGB. The project includes a mix of residential uses consistent with the City's zoning. The Dry Canyon PUD to the south includes a mix of R4 and R5 zoning, generally developed with higher density that includes a multi-family site.

Consequently, the fact that the project includes housing types consistent with current zoning, blends density across the property, and incorporates significantly more open space than required, effectively minimizes any potential adverse impacts on abutting and surrounding properties.

8.602 Neighborhood Meeting

Proof a neighborhood meeting was conducted 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, See Section 8.385 for meeting requirements.

Response: An in-person neighborhood meeting was conducted at the Redmond Public Library on Monday, April 28, 2025, which is reasonably close to the subject site (±3 miles), open to the public and City staff, and is ADA accessible. The neighborhood meeting notes (which include a list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the Applicant, a signature sheet of attendees, and which identify the major points discussed about the development) are included as Exhibit C. This standard is met.

8.635 Time Limit on a Permit for a Conditional Use

Authorization of a conditional use shall be void after two years or such lesser time as the authorization may specify unless substantial construction has taken place. However, the Community Development Director, or Hearings Body, may allow extensions as provided in Section 8.1610.

Response: The Applicant acknowledges time limits for conditional use permits. The project includes a Subdivision and PUD, the latter of which allows for five-year approval expiration or no expiration if phased through an approved phasing plan (which is the case here).

ARTICLE II – LAND USE PROCEDURES

INTRODUCTORY PROVISIONS

8.1010 Application Submission

Applications for development actions, land use actions, or legislative changes shall be submitted to the Community Development Department on the applicable form(s) as prescribed by the Community Development Director or designee and accompanied by the full amount of the associated application fee(s). Applications may only be submitted by the property owner or a person who represents in writing that he or she has authority from the property owner as defined herein to make the application. Digital application submissions received after 5 PM shall be considered as submitted on the next business day. Unless otherwise authorized by State law, approval or denial of the application shall be based on compliance with the applicable criteria and standards in effect on the date of application submission.

Response: The application package includes the application forms signed by the property owner, the appropriate application fee, and narrative addressing the applicable decision criteria. Therefore, the requirements are met.

LAND USE ACTION

8.1335 Notice

(…)

2. Posted Notice.

A. Notice of a hearing should be posted by the applicant on the property for 20 days prior to the hearing. Such notice should where practicable, be visible from an adjacent street.

B. At least 20 days prior to any initial hearing, the applicant shall provide an affidavit attesting to the fact that notice has been posted as recommended by this Section.

Response: If a public hearing is required, the Applicant can post notice on the subject property consistent with the applicable standard. The standard can be met.

ARTICLE III – LAND DIVISION STANDARDS

GENERAL REQUIREMENTS

8.2105 Scope of Regulation

Before a plat of any subdivision or partition may be recorded, the person proposing the subdivision or the partition, or an authorized agent or representative, shall make an application in writing to the Redmond Community Development Department for approval of the proposed subdivision or partition in accordance with the requirements and procedures established by these standards.

Response: A signed subdivision application, in accordance with the requirements and procedures established by the Land Division Standards in the RDC, is included as Exhibit A.

TENTATIVE SUBDIVISION PLAN

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: A pre-development meeting was held with the City of Redmond on November 8, 2024, prior to the submittal of this application. This standard is 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.

Response: An in-person neighborhood meeting was conducted at the Redmond Public Library on Monday, April 28, 2025, which is reasonably close to the subject site (±3 miles), open to the public and City staff, and is ADA accessible. The neighborhood meeting notes (which include a list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the Applicant, a signature sheet of attendees, and which identify the major points discussed about the development) are included as Exhibit C. This standard is met.

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: Along with the application and filing fee, the required items are included in the Preliminary Plans (in Exhibit B), Transportation Impact Analysis (Exhibit H), and other exhibits. The applicable standards are met.

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: The Preliminary Plat (in Exhibit B) is drawn on a sheet at an engineer's scale not greater than 1 inch per 100 feet. This standard 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.

Response: The applicable application requirements are shown on the Preliminary Plat (in Exhibit B). These standards are met.

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.

Response: A recorded copy of the current deed is included in Exhibit D. This standard is met.

F. Title report or subdivision guarantee, issued within the last 90 days, and supporting documentation of all easements identified on the property.

Response: A title report, issued on May 14, 2025, is included in Exhibit E. This standard is met.

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.

Response: The Preliminary Plans (in Exhibit B) and application materials include the applicable information listed above.

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 propose 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.

Response: The Preliminary Plans (in Exhibit B) and application materials include the applicable information listed above.

K. Proposed deed restrictions including access restrictions or protective covenants if such are proposed to be utilized for the proposed subdivision.

Response: Draft deed restrictions are included in Exhibit J.

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.

Response: Will-serve letters from applicable utility providers are included in Exhibit F.

M. Proposed fire protection or fire hydrant system for the proposed subdivision and written approval thereof by the appropriate serving fire protection agency.

Response: A representative from Redmond Fire & Rescue attended the pre-application meeting and reviewed the preliminary plans. The Preliminary Street and Utility Plan in Exhibit B shows fire hydrant locations, and Redmond Fire & Rescue will have the opportunity to provide written approval prior to approval of the application.

4. *Narrative.* Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 8.2235.

Response: This written narrative and accompanying exhibits document compliance with the applicable approval criteria in RDC 8.2235, addressed further below. This standard is met.

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: The Existing Conditions Plan and associated Tree Tables (in Exhibit B) contain the information outlined above. This standard is 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.

(…)

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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. The phrase, "shall include, but not be limited to" requires subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Plat (in Exhibit B) shows ±2 phases that will allow for the platting of lots for needed housing in

conjunction with the construction of public infrastructure. The construction schedule will be dependent, in part, on both public infrastructure and market conditions. The Applicant requests approval for the maximum duration possible.

Infrastructure and utility plans have been developed in coordination with City staff, including based on comments provided by the Engineering Department and Redmond Fire & Rescue in conjunction with the November 8, 2024, pre-development meeting. Street trees are shown on the Preliminary Street Cross Section (in Exhibit B) and can comply with the City's approved street tree list and spacing requirements with final engineering and construction drawings. The Great Neighborhood Principles are addressed in the responses to RDC 8.270(3)(C)(14). The applicable standards are met.

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: Final plats for each phase or combination of phases will be submitted consistent with applicable standards.

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.

Response: The applicable provisions of ORS 92 are implemented through Article III Land Division Standards of the Redmond Development Code. Compliance with the applicable standards are addressed herein. A professional land surveyor licensed by the State of Oregon will prepare the final plat. 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.

Response: This narrative and accompanying exhibits demonstrate compliance with the applicable standards outlined above.

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

Response: The Preliminary Plans (in Exhibit B) shows lots for detached single-family and townhomes located in the R3, R4, and R5 zones, where they are permitted outright. A PUD is necessary to blend the density for these housing types across zoning districts, which is permitted as a Conditional Use in the R3, R4, and R5 zones. The standards for PUDs are addressed in the responses to RDC 8.275 further above. As applicable, this standard is met.

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

Response: The RDC implements the broad goals and policies of the Comprehensive Plan and includes the specific development standards and decision criteria that all development projects within the Redmond City limits must meet. The subject property has been identified in the Comprehensive Plan and the Northwest Area Plan as appropriate for housing. The project provides needed housing, and the subject property can provide the density and housing mix required in the underlying R3, R4, and R5 zones. The City employs a "one map system" where the Comprehensive Plan Map and Zoning Map are identical. This standard is met.

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

Response: A Preliminary Title Report is included as Exhibit E confirming the project does not conflict with public access easements within or adjacent to the subdivision. This standard is 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.

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.

Response: Infrastructure and utility plans have been developed in coordination with City staff, including based on comments provided by the Engineering Department and Redmond Fire & Rescue in conjunction with the November 8, 2024, pre-development meeting. Will-serve letters from applicable utility providers are included in Exhibit F, indicating utility providers are willing and able to provide needed services. The TIA is included in Exhibit G. The City's Infrastructure Capacity Allocation Review is included in Exhibit L. This standard can be met.

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

Response: The Applicant and their representatives have worked extensively with Central Oregon Irrigation District (COID) and a copy of email correspondence with COID is included as Exhibit I, confirming that water rights will be quitclaimed or otherwise returned to the District prior to the platting of individual lots. This standard is 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.

Response: The project includes lots for future single-family homes, and it is not anticipated that planned lots will be further divided. This standard does not apply.

DESIGN STANDARDS AND IMPROVEMENTS

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.

Response: This application includes a land division. Therefore, the standards of this section apply.

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: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "take into account" and "justifies" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Plat (in Exhibit B) shows that the lot layout includes the creation of blocks that are no more than 660 feet in length from centerline to centerline, with the exception of blocks that abut NW Pershall Way, a minor arterial. The applicable standards are 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.

Response: Minimum block lengths along NW Pershall Way, a minor arterial, do not exceed ±1,320 feet in length. This standard does not apply.

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 Preliminary Plat (in Exhibit B) shows a block and street scheme with sufficient width to provide for two tiers of lots. The applicable requirement 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.

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "where appropriate," "reasonably," "minimizes," "inappropriate," and "incompatible" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The Preliminary Plat (in Exhibit B) shows that the lot layout includes the creation of blocks that are no more than 660 feet in length from centerline to centerline where feasible, consistent with Section 8.2075(1), above, and 5-foot sidewalks are provided along each planned internal street. The applicable standards are met.

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:

Response: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "appropriate for the location" and "generally" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. As described above, each residential lot has been configured to contain a future detached single-family home or townhome in compliance with the applicable PUD minimum standards. Additionally, lots are shown to be generally rectangular in shape, as shown on the Preliminary Plat (in Exhibit B).

(…)

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: The PUD provisions in RDC 8.275(3) allow exceptions to street frontage requirements in order to improve the design of the PUD. To provide a variety of housing types and support an efficient use of the site, an exception to the street frontage requirements for a portion of single-family lots in the R3 zone is necessary. The Preliminary Plans (in Exhibit B) shows lot widths at the street for future detached single-family homes range between ±40 feet and ±50 feet in the R3 zone. The PUD requirements are addressed in the responses to RDC 8.275. Townhome lots can meet the applicable frontage requirements. The applicable standards can be 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.

Response: The Preliminary Plat (in Exhibit B) shows side lot lines are generally at right angles to streets or radial to curves. 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.

Response: The project does not contain any Through/Double Frontage lots. This standard is not applicable.

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 Preliminary Plans (in Exhibit B) show that lots fronting NW Pershall Way, a designated minor arterial, are designed with alley access at the rear, eliminating direct driveway access onto the arterial. 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.

Response: The Preliminary Plat (in Exhibit B) shows that the narrowest lot is ±20 feet in width and the narrowest corner lot is ±30 feet in width, consistent with this requirement.

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 setback lines are planned. The Deschutes County Surveyor generally does not allow setbacks to be shown on final plats.

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: The project features single-family and townhome lots of a size and shape that prevents future redivision. This standard does not apply.

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: While most planned Local streets are oriented in a north-south and east-west grid pattern, curvilinear street and block design is incorporated to the extent practicable as shown in the Preliminary Plat (in Exhibit B), for adding interest to the PUD.

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.

Response: The project does not include the creation of flag lots. These standards do not apply.

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: The Preliminary Plans (in Exhibit B) show planned Local streets within the subdivision are spaced a maximum of 660 feet between centerlines. 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.

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.).

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 Preliminary Plans (in Exhibit B) shows that streets meet applicable City standards. The applicable standards are 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.

Response: The Preliminary Plans (in Exhibit B) shows that streets meet applicable City standards. The applicable standards are 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.

Response: Access to the project will be provided by public right-of-way dedicated with the final plat. The standard does not apply.

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
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: A TIA is included as Exhibit H confirming the project complies with the applicable minimum right-of-way and roadway standards outlined above. The applicable standards can 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.

Response: All streets, where applicable, are extended to the boundary of the subdivision as shown on the Preliminary Plans (in Exhibit B). No streets that are stubbed into the site boundary are greater than 150 feet in length without having the opportunity to turn onto a through street. Therefore, no turnarounds are necessary to ensure emergency vehicle access.

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: The Preliminary Plans (in Exhibit B) show that streets meet the applicable City standards.

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 project 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 construction of NW Pershall Way, east of Northwest Way, which aligns with the intersection of Northwest Way and NW Upas Avenue to the west. The project also includes the extension of NW 25th Street, continuing the existing alignment from the south. 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.

Response: Placeholder street names are shown on the Preliminary Plat (in Exhibit B) and shall be subject to approval by the Fire Department or other responsible agency. As applicable, this standard is 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.

Response: Sidewalks are planned for all internal streets within the subdivision and PUD.

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: The TIA (in Exhibit H) confirms the bicycle and multi-use path facilities within the project are compliant with the City's Transportation System Plan. The applicable standards are 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.

Response: Street intersections as near right angles as possible are shown on the Preliminary Plat (in Exhibit B), consistent with 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: No staggered streets are planned for the Subdivision and PUD. NW Pershall Way, within the site, aligns with NW Upas Avenue that exists west of the site across Northwest Way. This standard is met.

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: Narrow streets, as defined above, are not planned to be constructed. These standards do 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: Private streets, as defined above, are not planned to be constructed. These standards do not apply.

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: The Preliminary Plans (Exhibit B) show that lighting can meet applicable City standards.

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: The Preliminary Plans (in Exhibit B) shows one access point is provided at the southwestern edge of the project, at the intersection of Northwest Way and NW Pershall Way. An additional access point is provided at the south edge of the project, at the intersection of NW 25th Street and NW Upas Avenue. Additionally, NW Pershall Way extends to the northeastern boundary of the site and will provide an additional access point if the street is extended in the future. 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.**

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: The Preliminary Street and Utility Plan (in Exhibit B) shows that water, sewer, and other utilities will meet applicable City standards.

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: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Phrases such as "to the greatest extent practicable" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. While the PUD provisions in RDC 8.275 "encourage preservation of natural features and enhancement of

the area's vegetation," the construction of public streets, underground utilities, needed housing, storm drainage facilities, and necessary site grading can jeopardize the preservation of natural features. The project is designed to minimize and mitigate impacts to the canyon rim, preserving vegetation and natural features to the greatest extent practicable. The applicable criteria are met.

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: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Phrases such as "may prohibit removal" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

The Preliminary Plans (in Exhibit B) include an inventory of all significant trees on the subject property. While the PUD provisions in RDC 8.275 "encourage preservation of natural features and enhancement of the area's vegetation," the construction of public streets, underground utilities, needed housing, storm drainage facilities, and necessary site grading can jeopardize the health of existing vegetation and precludes the preservation of regulated trees. While the large majority of trees to be removed are necessary for the construction of public improvements, final engineering and construction drawings will provide a more accurate representation of additional trees that can be preserved through detailed design. It is anticipated that significant trees planned for removal, that are not a result of public improvements or other infrastructure, can be replaced as street trees or planted in the ±7.44 acres of open space that is planned to be vegetated or otherwise landscaped. As applicable, this standard can be 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 ten0 feet in width, unless determined otherwise by the City Engineer or designate.

   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: The Preliminary Plans (Exhibit B) show applicable easement and drainage standards are met.

9. 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 criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "fully developed" and "other landscape or decorative features" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The R3, R4, and R5 zones that comprise the site all qualify as medium/high density zones. For ±150 single-family homes, ±18,000 square feet (±0.41 acres) of pocket parks/tot lots would be required. For the ±44 townhome units planned for the site, ±5,280 square feet (±0.12 acres) of pocket parks/tot lots would be required. The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows a total of ±7.44 acres of open space planned within the community, dispersed between larger open space tracts and trail alignments connecting residential and recreational areas within the neighborhood. While specific amenities are still being finalized, it is anticipated that recreational amenities within the site will contain some or all of the features identified above. This standard is met.

10. *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: The criteria referenced above are neither clear nor objective, and therefore conflict with ORS 197.307(4), rendering them inapplicable as decision criteria for this needed housing application. Terms and phrases such as "interface" and "transition" require subjective analysis and weighing of multiple factors if they are to be applied as standards or decision criteria.

Nonetheless, the criteria are addressed for completeness purposes. The subject site contains R3, R4, and R5 zoning. This mix of residential zones combined with the irregular geometry of the site presents a challenge to creating a cohesive community with a mix of

housing that also meets City requirements for density and open space. Land to the west and much of the land to the north of the site is located outside the UGB. The rural land to the north maintains an existing buffer consisting of mature trees, and there are no apparent agricultural uses occurring adjacent to the shared property line. Rural land immediately to the west is primarily vacant and does not appear to support agricultural uses. Northwest Way provides a buffer from rural lands further west. The Preliminary Plans (Exhibit B) demonstrate that the project incorporates open space buffers where feasible and applies a thoughtful transition of density to address the urban-rural interface. Higher-density townhomes are located in the southeast portion of the site, along Northwest Way and Dry Canyon Phase 3, with density gradually decreasing toward the north. As a result, the largest lots are generally situated along the site's perimeter. This standard is met.

8.2720 Grading of Building Sites

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

Response: The Preliminary Grading and Drainage Plan (in Exhibit B) shows that applicable grading requirements can be met.

SUPPLEMENTARY PROVISIONS

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: Applicable City improvement procedures can be met.

8.2815 Transportation System Analysis

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

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

1. Trip Generation Report.

A. *Preparation.* The Trip Generation Report must provide enough detailed information for the City Engineer to determine if a Transportation Impact Analysis is required. Clear and Objective Track Reports may be prepared by an applicant, owner, or professional engineer, except as provided in Subsection (B.3.c.). Discretionary Trip Generation Reports must be prepared and stamped by a professional engineer licensed by the State of Oregon.

(…)

Response: The subject applications are for a Subdivision, PUD, and Conditional Use; thus, an evaluation of transportation system impacts is required. A TIA and Trip Generation Report are included in Exhibit H, having been prepared in accordance with this section, and have been submitted to the City.

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: The Preliminary Plans (in Exhibit B) show access taken from the lower order streets and alleys internal to the project. Direct access onto NW Pershall Way, a minor arterial, is not planned. This standard is met.

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.

(…)

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.

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.

Response: As demonstrated on the Preliminary Plans (Exhibit B), driveway spacing and corner clearance requirements (including minimum intersection spacing) meet the spacing and other applicable standards indicated above.

8.2835 City as Beneficiary to Covenants, Conditions, and Restrictions

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

Response: Draft Covenants, Conditions, and Restrictions (CC&Rs) are included in Exhibit J for the portions of the Site within open space tracts.

OREGON REVISED STATUTES (ORS)

Chapter 222 City Boundary Changes

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.

Response: While the City does not have local requirements that govern annexation, a Consent to Annexation Form signed by the owner of the subject properties is included in Exhibit A. Therefore, the standards of ORS 222.127 apply.

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 197A);

Response: The subject property is located within the City of Redmond's Urban Growth Boundary (UGB), as indicated on the City's adopted Comprehensive Plan. This standard is met.

b. The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;

Response: The subject property is located within the City's Urban Growth Boundary (UGB) and consists of ±39.77 acres of Limited Residential (R3) zoned land, ±0.20 acres of General Residential (R4) zoned land, and ±1.33 acres of High Density Residential (R5) zoned land, as designated on the City's Comprehensive Plan.

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

Response: The subject property is contiguous to the City Limits. This standard is met.

d. The proposal conforms to all other requirements of the city's ordinances.

Response: The project is consistent with the City's requirements and the City's annexation forms and checklist are included in Exhibit A. As applicable, this standard is met.

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 territory to be annexed includes sufficient area for the construction of infrastructure and right-of-way needed to serve the project. This standard is met.

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: A legal description of the land to be annexed is included as Exhibit K.

IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate that the application is consistent with the applicable provisions of the Redmond Development Code. The evidence in the record is substantial and supports approval of the application. Therefore, the Applicant respectfully requests that the City approve these applications.

AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DRIVE
BEND, OR 97703
(541) 317-8429

October 7, 2025

Planning Director Kyle Roberts
City of Redmond
411 SW 9th Street
Redmond, OR 97756

RE: Supplemental Narrative – High Desert Ranch (File Nos.: 711-25-000113-ANN, 711-25-000114-PUD, 711-25-000115-SUB, 711-25-000116-CU)

Please accept this supplemental narrative and attached materials on behalf of Lennar Northwest, LLC (Applicant) for the High Desert Ranch Planned Unit Development. The City deemed the application complete on July 15, 2025, and scheduled a public hearing for October 1, 2025, which was continued to October 8, 2025. Following coordination with City Staff, this supplemental narrative addresses questions and requests for additional information raised in the Staff Report. More specifically, this narrative addresses decision criteria related to the following issues:

1. Section 8.2820 – Access Management Standards, Intersection Spacing on Pershall Way

In written comments provided by City Engineering staff at the November 11, 2012 pre-development meeting, the Applicant was directed to eliminate additional local street connections to NW Pershall Way that results in only two intersections along the minor arterial: Street A and NW 25th Street:

> A) **Public Street Connections**:
> 1) NW Pershall Way - street intersection spacing of one-quarter mile (1,320-ft) minimum required along this minor arterial street through project/property per City access management standards unless an exception is granted by the City Engineer. The most easterly street connection near the northeast property corner meets City standards. The street connection located mid-way between Northwest Way and the northeast property corner may be considered as an exception to City standards. All other proposed street connections to Pershall Way must be eliminated. *[COR Code 8.2820(9)]*

Consequently, under the PUD standards, a deviation to minor arterial intersection spacing is warranted. The geometry of the property, including the curved location of the canyon rim and the required reversing curve alignment of NW Pershall Way, creates a legitimate hardship and a functional need for reduced intersection spacing to provide safe and efficient vehicle access to lands on both sides of NW Pershall Way. For example, pushing out intersection spacing to the far northeastern portion of the property would result in longer dead-ends that create emergency access problems, particularly on the west side of NW Pershall Way. This condition is not unique to this specific project. Any future development of this property would face these constraints, making the arterial intersection deviation necessary.

To mitigate any potential negative impacts from the deviation, the Applicant has coordinated with City Staff and Redmond Fire & Rescue. The project will dedicate right-of-way at the intersection of Northwest Way and NW Pershall Way for a future roundabout, and an emergency fire access with bollards or a gate will be provided where Street B terminates adjacent to NW Pershall Way.

2. Section 8.080 Zoning Boundary Alignment

While the plain language of Section 8.080 is descriptive (directing staff how to interpret uncertain zoning boundaries) rather than prescriptive (directing how new lots should be created relative to zoning boundaries), the Applicant agrees with City Staff that a minor reconfiguration of the zone boundaries can address the issue. Exhibit Q shows the planned reconfiguration, which avoids split-zoned lots and maintains the overall zoning areas envisioned in the NAP. This standard is met.

3. Section 8.2715(6) Preservation and Replacement Trees

The Applicant recognizes the value and importance of incorporating trees and other vegetation into new neighborhoods. However, construction of public streets, underground utilities, needed housing, storm drainage facilities, and necessary site grading can jeopardize the health of existing vegetation and precludes the preservation of significant trees. The Preliminary Tree Plan in Exhibit B shows an inventory of the significant trees (10 inches or greater DBH) on the subject property. The densely treed area below the canyon rim was not inventoried because that area is set aside as a "no disturb" with no planned tree removal. The Preliminary Tree Impact Plan in Exhibit N shows removal of ±710 trees, ±345 of which will be removed to accommodate construction of public infrastructure. The remaining ±365 trees need to be removed to accommodate site grading and needed housing, and require mitigation of "one-to-one" replacement. The Preliminary Landscape Plan shows ±278 street trees. The balance of ±87 replacement trees can be accommodated on individual residential lots, open space tracts, and/or additional buffering and screening of existing rural residential properties to the north. A Final Landscaping Plan accompanying final engineering and construction plans will show the location of replacement tree plantings. The standard can be met.

4. Section 8.275 PUD Standards

The PUD standards in Section 8.275 allow exceptions (without a variance) to City standards including, but not limited to intersection spacing (addressed above), minimum lot sizes, and lot frontage if certain factors are considered or criteria are met.

<u>Open Space</u>

RDC 8.275(4)(E) requires PUDs to include "usable open space, recreational area, common area or park designed for the use and benefit of all the units or lots in the development." The Preliminary Zoning and Housing Mix Plan (in Exhibit B) shows a total of ±7.44 acres of open space planned within the community (±6.94 acres excluding Tract G), dispersed between larger open space tracts and trail alignments connecting residential and recreational areas within the neighborhood and in the surrounding vicinity. Comparatively, a standard 194-lot subdivision would be required to provide a minimum of ±23,280 square feet or ±0.53 acres of pocket parks/tot lots. As a PUD, High Desert Ranch provides ±13-14 times more open space than required for a standard subdivision. The Conceptual Landscape Plan in Exhibit M shows the design intent, amenities, and plant palette planned for these open space tracts.

Staff correctly points out that Tracts G and K will have limited usability for recreation. Tract G will contain landscaping and the sewer lift station necessary to serve any residential subdivision of this property, and Tract K will contain the natural area below the canyon rim. However, the large native area below the canyon rim will provide "open space" or "common area" that benefits all of the lots in the community, including in the following ways:

- Stormwater management: Natural terrain absorbs and filters rainwater, reducing runoff that would otherwise burden drainage systems or cause flooding in developed areas. Tree roots and soil act as a natural sponge.
- Air quality: Trees filter pollutants, produce oxygen, and cool the surrounding air, creating a healthier microclimate for nearby residents.
- Wildlife habitat: These spaces provide refuge for birds, pollinators, and other wildlife, contributing to biodiversity and giving residents the pleasure of observing nature closer to home.
- Visual relief: The natural landscape provides a pleasing view that breaks up the built environment. Looking at nature has documented stress-reducing effects and contributes to mental wellbeing.
- Sense of spaciousness: Even if residents cannot directly access the hillside below the canyon rim, its presence prevents a feeling of being hemmed in by development, maintaining a sense of openness and breathing room.
- Community character: Preserved natural features give a neighborhood distinctive identity and sense of place that residents value.

The benefits of permanent, natural open space exist regardless of whether anyone ever sets foot on the hillside itself—the value comes from its mere presence and natural functions. The applicable open space standards are met.

Thoughtful Design and Architectural Theme

RDC 8.275(4)(F) requires thoughtful design and architectural themes for all structures within a PUD. Homes within High Desert Ranch are planned to be constructed by a single builder, Lennar. Lennar's farmhouse and American exterior styles reflect Redmond's rural heritage and practical living. Featuring gabled roofs, inviting porches, and materials such as board-and-batten and shake siding, these homes are well-adapted to Central Oregon's high desert climate. These architectural themes prioritize durability, simplicity, and a strong connection to the land—aligning with the region's agricultural roots and outdoor lifestyle.

Renderings of planned homes are included in Exhibit R. Over the buildout of the neighborhood, individual home plans may vary based on market conditions, but consistency with the architectural style, colors, and materials will be maintained to provide the neighborhood a distinct character. Additionally, programmed open spaces and pocket parks will have consistent landscaping, in both design and plant palette. The visible public infrastructure (streets, alleys, sidewalks, street lights, etc.) will be constructed to applicable City standards and specifications, providing continuity throughout the neighborhood. The standard is met.

Special Development Objectives or Physical Conditions

RDC 8.275(5)(D)(1) requires special development objectives or physical conditions to justify a PUD. The subject property contains several unique physical conditions that warrant a PUD, including three residential zones (R-3, R-4, and R-5), the rim of Dry Canyon arcing through the southeast corner of the site, a required minor arterial street (NW Pershall Way) coming off a curving segment of the Northwest Way frontage and extending in a reversing curve alignment necessary to connect to the northeast corner of the property consistent with the location shown in the City's Transportation System Plan (TSP). This combination of physical characteristics creates a unique geometry for street and block design, with local streets generally paralleling NW Pershall Way, but with limited connections available due to minor arterial intersection spacing.

Furthermore, the ±5.18 acres below the canyon rim is relatively isolated and constrained due to topography, lack of sewer, and lack of street connections, but the City's definition of density requires that land to be included in the density calculation for the project. Consequently, the land below the canyon rim effectively pushes its density requirement to the flatter, more serviceable land above the canyon rim. Due to these physical conditions, a PUD is necessary to create a cohesive community, with a mix of marketable housing, safe and efficient street system, and density that meets the applicable standards. The standard is met.

Buffers

RDC 8.275(5)(D)(2) provides for buffering of neighboring properties. The Applicant agrees with Staff's recommendation to not require buffering along the western and southern boundaries. The urban-rural interface is addressed below in Section 5. The applicable standards are met.

Improved Livability

RDC 8.275(5)(D)(3) High Desert Ranch provides improved livability through thoughtful design that prioritizes community connection and quality of life. The pocket parks and larger preserved natural area provides visual relief, recreational opportunities, and environmental benefits while pedestrian paths weave through the neighborhood, linking homes directly to these green spaces. The mix of housing creates diversity in both built form and price points, fostering a more vibrant, inclusive community where young families, empty nesters, and working professionals can all find housing that meets their needs. A cohesive architectural theme unifies the neighborhood with distinctive character, giving residents a genuine sense of place and pride in their community. Together, these elements transform what could be a standard subdivision into a planned community where the design actively supports healthier, more connected daily living. The standard is met.

Residential Lot Size and Frontage

An exception to the minimum lot size is necessary for the planned single-family detached lots in the R-3 zone. High Desert Ranch includes ±5.18 acres below the canyon rim that is relatively isolated and constrained due to topography, lack of sewer, and lack of street connections. However, the City's definition of density requires that land be included in the density calculation for the project, which results in the land below the canyon rim effectively pushing its density requirement to the flatter, more serviceable land above the canyon rim. Therefore, the street and block layout cannot meet the minimum density requirement without an average lot size significantly less than the typical R-3 standard of 7,500 square feet. With ±6.98 acres (±17.6%) of the R-3 area reserved as permanent open space, primarily below the Dry Canyon rim, the resulting ±19.22-acre buildable area (net of open space) for detached single-family homes, would set an average lot size of 6,541 square feet at minimum density.

With the significant infrastructure costs required to serve any residential subdivision of this property, developing the R-3 zone at its minimum density simply is not viable. Beyond the local street and utility lines necessary to serve any residential project, High Desert Ranch is required to construct a new minor arterial through the site, a sewer lift station and pressure sewer line, and frontage improvements along Northwest Way (including additional turn lanes). All of these improvements are required with the first phase of the project. In addition to the cost, wider streets and lift stations take up valuable real estate and represent a significant opportunity cost for the project.

The Preliminary Plat (in Exhibit B) shows single-family lots ranging from ±3,718 to ±18,427 square feet in size, and single-family lot widths ranging from ±40 feet to more than 60 feet. These exceptions allow for a mix of housing types and a blending of density across the three residential zones. Table 1, below, summarizes the housing mix and density:

Table 1: High Desert Ranch Zoning, Housing Mix, and Density							
Residential Zone	**Net Acreage**	**Buildable Acreage (Net of Open Space)**	**Housing Type**	**Required Density Range (Units/AC)**	**Min Units**	**Max Units**	**Planned Units**
R-3	±25.57	±19.22	Detached SF	5.0 – 5.8	±128	±148	±150
	±2.51	±1.88	Townhome	5.0 – 23.2	±13	±58	±28
SUBTOTAL	*±28.08*	*±21.1*			*±141*	*±206*	*±178*
R-4	±0.13	±0.08	Townhome	5.0 – 25.0	±1	±3	±4
R-5	±1.10	±0.69	Townhome	8.0 – 25.0	±9	±28	±12
TOTAL	**±29.31**	**±21.87**			**±151**	**±237**	**±194**

While the deviations result in smaller detached single-family lots than are typically permitted in the R-3 zone, the ±194 lots planned across the entire project sits right in the middle of the permitted density of ±151 to ±237 units.

Furthermore, in the Dry Canyon PUD, directly to the south, detached single-family lots range in size as follows:

- Phase 1 North: 3,548 to 8,000 square feet
- Phase 2 North: 3,617 to nearly 12,000 square feet
- Phase 3 North: 5,200 to 9,021 square feet
- Certain lots in Dry Canyon also live/function slightly smaller than the listed area because the PUD received approval for narrower streets, which resulted in sidewalks being constructed across certain rows of lots in a public access easement.

The range of detached single-family lot sizes in the Dry Canyon PUD is generally comparable to the ±3,718 to ±18,427-square-foot range of detached single-family lots planned in High Desert Ranch. The purpose of minimum lot dimensions is generally understood to ensure adequate space is provided for the type of residential use and structure, appropriate to the scale and character of the surrounding neighborhood. This is achieved, in part, because High Desert Ranch is a planned community where deviations from the underlying lot size and dimension standards create a cohesive site and architectural arrangement that simultaneously provides a wide range of housing types, styles, and price points. And the lot dimensions are generally comparable to existing urban development abutting the new neighborhood to the south.

5. Section 8.2715(9) Urban-Rural Interface

Residential subdivisions abutting areas outside of the Urban Reserve Area (URA) must manage the transition from urban to rural intensity by meeting at least one of three 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.

In the Staff Report, City staff correctly notes that context is important when evaluating the transition from urban to rural. The Applicant agrees with Staff that a buffer along the neighborhood's west boundary is not necessary because it is a "vacant portion of a large parcel and will presumably urbanize with a potential future expansion of the urban growth boundary." To the north, the existing Rimrock West Estates subdivision is designated Rural Residential Exception Area (RREA) and zoned MUA-10, and four platted lots within that subdivision abut the northern boundary of High Desert Ranch. The four abutting MUA-10 lots contain single-family homes and various accessory structures. The existing homes are located between ±155 feet and ±340 feet north of High Desert Ranch, as summarized in the table below:

Tax Lot	Abutting Property Boundary Length	Distance Between Existing Home and Shared Boundary
601	±120 feet	±340 feet
700	±331 feet	±155 feet
801	±450 feet	±155 feet
900	±413 feet	±215 feet

Aerial imagery shows Tax Lots 601 and 700 contain a significant number of trees along their shared boundary with High Desert Ranch which will provide additional buffering and screening of new homes. Tax Lot 801 contains trees along the western third of the its shared property line, providing partial buffering and screening of new homes. Tax Lot 900 contains trees along roughly half the shared property line, clustered primarily along the western and eastern sides. However, Tax Lot 900 will abut Tract G and will not directly abut any new residential lots.

High Desert Ranch contains a mix of housing, including townhomes and detached single-family. Townhome lots range in size from ±1,919 square feet to ±4,450 square feet, and detached single-family lots range in size ranging from ±3,718 to ±18,427 square feet. The new lots abutting Tax Lots 601 and 700 are planned to be ±4,500 square feet, while new lots abutting Tax Lot 801 range from ±4,500 square feet to nearly 11,000 square feet. Consequently, the project locates its lower density housing at the urban-rural interface (including the western boundary) and its higher density housing at the gateway to the neighborhood on both sides of NW Pershall Way.

To provide additional buffering and screening for properties to the north, the Applicant plans to construct a 6-foot-high wooden fence along the northern property boundary of High Desert Ranch. Combined with the physical separation between the existing homes and shared property line, the existing tree screening, and the lower density housing along the northern property boundary, the planned fencing will provide "appropriate and equivalent transitional elements" between the rural residential development to the north and the new homes in High Desert Ranch.

6. Section 8.270(4) Alley Standards

Table 1 in Section 8.270(4) requires a minimum right-of-way width for alleys of 20 feet. However, rather than public alleys with dedicated right-of-way, written comments provided by City Engineering at the November 11, 2012 pre-development meeting requires that alleys be privately owned and maintained.

> E) **Proposed Alleys (Private)** - proposed alleys shall be privately owned and maintained. Private alley improvements conforming to City alley standards per COR Standard Drawing 2-1 are recommended. Approved alley connections to public streets shall be constructed to City driveway standards. Backup distance minimum of 24 ft. from face of garage or edge of parking stall to opposite side of alley shall be required for turnaround purposes. Dead-end alleys longer than 150-ft. shall terminate with a turnaround approved by the City Engineer and/or Redmond Fire & Rescue. *[CORSS Design Standards II(A)(23)]*

The Preliminary Alley Site Plan, attached as Exhibit XYZ, shows a 23.5-foot wide alley tract (i.e., "right-of-way") containing a 20-foot-wide paved surface. In addition to planned garages, the Preliminary Alley Site Plan also shows 20-foot-long driveways which are planned to ensure each home utilizing an alley has ample vehicle parking and at least 24 feet of backup space. Any dead-end alleys longer than 150 feet can provide turnarounds, meeting the applicable fire code.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Joey Shearer, AICP
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
541-317-8429 | shearerj@aks-eng.com

Attachments:

Exhibit M – Conceptual Landscape Plan
Exhibit N – Preliminary Tree Impact Plan
Exhibit O – Rim Trail Plan
Exhibit P – Conceptual Alley Plan
Exhibit Q – Preliminary Zoning Map
Exhibit R – Architectural Elevations

Attachment C

Outlook

COID's comments for land use action number: 711-25-000113-PLNG(ANN) ect (High Desert Ranch)

From DanDowning <ddowning@coid.org>
Date Mon 8/25/2025 09:55
To Kyle Roberts <kyle.roberts@redmondoregon.gov>
Cc Kelley O'Rourke <Kelleyo@coid.org>

[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.

August 25, 2025

Sent Via Email Only

Re: 711-25-000113-PLNG (ANN) | High Desert Ranch
711-25-000114-PLNG (PUD)
711-25-000115-PLNG (SUB)
711-25-000116-PLNG (CU)No situs
141332D001600 and 151305AB07000

Please be advised that Central Oregon Irrigation District (COID) has reviewed the application received on August 4th, 2025, for the above referenced project located on tax lot(s): 141332D001600 and 151305AB07000. The applicant requests: This proposal includes four distinct applications to annex into Redmond city limits approximately 42 acres and to create a 194-lot residential Planned Unit Development subdivision.
.
The subject property has 29.0 acres of irrigation water rights mapped to a specific place of use, appurtenant to the tax lot listed above 141332D001600. The Pilot Butte Canal's C-11 sub lateral runs through the middle of the property. It has an easement of 30' feet, 15' feet from the centerline of the canal.

Listed below are COID's initial comments to the provided applications. 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 141332D001600 has 29.0 acres of mapped water rights associated with it. All the water rights must be removed via a quitclaim deed before COID signs any construction plans or subdivision plats.
- The applicant must provide all application materials to COID including all relevant linework. COID must review and approved all linework prior to approval of the application.
- Irrigation infrastructure and rights-of-way are required to be identified on all maps.

- Any irrigation conveyance, District or private, which passes through the subject property shall not be encroached upon without written permission from this office.
- Policies, standards and requirements set forth in the COID Developer Handbook must be complied with.
- 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 & developers sole responsibility.
- 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.
- No structures of any kind, including fence, are permitted within COID property/easement/right of way without written permission from this office.
- Any proposals to place a path over COID's easements needs to be approved and recorded as an encroachment license.
- The proposed location of COID's pipe alignment will result in multiple crossing licenses. All of these must adhere to COID's standards and be installed in COID's offseason. COID has the right to refuse the placement of our pipe in the proposed location.
- Access into and out of COID's easements needs to be accommodated with curb cuts and proper grade into and out of COID's easement.
- No crossings or encroachments within COID's easements are allowed without first obtaining permission through a recorded crossing license.
- To realign COID's C-11 sub lateral ditch, a piping agreement must be agreed to and signed and recorded with Deschutes County.
- Due to the soil composition within this specific area, COID will not allow for a temporary rerouted open 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

243 East Antler Avenue, Suite 100
Redmond, OR 97756

CITY OF REDMOND
Engineering Division

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

DEVELOPMENT REVIEW

TO: Jamie Buddenbohn, *Planning Division/Community Development Dept*

FROM: EVAN MALONE, *Engineering Division/Public Works Dept*

DATE: September 8, 2025

SUBJECT: **711-25-000113-PLNG (ANN), 711-24-000114-PLNG (PUD), 711-24-000115-PLNG (SUB), and 711-25-000116 (CU): High Desert Ranch**
Lennar Northwest, LLC/AKS Engineering & Forestry, LLC
Tax Lot 14-13-33-1600 and 15-13-05-7000

Subject property located east of the intersection of NW Upas Ave. and Northwest Way. The Engineering Division provides the following recommendations based on the submitted planning application and plans dated August 2025 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 pay a total proportionate share of $45,280.50 for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/35th Street. The proportionate share will not be required if the City and/or ODOT adopts a separate funding mechanism that addresses the full improvements at OR 126/35th Street in their entirety prior to plat of Phase 1.
2) Prior to final plat of Phase 1, the applicant shall pay a total proportionate share of $101,289.13 ($614/PM Peak Trip) for impacts to W Antler Avenue/SW 27th Street.
3) Prior to final plat of Phase 1, right of way dedication shall be provided at the intersection of Upas Avenue and Northwest Way for a future roundabout. The inscribed diameter of the future roundabout shall be 160 foot minimum. The dedication shall be SDC credit eligible. Roundabout (RAB) dedication is a condition of City approval for proposed design exceptions of less than minimum City standard centerline radius and tangent section in NW Pershall Way at the easterly approach to Upas Ave./Northwest Way intersection and less than minimum City access management standards for street intersection spacing along NW Pershall Way, a minor arterial street.
4) Prior to final plat of Phase 1, improve Northwest Way to Minor Arterial standards per City of Redmond Standards and Specifications drawing 2-1 along the property frontage and throughout the project limits, including right of way dedication to achieve 50 feet from centerline, new pavement reconstruction, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on the east side.
5) Prior to final plat of Phase 1, a northbound right turn deceleration lane shall be installed at the intersection of Northwest Way and Upas Avenue. Alternatively, prior to engineering plan submittal and upon mutual agreement the developer and City engineer, the developer may construct alternative safety and operational mitigations at the Northwest Way/Pershall Way intersection and other regional priority locations equivalent in cost to the northbound right-turn decelerations lane in the amount of $150,000.00.
6) Prior to final plat of Phase 1, an intersection ahead warning sign and street name placard shall be installed on Northwest Way approaching Upas Avenue and Pershall Way. Tubular delineators (or similar speed/awareness treatments as approved by the City and Deschutes County) shall be installed along the tapering portions of the curve of Northwest Way, north of Upas Avenue. The applicant shall coordinate the design with City and Deschutes County staff.
7) Prior to final plat of Phase 1 and Phase 2 respectively, improve Pershall Way to Minor Arterial standards along the respective Phase 1 and Phase 2 property frontage and throughout the phase limits per City of Redmond Standards and Specifications, including right of way dedication to achieve 100 feet total right of way (50 feet from centerline), new pavement, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on both sides. End of roadway markers shall be installed at the eastern terminus of the roadway per City standards.
8) Prior to plat of all affected phases, a minimum five (5) foot public utility easement (PUE) shall be dedicated along all property frontages and proposed roadways.
9) Prior to plat of all affected phases, local roads shall be installed to local roadway standards per City of Redmond Standards and Specifications Drawing 2-1 throughout each phase limit, including right of way dedication to achieve 60 feet total (or 30 feet from centerline), 54-ft cul-de-sac radius where applicable, 36 feet of pavement along roadways or 48-ft radius of pavement at the cul-de-sacs, 5-foot minimum sidewalk, curbs, and street trees on both

sides. End of roadway marker shall be installed roadway terminuses where applicable. Visual screening shall be provided to clearly delineate separation of Street B cul-de-sac and Pershall Way. A 5-foot wide pedestrian connection shall be provided between Street B and Pershall Way.

10) Prior to plat of all affected phases, private alleys shall be installed to residential alley standards per City of Redmond Standards and Specifications Drawing 2-1 throughout each phase limit, including minimum 20 feet of private access easement dedication and 20 feet of new pavement. Dead end alleys must have approved turnaround areas per City standards and Redmond Fire and Rescue requirements.
11) Prior to plat of all affected phases, construct a 10-foot wide separated bike path (TSP ID B13) at the property frontage along Northwest Way, Pershall Way, and to facilitate a connection to the Dry Canyon. The path may be installed anywhere along the eastern project limits adjacent to the canyon and connect to a paved path in Dry Canyon, or may connect to the existing paved path located between lots 111 and 112 of Dry Canyon Phase 3 North via the public access easements located at the rear of the lots 106-111, per City of Redmond Standards and Specifications. Provide a public access easement where the path is located on private property. If behind Lots 106-111, the public access easement may be reduced to no less than 9-feet where not already established. Illumination, signage, striped continental crosswalks, and ADA curb ramps shall be installed at all path intersections with roadways throughout the master plan limits.
12) 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.
13) All improvements must meet City of Redmond Standards and Specifications, Development Code, and/or ODOT requirements, where applicable
14) Coordination with CET is required prior to Engineering plan submittal to determine whether bus stops are required. Bus stops shall be constructed per CET and City and City of Redmond Standards and Specifications.
15) 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, Northwest Way, and on all internal local roadways. Water mains shall be 8-inch minimum, except the water mains in Northwest Way, NW Pershall Way and NW 25th Street shall be 12-inch minimum. The final locations and sizing of all mains must be in compliance with the City of Redmond Water Master Plan and will be determined during the site development permit. Each lot shall receive one water service. Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations.
16) Prior to all affected phases, 8-inch minimum gravity sewer mains shall be installed per City of Redmond Standards and Specifications to-and-through all project frontages on NW Pershall Way, Northwest Way, and on all internal local roadways, unless otherwise approved by the City Engineer based on topography limitations. Each lot shall receive one sewer service. The final location of sewer mains will be determined during the sited development permit. 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.
17) Prior to plat, a lift station shall be constructed to serve the development and the basin area within the UGB unless otherwise approved by the City Engineer. The location of the pump station shall be located as close to the northeast corner of the development as possible. The lift station must meet City of Redmond and DEQ standards. If the basin area includes areas outside the development, the applicant may apply for a reimbursement district for the additional capacity provided at the pump station, as approved by the City Engineer.
18) 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
19) Driveway access to NW Pershall Way and Northwest way is prohibited, unless required by Redmond Fire and Rescue for emergency access and only with bollards or a fire gate. A public or emergency access easement will be required over any such emergency access.
20) All Stormwater facilities need to meet City of Redmond and DEQ standards. All private stormwater facilities need to be located outside of the Right of Way and Public Utility Easements unless approved by the City Engineer.

REDMOND FIRE & RESCUE

341 NW Dogwood Avenue, Redmond, OR 97756
Phone: (541) 504-5000 Fax: (541) 526-1254
www.rdmfire.org

August 5, 2025

Kyle Roberts
Planning Director
City of Redmond
411 SW 9th street
Redmond, OR 97756

Re: 711-25-000113-PLNG (ANN), 711-25-000114-PLNG (PUD), 711-25-000115-PLNG (SUB), & 711-25-000116-PLNG (CU) | High Desert Ranch
Tax Lot ID: 141332D001600 and 151305AB07000

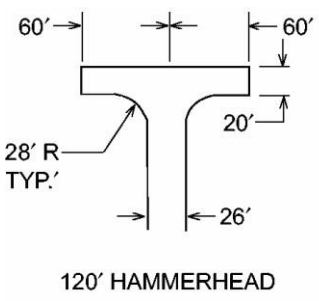
Dear Kyle,

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 August 4, 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.

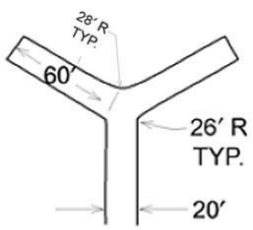
FIRE APPARATUS ACCESS:

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)

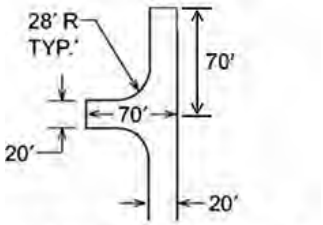
2. **DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds are shown below: (OFC 503.2.5 & D103.1)



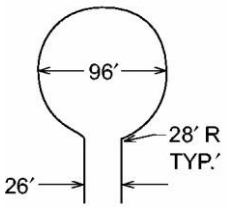
120′ HAMMERHEAD



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)

   Proposed access roads are acceptable.

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 road separation is acceptable.

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)

Paint curbing red and mark with 4" white letters No Parking Fire Lane at secondary emergency access near Lots 183 and Lot 131. See attached marked up plan.

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. **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)

    Install removable bollards at secondary emergency access.

16. **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)

17. **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:

18. **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)

19. **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 analysis.

20. **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:

21. **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)

22. **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)

23. **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.

    Add a fire hydrant near Lot 133 to meet spacing and distance requirements.

24. **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)

25. **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)

26. **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

27. **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 alternative methods and/or materials, please feel free to contact me at 541-504-5010**.**

Sincerely,

Tom Mooney

Tom Mooney
Fire Marshal
Tom.mooney@edmfire.org

Cc: File

Outlook

Re: 711-25-000113-PLNG (ANN), 711-25-000114-PLNG (PUD), 711-25-000115-PLNG (SUB), & 711-25-000116-PLNG (CU)

From Tarik Rawlings <Tarik.Rawlings@deschutes.org>
Date Tue 8/5/2025 08:31
To Kyle Roberts <kyle.roberts@redmondoregon.gov>
Cc Quinn Shubert <Quinn.Shubert@deschutes.org>; Cody Smith <Cody.Smith@deschutes.org>

[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,

Deschutes County staff have reviewed the materials associated with file nos. 711-25-000113-PLNG (ANN), 711-25-000114-PLNG (PUD), 711-25-000115-PLNG (SUB), & 711-25-000116-PLNG (CU) concerning the proposal to annex into Redmond city limits approximately 42 acres and to create a 194-lot residential Planned Unit Development 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.

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

Attachment D

Outlook

High Desert Ranch U10 annex to city

From Catherine Caudle <caudlecatherine@yahoo.com>
Date Fri 9/12/2025 20:03
To Kyle Roberts <kyle.roberts@redmondoregon.gov>

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Download Attachment
Available until Oct 12, 2025

I am writing regarding the application to annex property currently zoned U10 and prior zoning AG currently receiving farm deferral taxes reduction. The current land was encroached upon with high density housing.

The current use is farm and the irrigation ponds are full the cows are moved from pasture to pasture. This land should not be annexed at this time, because the lands all up and down NWSpruce to Maple and Northwest Way are owned by developers those lands are dry the farming has stopped and the homes have been removed. Those lands are better suited to annex as the developers had intended and far away from any further encroachment to farm lands.

Per chapter 8 of the Redmond development regulations, approval of these lands by annexing and allowing high density housing would result in the failure of the city to follow the following rules:

1. A. Intrusive inharmonious uses cows grazing abutting R5 homes.

1. B. Fails to provide for the safe and efficient movement of existing traffic AND prospective traffic- Maple Ave and the Maple bridge is at capacity, there is a blind corner at NW Upas and Northwest Way that needs to be addressed. The already approved development currently under construction

will fill both sides of NW Upas Way to Maple Ave. The little bridge can not handle all this additional traffic.

3. Development is not occurring in an orderly manner which has led to unprotected city costs. Currently both sides of Northwest way to NW Upas are owned by developers some are still in the U10 but development plans were submitted theses should be brought into the urban growth first from Maple Ave toward Upas not the other way around.

5. Traffic congestion has impacted the area.

10. By annexing this land you will have failed to annex in an orderly manner.

For all the above reasons, the city should deny the annexation of these lands and start with lands near 35th street to Maple Ave first.

Click to Download
_ags_777a0d16c3374fb689b8feb24ebbd458.pdf
0 bytes

Click to Download
_ags_f2920ba547764c1eaeb054759a557226.pdf
0 bytes

Sent from my iPad

Deschutes County Property Information - Dial

Zoning Map for account 129462

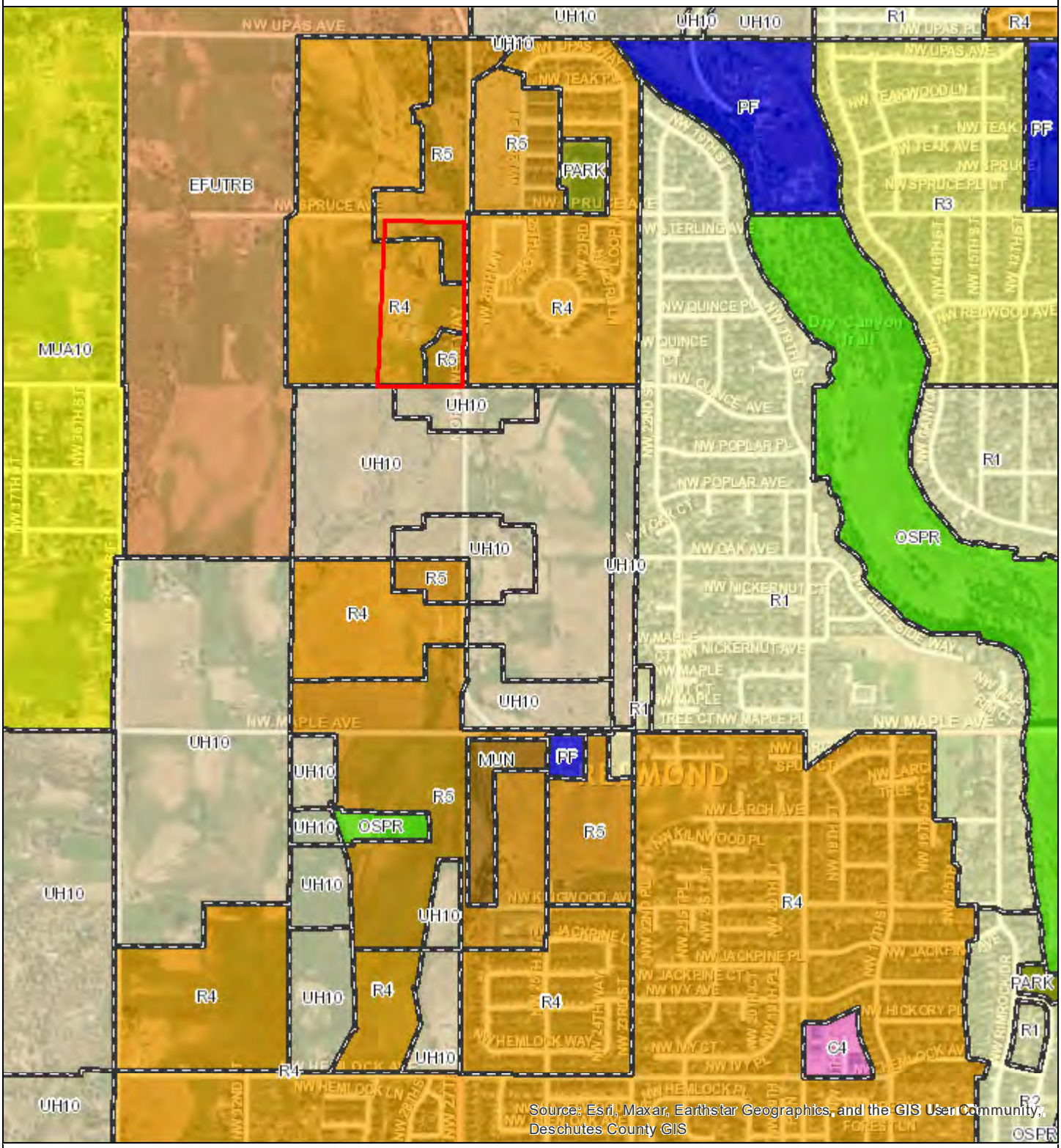




Map and Taxlot: 1513050000800

Deschutes County Property Information - Dial

Zoning Map for account 129462



Map and Taxlot: 1513050000800

Outlook

Written Comments for Redmond City Public Hearing - High Desert Ranch Project

From Jen LH <jenlh1023@gmail.com>
Date Tue 9/30/2025 14:18
To Kyle Roberts <kyle.roberts@redmondoregon.gov>
Cc Joaquin Hidalgo <jhidalgohome@yahoo.com>

[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.

Dear Mr. Roberts and City of Redmond,

My name is Jennifer Hidalgo. Myself and Joaquin Hidalgo (CC'd here) are the homeowners at 3281 NW Upas Way (Lot 111) in the Dry Canyon neighborhood. We are sending this email as our Written Comments for the Public Hearing regarding the High Desert Ranch Project that is taking place on October 1, 2025 at 5:30pm.

As you know, over the last three and a half months, myself as well as my neighbors have voiced serious concern about the proposed pathway development behind our homes to you, the city of Redmond, Lennar, and AKS Engineering. With the start of the Public Hearing, we are glad to finally be able to voice these concerns with hope of change being made. We strongly oppose plans for this pathway for the sake of our properties as landowners in the City of Redmond, and in the best interest and safety of the entire neighborhood.

The first concern lies within the both problematic, redundant, and dangerous planned design for the pathway. The plan set forth creates a 336' ft alleyway, with no exits, that is walled in by 6 foot residential fencing on both sides. This creates a narrow corridor with extremely limited visibility. As I am sure you could imagine, this sort of an enclosed pathway at this length is not only uninviting and bothersome for families and individuals (many of whom enjoy also going to the park at darker evening hours), but also poses clear safety risks. Commonly, alley-style paths in other cities become hotspots for vandalism, loitering, or other unwanted activity, particularly during evening hours. Especially because nobody can even see into the alley, unless you are currently in the alley yourself.

We believe there is a far more practical, safe, and community-friendly alternative: having pedestrian access to the Dry Canyon Trail via the existing sidewalk infrastructure in front of our homes. This adds less than ten seconds of additional walking distance, keeps residents in friendly, open and well-lit areas, and avoids the need to utilize our privately owned and taxed land for a dangerous, narrow alleyway greater than a football field in length. We strongly believe this adjustment not only preserves the integrity of our properties but also enhances neighborhood safety and walkability.

The second concern we would like to voice involves a reported attempt by Lenar to ask the City of Redmond to claim over 10 feet of additional land from our private property (Lot 111) for the creation of this pathway. My property already bears an oversized and burdensome easement. I was warned by a representative at Hayden Homes that Lennar would be reaching out to us back in early June regarding this. However, to this day, and even with my ample communication both directly with the City and Lennar, we still have not been contacted regarding this. The plans that were shared to us would amount to the loss of hundreds of square feet from my fenced backyard, land that we legally own, pay property taxes on, and have designed our home around. As homeowner and tax-paying residents, we strongly oppose this proposed encroachment and believe it would set a troubling precedent regarding private property rights in our city.

Noting that the Public Hearing for this very pathway and is underway and given we have received zero communication on this matter over the past 3.5 months through our many attempts, we hope to be able to assume that the further encroachment of our property has been removed from the plans. To make it clear as we have before to the city and Lennar, we will not consent to further loss of our property under any circumstance or offer, and are fully prepared to contest through legal channels.

We respectfully urge the City to revise and reject any proposal that would require seizing of private residential land, the continuation of the easement of our land, and create a problematic pathway by design behind our homes. We ask for your consideration in supporting our alternative plan, which achieves the same goal - safe and easy access to the Dry Canyon Trail - without the associated costs, risks, and resident opposition.

Thank You,

Jennifer Hidalgo & Joaquin Hidalgo

Outlook

High Desert Ranch public hearing Oct. 1st

From jenny hurst <jlhurst2012@hotmail.com>
Date Wed 10/1/2025 11:57
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.

Hello,
I'm writing to you in regards to the open space known as "Track K", the land below the canyon rim. My concerns are not only about my land and my privacy, but also from public safety issues like homeless and/or trespassers, someone starting a fire, or someone being injured without any access for emergency personnel to respond.

Here are my questions:

1) What is the current zoning on this lot? Will it be changed pre-development and if so, to what? Will this area stay as county land or be incorporated into city limits?
2) What is the exact definition or plans for the open space(s) on the map? More specifically what is the open space plans for "Track K"?
3) Will the land known as Track K be accessible to the public? Fenced off? Maintained? Monitored? And by who?

Thank you for your time.

Jenny Hurst
3293 NW 19th St
Redmond Or 97756
(541)419-8763

Outlook

High Desert Ranch Project - Written Comments for Redmond Public Hearing

From Matt Hidalgo <mattshidalgo@gmail.com>
Date Tue 9/30/2025 20:05
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.

Hello Kyle and the City of Redmond,

My name is Matt Hidalgo. I am a homeowner and taxpayer in the Dry Canyon Neighborhood, residing at 2393 NW Upas Way, which borders the Southeast end of the new High Desert Ranch development, where the proposed 336ft alleyway will go directly through.

I first want to say that my quarrel is not with the residential development of the High Desert Ranch community. The concern that both I, and my neighbors have adamantly voiced to the city for the past 3.5 months comes from the proposed alleyway. This is not only because of the direct impact they would have on our individual properties, but also because of the broader design, safety, and community implications for the neighborhood as a whole. The current plan involves creating a 336-foot fenced-in alleyway behind our homes, enclosed on both sides by residential fencing with no visibility - effectively turning private backyards and personal property into a walled pathway for public foot traffic.

For all the reasons outlined below, I cannot stress enough that the proposed alleyway should not be built. At the same time, there is a far more practical alternative - one that was presented to the city in writing 3.5 months ago, has been backed in writing by AKS Engineering, would save time, cost, and effort for the city and developer, and ultimately better serve residents across both Dry Canyon and High Desert Ranch.

The proposed alleyway is an unsafe design, which creates a long, enclosed corridor

A 336-foot stretch behind our homes, walled in by residential fences, would create a closed-off space with zero visibility in or out. It is hidden from view, poorly lit, and impossible to monitor. Designs like this create spaces that lead to loitering, vandalism, and other problematic behavior in neighborhoods across the country. It is not a space families, individuals, or children will feel comfortable walking through - especially when safer, more open options already exist.

There is no functional need for this pathway, or benefit to residents – it duplicates what already exists

Residents already use the paved, well-lit sidewalks in front of our homes to access the Dry Canyon Trail. For residents in the future High Desert Ranch neighborhood, choosing to walk along the sidewalk would not add more than 10 seconds of walking - and would clearly be the preferred choice for safety, comfort, and visibility, over a 336-foot alleyway corridor. This proposed alleyway does not improve access or add neighborhood value – in fact, quite the opposite. It simply adds cost, effort, and risk to all parties involved, while offering no benefit to the community.

It violates the privacy, use, and intended character of our properties.

This isn't the creation of a park, play structures, or even a grassy spot to take dogs. This design turns our backyards into boundary walls for limited public traffic. For homeowners who purchased these properties, pay taxes on them, and live here day to day, it changes how we use and enjoy our homes. It's a direct intrusion on the space we own and maintain. Through poor design, it creates a blind spot

with backdoor access to multiple residential houses, that cannot be monitored. If you were to build a feature residents would openly enjoy, such as a park or natural space, I would be happy to abide. Unfortunately, the proposed use in creating a 336-foot alleyway undermines trust, hurts the livability and value of our homes, and detracts from the quality of the neighborhood overall.

For all of these reasons, I, along with my neighbors, strongly urge the City of Redmond to remove the proposed alleyway from your development requirements. Avoiding this unnecessary alleyway will save the city and developers time, money, and effort, while helping build a safer, more welcoming, and more successful neighborhood for current and future homeowners. It is critical to note that this request is being made to the City directly, as both AKS and Lennar have stated to both us, and the city, that they agree with our position and they would update their plans accordingly if the city would accept. As expressed over the course of the last 3.5 months, it is hard to see an argument in which it is not a mistake and terrible oversight to build this alleyway. I hope the input from taxpaying residents who will actually be affected by your decisions, will be taken seriously by the City of Redmond Planning Commission.

Thank You,
Matt Hidalgo
503 432 9506

Dylan & Claire Marshall
2581 NW Upas Way
Redmond, OR 97756
September 30, 2025

Re: Annexation and Development of High Desert Ranch Subdivision

To Whom It May Concern,

As a homeowner directly adjacent to the proposed High Desert Ranch Subdivision, I am writing to express my concerns regarding the current development plan. While I understand and support the need for responsible growth in Redmond, the scale and design of this proposal raise several issues that would significantly and negatively impact existing neighborhoods—particularly for first-time homeowners in the Dry Canyon neighborhood who have made a substantial investment in our homes.

The current plan places five townhomes directly behind our property alone. This high level of density, so close to established single-family residences, will not only diminish property values but also alter the character of our neighborhood. We've already experienced this impact from the Dry Canyon Apartments to the west. Adding more high-density housing in such close proximity further compounds the issue.

We respectfully urge the city to reconsider the location of these townhome clusters. Relocating them within the subdivision and incorporating a larger buffer of open green space between new and existing homes would significantly reduce the negative impacts and help create a more balanced, livable community, while also taking into consideration the properties this subdivision will impact.

Additionally, the proposed plan lacks internal walking trails or meaningful pedestrian connectivity. Without its own trail system, residents of the new development will naturally turn to the Dry Canyon neighborhood trail system. This network is maintained and funded by current homeowners, and it was not designed to support the influx of hundreds of additional users from the High Desert Neighborhood, as well as the Dry Canyon apartments that are now using these trails. This raises concerns about increased traffic, overuse of shared amenities, and more discarded waste for homeowners to have to maintain.

Furthermore, the absence of parks or designated play areas within the new development means families will likely rely on facilities in surrounding neighborhoods—again placing

added pressure on resources that current residents have paid to maintain, for example walking paths. The Dry Canyon community will also see a large influx of High Desert residents through the neighborhood to access Spruce Park. Instead of trying to cram more homes on the property, the site needs to be developed to accommodate not only residences, but amenities for those residents.

Traffic impacts are also a major concern. Northwest Way is already under pressure, and the addition of approximately 300 new residents on the blind corner at Upas Ave, will exacerbate congestion and create potentially unsafe conditions. It has been stated at the previous community meeting that a traffic impact analysis was completed, however with the addition of this neighborhood, as well as the super neighborhoods planned west of Northwest Way and south down Northwest way, it is not an accurate representation of what these added homes will cause. It must be ensured that infrastructure improvements are planned and funded accordingly.

Redmond is at a critical juncture in its growth. With thoughtful planning, it's possible to welcome new development while preserving the quality of life for existing residents. We ask that you prioritize long-term livability, protect the character of established neighborhoods, and ensure that new developments include the infrastructure and green space necessary to support their future residents. Please do not continue to turn Redmond into Bend. Most residents of Redmond moved here for a slower pace, small town feeling and we are losing that aspect of our town.

Sincerely,
Dylan & Claire Marshall

Outlook

High Desert Ranch PUD Annexation

From Larry Peterson <larry@presspros.com>
Date Fri 9/26/2025 10:50
To Kyle Roberts <kyle.roberts@redmondoregon.gov>; Chuck Arnold <Chuck.Arnold@redmondoregon.gov>; Debra Peterson <debra@presspros.com>

[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 Kyle. We have been on vacation most of the summer and are just hearing about this proposed planned development for High Desert Ranch PUD. We are very concerned about a dead end street ending at the Canyon Wall. Very concerned about the tiny lots on the Canyon Rim and don't feel that this is in the best interest of the City for development. We strongly question NW Upas Ave being renamed to NW Pershall Way as there is no connection to the existing road. A park on the canyon floor with no public access does not improve the City of Redmond or the Canyon for the public's enjoyment. We were also disappointed that the Letter Notices for this development went out to only a small area of neighbors when this will affect a large portion of the Dry Canyon.

We would like to meet with you and voice our concerns. We enjoy living in Redmond, specifically on the Dry Canyon and are excited about its growth, but want to be sure we are developing our open space properly and usable for everyone's enjoyment.

Larry & Debra Peterson
3375 NW Canyon Dr Redmond OR
1715 SW Canyon Dr Redmond OR
1170 SW Rimrock Way Redmond OR
1662 SW Black Butte Ct Redmond OR
330/332 SW 17th St Redmond OR
1472 SW Canyon Dr Redmond OR

Larry Peterson
President - Press Pros @ The Printing Post
Managing Partner - RealProCo, LLC
810 SW 11th St.
Redmond, OR 97756
(541) 410-4667 - Cell



Outlook

High Desert Ranch PUD Annexation and NW Pershall Way Realignment in the Canyon

From Larry Peterson <larry@presspros.com>
Date Tue 9/30/2025 21:26
To Maria Ramirez <maria.ramirez@redmondoregon.gov>; Kyle Roberts <kyle.roberts@redmondoregon.gov>; Debra Peterson <debra@presspros.com>

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Maria

We are reaching out to you regarding the new proposed High Desert Ranch PUD Annexation. As we were researching this proposal we discovered that there is a proposal to realign NW Pershall Way through the future Pershall Park and along the canyon floor connecting to Northwest Way. We have been told that the park reviewed this application and only expressed concern for the amount of trees that are being removed. We strongly support how Canyon has grown over the years. We live on the Canyon Rim in Canyon Ridge Phase 5. As part of the platting of our subdivision, public viewing areas were provided for the good of the Canyon park area. This has occurred in many of the subdivisions along the Canyon. Public access via stairways, paved paths or gravel paths are prevalent in the master plans of most of the development along the canyon rim. Here are a few bullet points that we would like added to the record for future consideration.

1. The small lot sizes that do not meet the standards of Canyon Rim lot rules and the developers request for exceptions should not be considered without a lot more public input.
2. The dead end of walking paths near Upas Ave.
3. The proposed NW Pershall Way that runs through the middle of the development that dead ends at the Canyon Rim is just another example of road confusion since it does not connect to the existing Pershall Way?
4. The unclear border of the Canyon Floor on the north end along 19th Street to NW Pershall Way and how it relates to future development of Pershall Park once the Sewer Plant has moved and decommissioned.
5. We would like to see the Notification to the Public for development in or near the Canyon be extended to a much larger area than the 750 feet radius of the proposed development. A decision of this magnitude affects the transportation, liveability and public access to the Canyon for all residences in the area.
6 Drainage and Fences along the Canyon Rim have always been regulated and the proposed subdivision did not address this as far as we can see?
7.There needs to be more review and consideration when planning for the arterial connectors at NW Pershall Way and Northwest Way at NW Upas as this seems to be a potentially unsafe intersection.

We appreciate your time and consideration for our concerns. Please reach out to us with any questions or clarification.

Larry & Debra Peterson

Larry Peterson
President - Press Pros @ The Printing Post
Managing Partner - RealProCo, LLC
810 SW 11th St.
Redmond, OR 97756
(541) 410-4667 - Cell



Attachment E

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: Joe Bessman
Email: joe@transightconsulting.com
Company: Transight Consulting, LLC
Phone: 503 997 4473
Address: 61271 Splendor Lane, Bend, OR 97702
Date Submitted: 3/11/2025

Owner Information

Owner: Rosenn Johnson
Email: roseann.johnson@lennar.com
Company: Lennar Homes
Phone: 360-258-7888
Address: 3220 Northwest Way

Project Information

Project Title: Lennar Planned Unit Development
Tax Lot Number(s): 141332D001600 and 151305AB07000
Project Address:
Zone: R-3, R-4, and R-5
Area (SF): 42 Acres
Existing Use: Undeveloped
Proposed Use(s) and code(s) per the Institute of Transportation Engineer's (ITE) Manual, 11th Edition:
194 Residential Units
Total PM Peak Trips: 166
Average Daily Trips (ADT): 1732

Reserved for City of Redmond Approval

Reviewed by: LINDSEY CROMSIGT
Approved (date): 7/15/25
Approved PM Peak Trips: 165
Approved ADT: 1723

CITY OF REDMOND ENGINEERING APPROVAL
Lindsey Cromsigt 07/15/2025 12:44:10 PM

SEE APPROVAL MEMO CONDITIONS BELOW

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:

The fee for review of this application is $813, valid through June 30, 2023. The fee can be found on the City of Redmond Fee Schedule - Infrastructure Allocation Analysis. The fee must be paid prior to review of the application.

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.

Site Location and Applicant Information
Project: Lennar Planned Unit Development
Address: 3220 Northwest Way
Taxlot(s): 141332D001600 and 151305AB07000
Submitter: Joe Bessman
Date: 3/11/2025

Trip Generation Calculation Worksheet

ITE* CODE	Code Description	Qty	Unit of Measure (UOM)	ADT** Rate	ADT	PM Peak Trip Rate	Weekday PM Peak Hour Trips				
							Total	*% In (0-1)*	*In*	*% Out (0-1)*	*Out*
Existing Uses											
210	Single-Family Detached Housing	1.00	Units	9.43	9.43	0.94	0.94	0.63	0.59	0.37	0.35
					0.00		0.00		0.00		0.00
					0.00		0.00		0.00		0.00
				Totals:	9.43		0.94		0.59		0.35
Proposed Uses											
210	Single-Family Detached Housing	150.00	Units	9.43	1,414.50	0.94	141.00	0.63	88.83	0.37	52.17
215	Single-Family Attached Housing	44.00	Units	7.20	316.80	0.57	25.08	0.57	14.30	0.43	10.78
			Units		0.00		0.00		0.00		0.00
				Totals:	1,731.30		166.08		103.13		62.95
				(Proposed - Existing) Totals:	1,721.87		165.14				

*Institute of Traffic Engineer's Manual, 11th Edition; **Average Daily Trips

CITY OF REDMOND
Engineering Department

243 East Antler Avenue, Suite 100
Redmond, OR 97756-0100
(541) 504-2002
Fax: (541) 548-0253
siteplan@redmondoregon.gov
www.redmondoregon.gov

07/15/2025

Joe Bessman, PE
Transight Consulting, LLC
joe@transightconsulting.com

Re: High Desert Ranch PUD Transportation System Analysis (TSA) Approval - Permit #711-25-000036-PW

The City and ODOT reviewed the subject Traffic Impact Analysis dated April 16, 2025, and subsequent memo dated July 2, 2025, submitted by Transight Consulting, LLC. This letter addresses ODOT/City comments on the TIA.

The TIA was reviewed against current, adopted plans. References to outdated or superseded framework plans, area plans, and studies were not considered nor approved.

The TIA is approved based on the trip generation summary below:

Table 2. Trip Generation Estimates, ITE 11th Edition

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Existing Site Uses (Trip Credits)						
Single-Family Detached Housing *General Urban/Suburban*	210	-1 Unit	-9 *(9.43/Unit)*	-1 *(0.94/Unit)*	-1 *63%*	0 *37%*
Proposed Development Plan						
Single Family Detached Housing *General Urban/Suburban*	210	150 Units	1,415 *(9.43/Unit)*	141 *(0.94/Unit)*	89 *63%*	52 *37%*
Single Family Attached Housing *General Urban/Suburban*	215	44 Units	317 *(7.20/Unit)*	25 *(0.57/Unit)*	15 *57%*	10 *43%*
Net Development Impacts		+193 Units	1,723	165	103	62

Below is a summary of anticipated conditions of approval:

1. Prior to plat of Phase 1, the applicant shall pay a total proportionate share of $45,280.50 for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street. The proportionate share will not be required if the City and/or ODOT adopts a separate funding mechanism that addresses the full improvements at OR 126/35th Street in their entirety prior to plat of Phase 1.
2. Prior to plat of Phase 1, the applicant shall pay a total proportionate share of $101,289.13 ($614/PM Peak Trip) for impacts to W Antler Avenue/SW 27th Street.
3. Prior to plat of Phase 1, right of way dedication shall be provided at the intersection of Upas Avenue and NW Northwest Way for a future roundabout. The inscribed diameter of the future roundabout shall be 160 foot minimum. The dedication shall be SDC credit eligible.
4. Prior to plat of all affected phases, a minimum five (5) foot public utility easement (PUE) shall be dedicated along all property frontages and proposed roadways.
5. Prior to Phase 1 Plat, improve Northwest Way to Minor Arterial standards per City of Redmond Standards and Specifications drawing 2-1 along the property frontage and throughout the project limits, including right of way dedication to achieve 50 feet from centerline, new pavement, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on the east side.
6. Prior to Phase 1 Plat, a northbound right turn deceleration lane shall be installed at the intersection of Northwest Way and Upas Avenue. Alternatively, prior to engineering plan submittal and upon mutual agreement the developer and City engineer, the developer may construct alternative safety and operational mitigations at the Northwest Way/Pershall Way intersection and other regional priority locations equivalent in cost to the northbound right-turn deceleration lane in the amount of $150,000.00.
7. Prior to plat of Phase 1, an Intersection Ahead warning sign and street name placard shall be installed on Northwest Way approaching Upas Avenue and Pershall Way. Tubular delineators (or similar speed/awareness treatments as approved by the City and Deschutes County) shall be installed along the tapering portion of the curve of Northwest Way, north of Upas Avenue. The applicant shall coordinate the design with City and Deschutes County staff.
8. Prior to Phase 1 and Phase 2 Plat respectively, improve Pershall Way to Minor Arterial standards along the respective Phase 1 and Phase 2 property frontage and throughout the phase limits per City of Redmond Standards and Specifications, including right of way dedication to achieve 100 feet total right of way (50 feet from centerline), new pavement, striping, curbs on both sides, and a 10-foot minimum separated multiuse path (TSP ID B13) and street trees on both sides. End of roadway markers shall be installed at the eastern terminus of the roadway per City standards.
9. Prior to plat of all affected phases, local roads shall be installed to local roadway standards per City of Redmond Standards and Specifications Drawing 2-1 throughout each phase limit, including right of way dedication to achieve 60 feet total (or 30 feet from centerline), 54-ft cul-de-sac radius where applicable, 36 feet of pavement along roadways or 48-ft radius of pavement at cul-de-sacs, 5-foot minimum sidewalk, curbs, and street trees on both sides. End of roadway markers shall be installed roadway terminuses where applicable.
10. Prior to plat of all affected phases, private alleys shall be installed to residential alley standards per City of Redmond Standards and Specifications Drawing 2-1 throughout each phase limit, including minimum 20 feet of right of way dedication and 20 feet of new pavement. Dead end alleys must have approved turnaround areas per Redmond Fire and Rescue requirements.
11. Prior to plat all of affected phases, construct a 10-foot wide separated bike path (TSP ID B13) at the property frontage along Northwest Way, Pershall Way, and to facilitate a connection to the Dry Canyon. The path may be installed anywhere along the eastern project limits adjacent to the canyon and connected to a paved path in Dry Canyon, or may connect to the existing paved path located between Lots 111 and 112 of Dry Canyon Phase 3 North via the public

access easements located at the rear of lots 106-111, per City of Redmond Standards and Specifications. Provide a public access easement where the path is located on private property. If behind Lots 106-111, the public access easement may be reduced to no less than 9-feet where not already established. Illumination, signage, striped continental crosswalks, and ADA curb ramps shall be installed at all path intersections with roadways throughout the master plan limits.

12. Driveway access is prohibited onto Northwest Way and NW Pershall Way, unless otherwise required with bollards for emergency access by the City Engineer and Redmond Fire and Rescue.
13. 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.
14. All improvements must meet City of Redmond Standards and Specifications, Development Code, and/or ODOT requirements, where applicable.
15. Coordination with CET is required prior to Engineering plan submittal to determine whether bus stops are required. Bus stops shall be constructed per CET and City of Redmond Standards and Specifications.