



CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
541-923-7724
(Fax) 541-548-0706
www.ci.redmond.or.us

REDMOND URBAN AREA PLANNING COMMISSION
411 SW 9th Street– Council Chambers
Redmond, OR 97756
Monday, September 11, 2017
6:30 PM

Agenda

**UAPC
Members**

**James
Cook,
Chair**

**William
Hilton,
Vice Chair**

**David
Allen**

**Ross
Centers**

**Alicia
Wobbe**

**Joseph
Zika**

Vacant

**Youth Ex
Officio
Vacant**

- I. CALL TO ORDER / INTRODUCTIONS**
- II. CITIZENS COMMENTS**
- III. APPROVAL OF MINUTES**
 - a. August 7, 2017**
- IV. CONTINUATION OF PUBLIC HEARING**
 - a. Dry Canyon Village PUD - Master Development Plan, Zoning Map and Comprehensive Plan Amendment, Planned Unit Development, Conditional Use Permit, and Tentative Subdivision Plat – PLEASE REFER TO YOUR PREVIOUSLY PREPARED MATERIALS. We also expect the applicant to have response to the questions previously posed; staff will have a supplemental report, and Mike Caccavano will have a response to transportation questions too.**
- V. STAFF COMMENTS**
- VI. COMMISSIONER COMMENTS**
- VII. ADJOURN**

Next Planning Commission meeting, September 18, 2017

*Please note that these documents are also available on the City's website www.ci.redmond.or.us; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Records Office 923-7751 or email KellyM@ci.redmond.or.us

Anyone needing accommodation to participate in the meeting must notify ADA Coordinator, at least 48 hours in advance of the meeting at (541) 504-3036, or through the Telecommunications Relay Service (TRS) which enables people who have difficulty hearing or speaking in the telephone to communicate to standard voice telephone users. If anyone needs Telecommunications Device for the Deaf (TDD) or Speech To Speech (STS) assistance, please use one of the following TRS numbers: 1-800-735-2900 (voice or text), 1-877-735-7525 (STS English) or 1-800-735-3896 (STS Spanish). The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities.



DRAFT

411 SW 9th Street
Redmond, OR 97756-2213

CITY OF REDMOND
Community Development Department

Phone **541-923-77544**
Fax 541-548-0706

www.ci.redmond.or.us

REDMOND URBAN AREA PLANNING COMMISSION
MINUTES
August 7, 2017

411 SW 9th Street, Council Chambers, Redmond, Oregon

Commissioners Present: Chair James Cook, Vice-Chair William Hilton, David Allen, Alicia Wobbe, Joseph Zika III (*absent: Ross Centers; 1 vacancy*)

Youth Ex Officio: Vacant

City Staff: Scott Woodford, *Senior Planner*; Deborah McMahon, *Planning Manager*; Cameron Prow, *TYPE-Write II*

Visitors: Camille Fetzer-Lockhart, Debbie Norton, Gary Wing, James Lewis, Jan and Dale Breeske, John Eskeldson, K. Murphy, Kathleen and Bruno Zadnik, Kim and Agnes DeLashmutt, Lisa and Joaquin Rodriguez, Sylvia Shasky

Media: None

(Agenda items appear in the order discussed. The 3 digits after a motion title show the number of commissioners voting in favor/opposed/abstaining.)

I. CALL TO ORDER – INTRODUCTIONS

Chair Cook called the regular meeting of the Redmond Urban Area Planning Commission (PC) to order at 6:30 p.m. with a quorum of commissioners (5 of 6) present.

II. CITIZEN COMMENTS

None.

III. APPROVAL OF MINUTES

A. July 17, 2017

Motion 1 (5/0/0): Commissioner Zika moved to approve the July 17, 2017, minutes as written. Commissioner Wobbe seconded the motion which passed unanimously.

IV. PUBLIC HEARING

A. Dry Canyon Village PUD – Master Development Plan, Zoning Map and Comprehensive Plan Amendment, Planned Unit Development, Conditional Use Permit, Tentative Subdivision Plat
Chair Cook read a summary of the applicant's (Sahhali Village of Redmond, LLC) request and the hearing procedures into the record. No commissioner declared any pre-hearing contacts, ex parte observation, or conflict of interest. No one challenged any commissioner's ability to hear this matter based on bias, prejudice, or personal interest. Chair Cook opened the public hearing at 6:34 p.m.

Staff report: Ms. McMahon stated no staff report was available as the record was not fully developed. Late last week, the City asked the applicant to provide additional transportation information. The applicant requested the public hearing be continued to August 28, 2017.

She stated the staff report would be available on August 21, 2017. She outlined procedural options available and advised the Planning Commission to leave the record open, pending the processing the applicant's request.

Applicant's presentation:

James Lewis (Applicant's planning consultant) discussed the circumstances necessitating continuance of the public hearing to August 28, 2017. The applicant received a letter from City staff on July 18, 2017, and responded to that letter on July 28, 2017. The continuance is needed to allow the applicant time to receive and review the Engineering Department's comments and the City's staff report and prepare responses.

Public testimony:

Kimerick DeLashmutt said he did not receive notice of this hearing and could not attend the August 28 hearing. Other concerns were the substantial impact of this project on his business (in this location for 23 years), vague review criteria, and animal migration. Ms. McMahon responded to his concerns, stating any public notice sent would be reviewed by a second City staff member for correctness before issuance. She recommended he review the file before the next public hearing and send his comments and concerns to City staff via letter or e-mail. Mr. Woodford explained the City's notice requirements.

Dale Breeske thanked the planning commissioners for their efforts. He asked the City to not allow any cutting, digging, trenching, grading, sloping, curb work, sidewalk work, and asphalt work in advance of the August 28 hearing. Ms. McMahon responded to his concern. Mr. Lewis assured everyone that nothing would be done.

Debbie Norton asked about the hearing review process and expressed concern about the short timeframe (7 days – August 21-28) for the public to respond. Chair Cook outlined the Planning Commission's review process. Mr. Woodford said the project plans submitted so far were available at the Community Development Department or by e-mail.

Lisa Rodriguez expressed concern about the road alignment behind her house. Mr. Woodford responded to her concern.

Gary Wing said his main concern was traffic on Northwest Way. Ms. McMahon responded to his concern and said mitigation for the additional traffic generated by this project would be addressed in the staff report. She recommended he meet with the City's traffic engineer. Mr. Woodford said he would respond to any questions about this project.

John Eskeldson asked if the developer would attend the August 28 hearing. His concerns included the volume of traffic on 19th and 22nd Streets and how construction equipment and supplies would access the project's property. Ms. McMahon said written questions and comments could be submitted to her tonight or via e-mail.

Jan Breeske said she and her neighbors were concerned about preserving their neighborhood's character. She asked if the City would install traffic-calming measures.

Agnes DeLashmutt said her biggest concerns were putting very high density next to farm-zoned property and being better informed about the next hearing on this issue. She appreciated the applicant's meeting with neighbors a month ago.

Mr. Lewis (applicant's representative) encouraged everyone present to review the application packet available from the City and attend the August 28 hearing. He said over 50 people

attended the public meeting held by the applicant and the applicant changed its plans following the feedback received there. He assured everyone the applicant's engineer and owners would be available at the August 28 hearing.

Chair Cook asked audience members to refrain from presenting their questions and concerns to the planning commissioners after this meeting (off the record) in order to keep the lines of communication pure.

Motion 2 (5/0/0): Commissioner Allen moved to continue the hearing on City File No. 711-17-130-MD, the Dry Canyon Master Plan, to a date certain of August 28, 2017, 6:30 p.m. Commissioner Zika seconded the motion which passed unanimously.

V. STAFF COMMENTS

Ms. McMahon requested commissioner feedback about a new application on the City website. She recommended not trying to view that application using a cell phone.

Next meeting: Monday, August 28, 2017, 6:30 p.m.

VI. COMMISSIONER COMMENTS

Commissioner Cook asked when the vacant commissioner position would be filled. Ms. McMahon responded that she had had a good conversation with a potential applicant.

Commissioner Allen requested City staff provide coffee or other refreshments at the August 28 meeting due to holding two hearings on that night.

VII. ADJOURN

Motion 3 (5/0/0): Commissioner Hilton moved to adjourn. Commissioner Allen seconded the motion which passed unanimously.

With no further business, Chair Cook adjourned the meeting at 7:12 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2017.

ATTEST:

James Cook
Chair

Deborah McMahon
Planning Manager



CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.ci.redmond.or.us

EXHIBIT 2 STAFF REPORT

DATE: September 11, 2017
TO: Redmond Urban Area Planning Commission
FROM: Scott Woodford, Senior Planner
THROUGH: Keith Witcosky, City Manager
Deborah McMahon, Planning Manager
SUBJECT: **Continuation of Public Hearing:** Dry Canyon Village PUD Master Development Plan Public Hearing (City File #711-17-000130-MD, 711-17-000134-SUB, 711-17-000147-CU, 711-17-000149-ZMA, 711-17-000150-PUD, 711-17-000151-PA)

Report in Brief:

As you are aware, the application before you is a request from Sahhali Village of Redmond, LLC (Sahhali) for approval of a 504 lot/unit residential project. The development consists of 203 single family lots, 60 duplex lots, 30 accessory dwelling units, 32 townhome units, and 180 multi-family units. The portion south of Spruce Avenue will be an age restricted community (age 55+). The 76.6-acre project consists of three properties: 2436 Northwest Way (Tax Lot # 513050000401), 2966 Northwest Way (Tax Lot # 1513050000100), and 2982 Northwest Way (Tax Lot # 1513050000105) in Redmond, OR 97756. This land area lies within the boundaries of the Northwest Area Plan (NAP), which specifies land use designations and applies special guidelines in terms of land use, density and transportation.



Sahhali is requesting the following land use approvals:

- Master Development Plan
- Zoning and Comprehensive Plan Amendment (from the City of Redmond UH-10 (Urban Holding-10) to City of Redmond R-4 (General Residential), R-5 (High Density Residential) and OSPR (Open Space Park Reserve)
- Planned Unit Development (PUD)
- Conditional Use Permit for the PUD
- Tentative Subdivision

Attachments -

Attachment A – Additional Neighbor Letter
Attachment B – City Engineering Memo

Background:

This is a continuation of the public hearing from August 28, 2017 and August 11, 2017. At the August 11th hearing, the Planning Commission heard public comment, but continued the hearing to the 28th in order to provide additional time for Engineering comments to be provided. At the August 28th hearing, the staff and applicant both provided a presentation (including Engineering input), followed by extensive public comments. As the Planning Commission did not have sufficient time for their own questions and deliberation and because of a disclosed public notice issue (some neighbors within the required 250-foot boundary had not had sufficient time to review the request), the Planning Commission voted to continue the application until September 11, 2017. One additional letter from the neighbors was received (please see Attachment A). Revised Conditions of Approval will be presented to the Planning Commission at the hearing.

Dry Canyon Village Proposal:

The development consists of three parcels totaling 76.6 acres and are located in northwest Redmond - west of 22nd Street, south of the K Bar D Ranch, north of Quince Avenue, and east of Northwest Way. The properties are zoned Deschutes County UH-10 (Urban Holding-10). The proposal is for a 504 lot/unit residential project. The development consists of 203 single family lots, 60 duplex lots, 30 accessory dwelling units, 32 townhome units, and 180 multi-family units. The portion south of Spruce Avenue will be an age restricted community (age 55+). A four acre, public park, along with a private clubhouse and other private parks and public trail corridors are proposed. See more details in the August 28, 2017 Planning Commission staff report.

Discussion:

In order to entitle the property to accommodate the applicant's proposal, Sahhali requests multiple land use approvals (See Staff Findings in Attachment A of the August 28, 2017 Planning Commission staff report).

Staff has received multiple letters and there was public comment at both Planning Commission hearings. The primary concerns are: impact on neighboring agricultural uses, wildlife concerns (there are no wildlife criteria in the Code), concern about lack of public notice (all property owners within 250 feet of the project boundary receive notices), and traffic (see more detail below with staff response).

Traffic Concerns:

1. Northwest Way should be main access to the development and more access points should be allowed to it, especially from the multi-family. *Staff Response: According to the Traffic Impact Analysis, the entrance to Spruce Avenue, off of Northwest Way is intended to be the primary development entrance. The City Code restricts access points along a Minor Arterial - which Northwest Way is designated - to one every 1,300 feet. The purpose is to allow traffic on an Arterial to flow more smoothly and safely. Right in/right out access points will be allowed for the multi-family parcels north of Spruce Avenue. Speeds along Northwest Way are recommended to be reduced from 55 MPH to 45 MPH in the TIA (pending results of a speed study - see description of that process below).*

The process for a speed study: The Oregon Department of Transportation has the responsibility to investigate most public roads at the request of the road authority. When a city or county asks the Department to review a speed zone, an engineering study is started. The road is surveyed for the following:

- *lane and shoulder widths*
- *signals and stop signs*
- *number of intersections and other accesses*
- *roadside development*

Attachments -

Attachment A – Additional Neighbor Letter

Attachment B – City Engineering Memo

- parking and bicycle lanes

Other analysis includes: number and type of vehicles, number of pedestrians and cyclists, crash history and speed checks

Radar and laser are used in speed checks, recording free flow traffic. Recognizing that most motorists are generally safe, the speed at or below which 85 percent of the drivers travel is one nationally recognized factor proven by repeated studies as a fair and objective indication of safe and reasonable speeds. When the investigation is completed, a report is prepared. All of the above considerations are evaluated in deciding whether to propose a change, or retain the existing posted speed. The report is then sent to the agency with road authority for review.

If the road authority agrees with the recommendation, the speed zone is established. If not, ODOT reviews the road authority's objection and any additional information, and then if possible comes to a mutual agreement. If mutual agreement can't be reached, the case is referred to the Speed Zone Review Panel.

The Speed Zone Review Panel hears contested speed zone cases. The panel reviews the speed zone recommendation and receives testimony from the local agency and interested parties. The panel consists of representatives from the League of Oregon Cities, Association of Oregon Counties, Oregon Transportation Safety Committee, Oregon State Police and ODOT.

Left hand turn lanes will be included in Northwest Way as the street is improved to current City standards.

2. 19th and 22nd Street: with this development, these streets will be overflowed with traffic, congestion, and speeding, and recommend there be no access from this side; others recommend traffic calming be added to both streets (speed cushions added to 22nd between Oak and Quince and Spruce between the stop signs, 4 way stop at Quince and Spruce with 19th Street).
 - a. *Staff Response: 19th Street is designated a Major Collector Street in the City and, according to the Traffic Impact Analysis, is not expected to exceed capacity or create any safety concerns with this development. Regarding concerns about speed, a speed study will be done by the City soon to analyze whether speed limits can be reduced along this section of street from 35 MPH to 25 MPH and whether traffic calming measures are justified. A speed study is a requirement of ODOT.*
 - b. *Staff Response: 22nd Street is designated as a Local Street in the City and, according to the Traffic Impact Analysis, is not expected to exceed capacity or create any safety concerns with the development. Local Streets, per the City's Transportation Systems Plan (TSP) should not exceed 1,200 daily trips or experience speeds greater than 30-35 MPH. When counts were taken along 22nd Street in August, it showed there are currently 229 daily vehicles using the street – well below the 1,200 daily trip threshold. The TIA says that, if this were to occur, then traffic calming measures should be applied, such as speed cushions, curb extensions, and stop signs, etc. The City staff recommends that the situation be monitored as each phase is developed to measure the true impacts and, if it exceeds the established criteria, then traffic calming measures will be required to be installed.*
3. Construction traffic using 19th and 22nd Street. *Staff Response: the applicant has agreed to limit construction access to Northwest Way only.*

Attachments -

Attachment A – Additional Neighbor Letter

Attachment B – City Engineering Memo

4. City Engineer Memo – please see the attached memo from Mike Caccavano, City Engineer, on the City’s position relative to traffic concerns that have been raised by the traffic study and by concerned neighbors (see Attachment B).

Recommended Public Hearing Process:

Conduct the continued public hearing, but no cross-examination of the applicant by the public is recommended. Then, at the meeting after the public has commented, close the public hearing for oral testimony, but leave the written record open for seven (7) days for comments or legal argument on the materials in the record – no new evidence is to be submitted or considered. The applicant has stated that they do not intend to submit new evidence, just submit clarification to data already in the record – no changes to design of the on-site project will be proposed, other than what has already been discussed. At the end of the seven (7) days, the record will be closed to written testimony and the applicant may submit final argument, if they wish. At this point Planning Commission will review the record, the dialogue with staff, and make its recommendation.

Recommendation/Suggested Motion:

Staff recommends the Planning Commission consider all evidence and testimony presented and move to recommend the approval of the Master Development Plan, Zoning and Comprehensive Plan Amendment (from the City of Redmond UH-10 (Urban Holding-10) to City of Redmond R-4 (General Residential), R-5 (High Density Residential) and OSPR (Open Space Park Reserve), PUD, Conditional Use Permit and Tentative Subdivision, subject to the conditions of approval.

Submitted by:

Scott Woodford,
Senior Planner

Deborah McMahon,
Planning Manager

Attachments -

Attachment A – Additional Neighbor Letter

Attachment B – City Engineering Memo

From: John & Nancy Eskeldson
2829 NW 19th St. njesk@juno.com
Redmond, OR 97756

September 3, 2017

To: Redmond Urban Area Planning Commission

Subject: Our serious concerns about the Dry Canyon Village PUD

We are very concerned about the large increase in traffic on NW 19th St. and NW 22nd St.

We expect that a majority of the new residents will choose to use NW 19th to travel between the development and downtown Redmond, using either Spruce St. and NW 19th, or from the direct connection to the development at the north end of 19th St. While the developers proposed having two intersections with Northwest Way with traffic lights, it will still be much shorter for most residents when going to downtown Redmond to go down 19th St. to Maple and take Maple over to NW 6th.

Our specific concerns about the traffic impact on NW 19th St. include:

1. Many homes along NW 19th St, especially in the more northern portion, have driveways to 19th St. When backing out of their driveway onto 19th St. there are places that limit their visibility of oncoming cars. (Curves in 19th St. Other cars parked along the curb. And on Sundays and Mondays, garbage and recycling bins out at the curb.) Higher levels of traffic will increase the chances of being hit when backing out. (And backing into the driveway will be hampered by other cars following behind them.)
2. And many drivers do not respect the 25 mph speed limit applicable in the more northern part of 19th St. With significantly higher traffic levels, this will also increase the frequency of accidents. Can speed bumps be added to help keep speed down?
3. In many areas along the northern portion of 19th St. there are cars parked along the curb, and often on both sides of the street. This limits the space for cars going in opposite directions to pass each other. With highly increased traffic, this will cause slow-down and congestion. Perhaps in that area, parking should be limited to either the East or West side of the street, perhaps between 7:00 am and 7:00 pm. (Allowing parking later would accommodate visitors with places to park.)
4. We expect that large trucks taking building supplies and large equipment to the development, and large trucks taking bark chips, soil, gravel etc, will also increase congestion and increase the risk of accidents, both while the development is being constructed, and the bark chips and soil and gravel maybe continuing after the development is completed.
5. Is the road Northwest Way outside of the urban growth boundary and not maintained by the City of Redmond? If so, can it be changed so that the city can adjust speed limits and install traffic lights for the new intersections to the development, to help it become more of a "primary" route of use for the new residents?
6. We request that 19th St. be taken out of the development plan, and the current circle at the north end of 19th be kept in place.



CITY OF REDMOND
Public Works Department

243 East Antler Avenue
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.ci.redmond.or.us

DATE: September 7, 2017
TO: Redmond Urban Area Planning Commission
FROM: Mike Caccavano, P.E., City Engineer
SUBJECT: Dry Canyon Village PUD Master Development Plan Traffic Concerns

I have reviewed the Traffic Impact Analysis prepared by Transight for the Dry Canyon Master Plan and I am in general agreement with the conclusions of the analysis. Some observations:

- Most of the traffic from the proposed development will use Northwest Way, but existing streets to the east may see some increases as well. NW Spruce and NW 19th are designated as major collectors in our Transportation System plan and were always intended to function as a traffic collectors. Traffic volumes have been low for the past 10 years since they served only a small area, but these streets were designed to handle additional traffic.
- The lack of a north-south grid street in the gated community will shift some traffic to adjacent north-south streets. We expressed a concern about a potential increase in traffic volumes on NW 22nd Street in particular since it is a local street. Transight measured the current traffic volume on NW 22nd at 290 vehicles per day. This is well below the City's 1,200 vehicle per day standard for a local street. While it is difficult to predict exactly how much traffic will use the local network, the analysis does recommend monitoring and installing traffic calming measures when necessary. These measures could include curb extensions, raised intersections or 4-way stops where warranted. The City will measure traffic speeds and volumes on NW 22nd and NW 19th in the next month to determine the baseline. I recommend that we establish traffic volume and average speed thresholds with the developer to determine when traffic calming measures will be needed and how they will be funded.
- We have been monitoring traffic on NW 19th in response to concerns about congestion. The ultimate solution for traffic on NW 19th is a continuous 27th Street with direct access to Highway 126. Missing sections between Maple and Hemlock will be completed through a combination of development and City capital improvement projects likely within the next 5 years.

Some additional comments addressing neighbor concerns from submitted letters:

1. Curvature, driveways, garbage/recycling bins, parked cars and similar features all inform drivers that they are in a neighborhood and typically result in slower speeds. Of course, this is balanced by the reduced visibility for backing out and turning. It is a tradeoff, but on the positive side, accidents if they occur are less severe at slower speeds. Traffic volumes will increase on NW 19th to some extent. They have been very low since it currently serves only a small area, but we do not anticipate that they will exceed volume standards for a local street.
2. This area does not have a high frequency of accidents and it is not a given that more traffic results in more accidents. We will survey speeds before and after construction to determine if traffic calming measures are needed. Speed bumps are typically not our first choice because of challenges for emergency response, plowing and sweeping, but we have other options available such as curb extensions.

Exhibit B

3. I would not recommend removing parking unless it was to add a buffered bike lane similar to what we have on 19th between Antler and Maple. Opening up the roadway will result in higher speeds. Before removing parking we would need input from those impacted.
4. We should require a commitment from the developer that construction access will come from NW Way.
5. Northwest Way will come under city jurisdiction after annexation. NW Way construction to the north and south of NW Spruce should be a condition of Phase 1 construction. The traffic impact analysis indicated a need for a right turn lane at Spruce and our arterial standard is a 3 lane section which will create left turn pockets at Spruce and Quince. Traffic signals will not be warranted at either Spruce or Quince, but traffic will be much more likely to use Northwest Way than 19th.
6. I recommend keeping the NW 19th connection and leaving the traffic circle in place as a traffic calming device.