

## **Part A - Additional Information Requested by the Planning Commission.**

*The following addresses some of the 14 items the Planning Commission requested that we submit more information on. Items (2) & (3), will be addressed separately in Part B, when we have the information together tomorrow.*

### **7. MODIFICATIONS FOR DISCUSSION**

**(1) Open Space.** 16.9% of the site is proposed to be reserved as Open Space. This would modify the 25% requirement of Section 5-4.5.060 (D)

*We are still asking for the 25% Open Space requirement to be modified but, reduced from the proposed 16.9% to zero based on the City's response that additional Open Space was not wanted, and that the owner had provided needed property for the City trail system previously.*

**(4) Adequate Utilities.** Verification by the City public works director of the water pressure due to expanded residential housing (both planned and future development) to ensure utilities are adequate to meet needs.

*We further discussed this with the City's Public Works Director, please see attached email to and from Monte Legg.*

**(5) Walkway Design and Construction.** Applicant is not proposing sidewalks or multi-use paths, consistent with the existing Phase 1 of Ironwood Estates. Alternative pathways are possible from the Phase 2 development to the John Day Innovation Gateway and Integrated Park System, and these are shown, but the Applicant is concerned about devaluing lots in order to provide access to the limited number of residents who may use them. Commission should discuss the need for sidewalks/trail access and appropriate markings. Applicant is requesting a waiver for the requirement for including sidewalks, curbs, bike lanes, and park strips. The pedestrian circulation plan is not robust and is non-conforming with the code, but it is consistent with the Phase 1 development.

*The pathways shown on the previous preliminary plat for phase II have been removed, there is approximately 80 feet of elevation difference between the two cul-de-sacs and the amount of switch-backs and grade would not make this a very accessible route for most pedestrians. What is proposed is a street system that is consistent and connected to the Ironwood phase I project. Pedestrians will travel along the side of the street to where they are traveling, the grades for pedestrians would be much less. Attached is sheet 05 that shows how Phase II will connect to Phase I and the City's trail system that is either constructed or currently under construction.*

**(6) Landscaping, Street Trees, Fences, and Walls.** No landscaping is planned for the development. Applicant is requesting a waiver for this requirement.

*The "Ironwood" Master Plan's intent is to match the existing type of development in the area. Therefore, all the landscaping fences, walls etc. will be part of the homeowners development of their lot. No street trees are proposed, it does not match the surrounding developments, would require more city time and water to maintain and does not fit the proposed street section. Typically, street trees are planted in landscape areas between the curb and sidewalk or tree wells along the sidewalk, none of these are proposed for this Master Plan.*

**(7) Access Improvements.** The Applicant is requesting to only gravel the streets in the beginning and that the City allow the remaining paving to be Bonded and completed once the 80% of the lots have sold. City staff recommend this, provided the streets are paved within 24 months of project initiation, since it is uncertain how long it will take for 80% to sell. Recommended adjustment is 80% or 24 months, whichever is soonest.

*Through experience in the development of Ironwood Phase 1 Iron Triangle understands the inherent volatility in the markets and the issues associated with a development of this magnitude. This is the basis to enter into the MOU in May 2021 where the City and Russ/Tara agreed to work together through a mix of private and public funding to promote residential housing for the City. To place a 24 month deadline for paving the streets without any assurance of some funding source ie, sale of enough of the lots to enable economic viability of the project or through the grants discussed in the MOU to assist in ensuring economic viability of the project. With these issues outstanding we continue to request that the streets be gravel until 80% of the lots are sold or mutual agreement is reached on alternative methods of surfacing between the City of John Day and Russ Young.*

**(8) Street Alignment and Connections.** A proposed through street connecting to the privately-owned lot west of the development is designed, however, the City is recommended the Planning Commission approve this development and a no-build easement, with the caveat that the City shall not permit future development on the adjoining lot unless and until the lot is annexed into the city limits, submits a complete plan per the Code for the horizontal improvements and future development, and all streets and utilities are connected from Patterson Bridge Road to this cul-de-sac at Ironwood Drive. Otherwise, we could have a developer request a single home and to extend this street and utilities for one home, then another, then another, etc. similar to other developments like Charolais Heights that did not complete the street network but simply extended a private lane.

*The code addresses the "reasonable continuation and connection of existing streets to adjacent DEVELOPABLE PROPERTIES". This proposal address streets to the adjacent developable properties (ie future phases) and has worked with the City via the MOU and sale of other properties to provide for the connection of Valley View Drive to Patterson Bridge Road. Any proposal to provide access to a neighbor without any compensation or demonstrated need is an illegal taking for the benefit of a private individual.*

**(9) Parking.** The applicant has requested a waiver for on-street parking requirements. In lieu of on-street parking, the proposal would include an increase on the number of parking spaces required per unit.

*The Master Plans intent is to keep the streets as open passages for multi uses; motorized vehicles, bikes, pedestrians, etc. matching the Ironwood Phase I development. To do this we are setting the number of parking spaces required per lot above the City's zoning requirements for "Residential General (RG)".*

**(10) Cul-de-sacs.** The cul-de-sacs are longer than what is allowed but are necessary due to topography.

*The proposed cul-de-sacs are longer than the City Development Code calls for, the light densities and topography of the site limit the number of residential units that will be accessing the streets. To Confirm that the City Public Works was on board with the proposed lengths, please see the attached email correspondence with Monte Legg.*

**(11) Street Light Standards.** Applicant is requesting to have individual homeowners put in streetlights instead of the developer.

*We are asking that no streetlights be required, based on the existing "Ironwood" development and in trying to keep the same "feel" for the area. We are requesting that only requirement is for each homeowner to install a light at there driveway with the street number for emergency services and visitors. Once developed, this will provide a light near the street, at each driveway, about every 150' along both sides of the street.*

**(12) Stormwater Management Plan.** Planning Commission should require approval of the stormwater plan from the John Day public works director as a condition of recording the final plat.

*We reached out to the City's Public Works Director to insure we had a process of designing, constructing and providing the city with a storm drainage system that he would accept. Keying on the premise that we will have the Public Works Department reviewing, approving and overseeing the storm drain construction throughout the process so that it is all acceptable by the time we get to the "Final Plat" stage. Please see attached email to and from Monte Legg.*

**(13) Redevelopment Plan.** Recommend waiving the requirement for a future redevelopment plan since the future terrain has limited development capacity.

*The single family lots created as Phase II of Ironwood we fill will maximize the use of the property and the terrain will limit and further portioning of these lots. The future development plan(s) for the Future Phase portion of the Master Plan will be submitted to the city as Preliminary Plat(s) as it further develops.*

**(14) Preliminary Plat.** Commission can approve the preliminary plat as submitted for Phase 2. The Phase 3 plat includes smaller than average lot sizes. Staff recommends the Applicant return to the Planning Commission for final approval of the Phase 3 Preliminary Plat in order to verify compliance and/or needed modifications.

*As part of this Master Plan Development approval, Ironwood Phase II is the only Preliminary Plat we are requesting approval for at this time. All future phases will provide a detailed Preliminary Plat(s) showing the proposed lot sizes, dimensions, streets, utilities, etc. as needed for approval. The removal of the Open Space will allow the development of these future phases will larger average lot sizes also.*