



UNION COUNTY

Planning Department

Inga Williams
Planning Director

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Date: June 11, 2026
To: Planning Commission
From: Inga Williams, Planning Director
RE: File No. 2026-0007, Major Partition for Caitlin and Josh Russell,
Update to Conditions of Approval

Subsequent to the Planning Commission meeting, I contacted Doug Wright, Public Works Director, regarding the application conditions requiring his approval of engineering plans, as-builts, and inspection of the road. Mr. Wright stated that he would be happy to provide assistance to the Planning Department to review the plans and do an inspection of the road. He suggested that the plans should be delivered to my office as a central location to reduce confusion. The revised conditions of approval below reflect that discussion. I have used strikethrough and underline to track the changes made.

CONDITIONS OF APPROVAL

1. The approval of this tentative major partition plat is for one year from the date of decision. A one-year time extension may be granted upon written request to the Planning Director. The extension may be granted if the request was made prior to the expiration of the approval and all applicable laws remain unchanged. The conditions below and the recordation of the final partition plat must be completed prior to the expiration date. If the conditions of approval are not met and the final partition plat recorded by the expiration date, this approval is null and void.
2. The following conditions shall be completed prior to recordation of the final plat.
 - a. The applicants are required to construct of the following:
 - A. The section of Longview Lane that commences at the intersection of Longview Lane and Mountain View Lane and stubs-out at the boundary with the applicants' property and Longview Road extension along with the hammerhead turn-around that will be located on the applicants' land.
 - i. All road construction shall comply with the Local road development standards of Table 7-2 and Hammerhead requirements of Figure 4-1 of the UCZPSO.
 - B. A stormwater drainage management system for the roadway segments identified in subsection (A.) above.
 - b. The applicants shall provide the ~~Public Works~~ Planning Director with engineered plans for construction of the road and drainage improvements and must receive approval of those plans prior to building the road. Identify the source of the aggregate to be used in construction.
 - c. As-built plans shall be provided to the ~~Public Works~~ Planning Director after construction. The Planning Director and Public Works Director ~~are jointly~~ is responsible for final approval

of the construction. If the directors ~~is~~are not satisfied with the construction, further improvements can be required.

- d. The applicants shall create a Road Maintenance Agreement that clearly defines the responsibilities for road upkeep, provides a fair framework for cost-sharing, and provides a mechanism for enforcement. Items that should be included in the agreement are grading and resurfacing, snow removal, drainage maintenance, and vegetation control. This shall be notarized and recorded with the Clerk as a covenant that runs with the land binding all future property owners.
 - A. Maintenance shall include both sections of road identified in subsection 2.a.A. above. Maintenance of the section of Longview Lane that commences at the intersection of Longview Lane and Mountain View Lane and stubs-out at the boundary with the applicants' property may be removed when Lot 11, 12, or 13 of the Mountain View Estates II subdivision is developed.
 - e. The applicants shall provide the Planning Director with an approved onsite septic site evaluation from Oregon DEQ for each parcel.
 - f. Proposed parcels 1 & 2 and the road shall be surveyed in accordance with Oregon State Statutes (ORS) 92.060(6).
 - g. Monuments shall be placed by a professional land surveyor in all locations as required by ORS Chapter 92. Any monument which might be disturbed during construction, shall be properly replaced when such construction has been completed.
 - h. The applicant shall provide the Planning Director with a signed statement that public water services will not be provided to these parcels or the statement may be placed on the plat.
3. Final plat of the partition shall be prepared by a registered professional land surveyor and shall conform to requirements in ORS Chapter 92 (ORS 92.050 - 92.100) and ORS 209.250 and the plat standards of the Union County Surveyor.
- a. The proposed parcels shall be 2.6 acres, 2.6 acres and 24.75 acres. The shapes of the parcels will conform with the tentative partition plat submitted with the application unless there is a need to reconfigure the parcels to satisfy an ordinance requirement or condition of approval. Any changes must be submitted to the Planning Director for review and approval.
 - b. The proposed 60-foot-wide road extension of Longview Lane that will provide access to each parcel and which originates at the stub-out created by the Mountain View Estates II subdivision shall be dedicated on the plat and identified as a local access road per ORS 368.031. The hammerhead turn at the terminus of the road shall be shown on the plat. The location of the road shall conform to the location shown on the tentative plat unless an issue with the alignment is identified subsequent to final partition plat approval. Any change of alignment must be approved by the Planning Director and Public Works Director.
 - c. Easements with a sufficient right-of-way for utility maintenance shall be shown on the plat, if required.
 - d. A storm water easement or drainage right-of-way conforming substantially with the lines of Murphy Creek, and such further width of construction, or both, as will be adequate for the purpose of protecting the creek shall be shown on the plat.

May 28, 2026

To: Planning Commission Director Inga Williams and Board Chair Joel Hasse

We recently became aware that Board Member Amanda May is related by marriage to Marcia May of 69664 Hwy 237, whose property is directly affected by our request for highway access to the proposed partition for Josh and Kaitlyn Russell via Hwy 237. Their driveways are located less than one thousand feet apart.

During the Planning Commission meeting on May 18th, Amanda expressed opposition to this access request. In light of the family relationship described above, we are concerned that her participation in the vote could raise questions about impartiality. For that reason, we respectfully request that Amanda May recuse herself from voting on this matter.

Additionally, we respectfully ask that any board member with a real estate affiliation consider whether recusal would be appropriate, given that the creation of these lots could present a potential future financial interest.

Respectfully,

The residents of Mountain View Estate Subdivision

Joe and Carrie Grover

Dennis and Cheryl Ingram

Derick and Lisa Reddington

Ross and Martha Rogers

Warren Esty and Nagaria Hurst

Randy and Debbie McKone

Sue Raynor

Michael and Kathleen Looslie

Gary Lile and Dixie Delarm

Scott and Sandra Beardsley

Mike and Melody Seabold

Inga Williams

From: Caitlin N. Russell <[REDACTED]>
Sent: Wednesday, May 20, 2026 8:13 AM
To: phall@union-county.org; Ptracy@union-county.org; lwilliams@union-county.org; Jseavert@union-county.org; Panderes@union-county.org; Mscarfo@union-county.org
Subject: Concerns Regarding Public Hearing Process

Dear Members of the County Commission,

We are writing regarding the recent public hearing concerning our application to partition two 2.6-acre lots from our property, which took place on May 18, 2026.

Prior to the hearing, we were provided with the meeting agenda and understood the process would proceed in the following order: staff report, applicant statement, public comment, and applicant rebuttal. We appreciated having a clearly outlined procedure and participated with the expectation that the hearing would follow that structure.

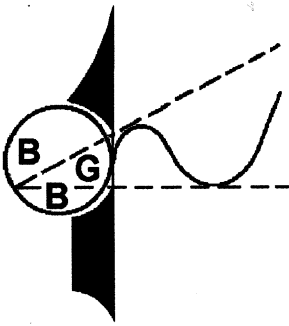
However, after the public hearing was formally closed, discussion regarding the matter continued between audience members and Planning Commission members. The informal nature of those exchanges, including interactions that appeared to reflect existing personal familiarity between certain participants and Planning Commission members, created uncertainty regarding whether comments made after closure of the hearing could influence deliberations outside the formal public process. As participants, we were unclear whether those discussions would be considered part of the record or otherwise factor into the Planning Commission's decision-making.

We fully respect the public process and understand that community members may hold differing views. Our concern is not with the existence of opposition, but with maintaining confidence that the decision-making process follows the established procedure and that all parties are afforded the same opportunity to respond within the designated hearing structure.

We respectfully request clarification regarding whether comments or discussions occurring after closure of the public hearing are considered in the Planning Commission's evaluation of the application. We also ask that the Planning Commission ensure the final decision is based solely on the evidence and testimony properly presented within the formal hearing process and record.

Thank you for your time, service, and consideration of this matter.

Sincerely,
Caitlin and Josh Russell
69773 Hwy 237
Cove, OR 97824



BAGETT - GRIFFITH & BLACKMAN
PROFESSIONAL LAND SURVEYORS

2006 Adams Avenue LaGrande, Oregon 97850
Phone (541) 963-6092 Fax (541) 963-7322

Union County Planning Commission
1106 K Avenue
La Grande, OR 97850

May 19, 2026

RE: Response to Public Testimony - Russell Major Partition

Dear Union County Planning Commission,

This letter is being submitted on behalf of the applicants, Josh and Caitlin Russell, to formally address the testimony provided during the public hearing on May 18, 2026, regarding their proposed Major Partition.

The opposing public testimony primarily focused on the current physical condition and ongoing maintenance of the existing roads within the Mountain View Estates and Mountain View Estates II subdivisions. From my understanding of the issue, these existing roads are considered public-use roads, falling under the definitions outlined in ORS 368.001(3). Pursuant to ORS 368.031, Union County has no legal obligation to maintain or repair them, and that responsibility rests entirely with the property owners who utilize them.

The public testimony given appeared to indicate that no formal road maintenance agreement currently exists among the landowners within these subdivisions. The current state of disrepair of this gravel road, which have been in service for nearly 20 years, appears to be a direct result of this lack of structured maintenance. As such, it is not surprising that the road is in a poorly maintained state, regardless of how well the road was initially constructed.

These road maintenance deficits raised by the neighbors are pre-existing conditions that would continue to exist in their current state regardless of whether this partition is approved or denied. The addition of the proposed parcels does not create these infrastructure challenges, nor does it exacerbate them in a manner that justifies forcing the applicants to remedy a 20-year history of deferred neighborhood maintenance. Because the road

maintenance issue is completely separate from the technical criteria required for a Major Partition, conditioning approval upon the applicants resolving a pre-existing, neighborhood-wide issue would place an unfair, disproportionate burden on a single property owner.

While the current residents frustrations regarding road conditions are understandable, the solution would lie in some kind of structured landowner organization. Moving forward, the existing landowners have a couple of possible avenues to resolve this issue. Either a Road Maintenance Agreement, which would formalize maintenance responsibilities through a binding agreement, signed and recorded by the property owners, or a Local Improvement District, which would form a special district to establish a structured board and collect a uniform fee for ongoing road maintenance.

Should the current residents establish either a formal maintenance agreement or an LID, it would be entirely reasonable to require the future owners of the proposed parcels to participate proportionally. However, in the absence of either one, conditioning the approval of the Russell Partition on an exclusive road maintenance obligation would impose a disparate burden on the applicant, as it attempts to solve a pre-existing neighborhood infrastructure problem through a unrelated partition application.

The applicants remain committed to compliance with all applicable Union County development codes and look forward to a decision that allows the property to be partitioned in accordance with local regulations.

Respectfully,

A handwritten signature in black ink, appearing to be 'Jeff Hsu', written in a cursive style.

Jeff Hsu

Inga Williams

From: Warren Esty [REDACTED] >
Sent: Wednesday, May 20, 2026 8:19 PM
To: iwilliams@union-county.org
Subject: Re: Parcels on Longview Lane

Dear Planning Commision members,

This is about the partition proposal that extends Longview Lane to the west. Those of us on Longview are responsible for its upkeep. I live halfway down the street to the new parcels. Those closer to Love Road use less of the street than I do. Everytime I drive it my car causes wear to three tenths of a mile, while the houses at the top cause wear on only one tenth of a mile. Trips from the new houses will cause wear on six tenths of a mile, more than I do, and much more than some.

At the Monday meeting it was mentioned that you might require the new lots to agree to some legal agreement about maintenance of Longview Lane. The new lots will cause extra deterioration of the part of the road that we are responsible for, so approving the lots will cost me unexpected money. That may be what happens, but hope the division of responsibility for upkeep of the Longview Lane will fall more on the new lots than the old lots because the 1) new lots will force owners of the old lots to pay more for road upkeep, and 2) the new lots will be responsible for more of the new deterioration. For example, responsibility could be made proportional to the distance of each owner's driveway from Love Road.

Thank you for considering this.

-- Warren Esty
61083 Longview Ln.
Cove, OR 97824

On Tue, May 12, 2026 at 6:53 AM Warren Esty <[REDACTED]> wrote:

Dear Planning Commision members,

My email is about "Application No. 2026-0007. A major partition which extends Longview Lane to the west and creates two additional parcels."

These additional parcels are about two-tenths of a mile off of Highway 237 in a property which will be subdivided further later. Right now, if the request is approved, cars from La Grande on the highway will have to go uphill on Lantz nine-tenths of a mile, across Love Road three-tenths of a mile, and back down Longview Lane six-tenths of a mile. Here is an annotated (google) map:



I wish anyone considering the application would drive the proposed route (in black) to these potential homes (in red). It seems ridiculous when the brown route is both obvious and planning for it was required already in 2006.

When the Mountain View 2 subdivision along Longview Lane was originally approved in 2006 a requirement was (paragraph 4) that plans be made for connecting Longview (in black) through to the highway. Now is the time to do so. Access to the new region from Highway 237 should be required **before** the new parcels are approved. That access will be necessary anyway for the remaining parcels of the 25-acre lot bordering the highway.

Thank you for considering this seriously.

-- Warren Esty
61083 Longview Lane
Cove. OR 97824

TO: Union County Planning Commission

FROM: Mountain View Estates Residents

Joe and Carrie Grover, 61195 Longview Ln, Cove, OR 97824

Dennis and Cheryl Ingram, 61158 Longview Ln, Cove, OR 97824

Derick and Lisa Reddington, 61141 Longview Ln, Cove, OR 97824

Ross and Martha Rogers, 61116 Longview Ln, Cove, OR 97824

Warren Esty and Nagaria Hurst, 61083 Longview Ln, Cove, OR 97824

Randy and Debbie McKone, 61043 Longview Ln, Cove, OR 97824

Sue Raynor, 60848 Mountain View Dr, Cove, OR 97824

Michael and Kathleen Looslie, 60864 Mountain View Drive, Cove, OR 97824

Gary Lile and Dixie Delarm, 60947 Mountain View Drive, Cove, OR 97824

Scott and Sandra Beardsley, 60981 Mountain View Drive, Cove, OR 97824

Mike and Melody Seabold, 60990 Mountain View Drive, Cove, OR 97824

Re: Application #2026-007 (Josh and Caitlin Russell)

Dear Members of the Planning Commission:

Thank you for allowing us additional time to research and present our concerns regarding the proposal to extend Longview Lane to serve three new parcels on the property owned by Josh and Caitlin Russell.

A new concern, not mentioned previously that we would first like to note, is that there is an established day care at the second residence on the left of Lantz Lane after exiting Highway 237. Adjacent to that location is the driveway for the Mennonite church and Mennonite school. School children regularly travel along Lantz Lane on foot and by bicycle to and from school. For that reason, we believe that any increase in traffic on this road warrants careful consideration with respect to child safety. We also understand that at least one home has already been approved on Lantz Lane near the day care and school, so we already are looking at increased traffic.

We have spoken directly with both current and former employees of the Union County Road Department and the Union County Planning Department, and our understanding is that there is broad agreement regarding the condition of the roads in the Mountain View subdivision, which is that they are currently substandard and not adequate to accommodate additional traffic.

Two former directors (one from Planning and one from Public works) explained to us that many roads in Cove are below standard and are not well suited to support increased traffic, particularly construction traffic, because they were not built in accordance with Union County standards set forth in Article 25. We also understand that

sometime in the past, there has been some disagreement between the Planning Department and the Public Works Department regarding the construction and inspection of roads.

Although responsibility appears to have been attributed differently by each department, the consistent conclusion communicated to us was that Longview Lane and the surrounding roads are inadequate for additional traffic and will remain so unless they are improved to applicable standards.

As residents of Union County, we respectfully expect the Planning Commission and Public Works Department to work collaboratively to address matters such as this. In our view, infrastructure throughout the Cove area has been negatively affected by issues that should be capable of resolution through coordinated action. This has resulted in limited accountability for the condition of infrastructure in our rural community, and we are concerned that the long-term implications have not been adequately considered.

With respect to the present application, we continue to maintain that the proposed parcels would be better served by access from the highway. While the roadway currently extends to the Russell's driveway, it could easily be extended in the opposite direction through or around the property without significant disruption to the property owners' use of their land. To suggest that our road is better suited because they don't want traffic going past their house is simply their preference and there is no logical reason why it would be better suited to go down Longview Lane, as we also have the very same quality of life concerns. But, in addition (as we have mentioned repeatedly) we don't have the infrastructure to support it.

We contacted ODOT regarding the possibility of using Highway 237 as an entry and exit point. We were informed that ODOT would ordinarily direct an applicant to follow county ordinance. However, we were also advised that if the County Planning Department determines that compliance with the ordinance is not required under the circumstances, an application could be submitted to ODOT for consideration, and that such a request may be approved. They also mentioned the possible need for a traffic study.

We have also, to the extent possible, researched the cost of bringing the existing roads up to the standards that we believe should have been required initially. Based on the information available to us, those costs appear to be prohibitive, as stated in our prior testimony.

Although we have not yet been able to fully verify this information through a contractor willing to perform the work, the following reflects the cost information we identified through online research specific to Union County, Oregon.

In Union County, Oregon, the cost of gravel road restructuring ranges from \$15 to \$45 **per linear foot**, equivalent to \$79,000 to \$237,000 **per mile**.

Costs depend on the specific structural needs, grading, and culvert regulations. Key factors influencing the price include:

- **Material hauling:** Transporting crushed rock (like 3/4"-minus or 1.5"-minus aggregate) from local quarries in La Grande or Elgin can significantly drive up costs depending on the delivery distance.
- **Grading and Shaping:** Re-establishing the proper road crown (typically 2-4%) to shed water off the driving surface.
- **Drainage and Culverts:** Excavating and stabilizing ditches or installing new cross-drain culverts, which are strictly regulated under local ordinances.

Site preparation (clearing, grubbing, and subgrade compaction) may also require additional engineering fees. To determine a precise budget, consult a local earthworks or road construction contractor to evaluate the existing soil subgrade and topography.

It is important to note that building or restoring a private road to meet the strict public safety and access standards required by **Union County, Oregon** will typically drive total costs significantly higher due to heavy subgrade prep and drainage requirements.

Cost Breakdown by Project Type

- **New Road Installation:** Expect to pay **\$1.35 to \$1.79 per square foot** for standard 4-inch loose gravel in Oregon. To bring a new road up to official fire-siting or access codes (requiring deep sub-base rock layers, structural fabric, and commercial rolling), total structural costs frequently range from **\$4.00 to \$10.00 per square foot**.
- **Road Repair & Reconditioning:** For existing roads with potholes, washouts, or erosion, a standard regrade and top-dress layer of fresh rock costs **\$1,500 to \$7,000** depending on length (spanning 100 to 800 feet).

Cost Factors Driven by Union County Code

Union County Public Works and land use regulations (Article 25) enforce specific build rules that directly impact your budget:

- **Subgrade and Backfill Requirements:** For intersections, utility cuts, or approaches within the public right-of-way, the county mandates that the road base be mechanically tamped. The final layers must use **3/4"-0 crushed rock** tamped down in tight 6-inch lifts. This intensive compaction labor can add **\$50 to \$200 per hour** in specialized equipment operator fees.
- **Grading and Drainage:** Roads must be graded and crowned to allow water to drain efficiently off the roadway, preventing ruts and standing water

- **Drainage and Culverts:** To comply with local erosion limits and protect surrounding water quality, you must manage runoff. Adding ditches or installing a heavy-duty drainage culvert adds an extra **\$1,200 to \$3,500** to the contract.
- **Permit and Inspection Rules:** Any connection to a county road requires an approved Road Approach & Construction Permit. Furthermore, roads built to public-maintenance standards carry a **one-year structural warranty period**, meaning the builder must cover any failure or shifting that occurs during the first 12 months.
- **Topography Variables:** Union County features highly varied terrain, from flat valley farmland to steep timber zones. Grading a road on slopes greater than 10% requires detailed contour lines and extensive earth-moving, which can easily double excavation costs.

As you can see, the cost of repair to this road is staggering. Due to two agencies not requiring that the roads be built to their very own standards, nor requiring an inspection, we are now all suffering the consequences. We don't have all the answers, but stopping this from happening to someone else is the very least that should come from this. We cannot keep building houses with unsupported infrastructure and substandard roads.

We do know and recognize that Planning Commission is made up well educated, intelligent people. We thank you for your consideration of these comments and concerns. We respectfully request that the Commission take them into account in its review of this application.

Respectfully submitted,

Mountain View Subdivision residents

- **ATTACHMENTS.**

- 1) We have attached a letter from Former Planning Director, Hanley Jenkins.
- 2) Pictures of Longview Lane after a minor rainstorm. This after a few hours of rain on May 27th, 2026. The road is literally washing away.









May 28, 2026

Union County Planning Commission
1001 4th St, Suite C
La Grande, Oregon 97850

RE: Russell Major Partition Application

Dear Commissioners:

This Major Partition is proposed to access Longview Lane which is a private, dedicated and substandard road. Unfortunately, when Longview Lane was approved in 2006 it was not constructed to approval standards.

Currently, Longview Lane is single lane and has a substandard surface with inadequate base and leveling course. In the Spring during thaw Longview Lane is hazardous for emergency vehicles and does not provide a turn around for emergency vehicle exit.

In addition, Longview Lane connects to Love Road which is a substandard County Road with a narrow surface and narrow right-of-way width. John Stewart, Cove School bus driver, who also lives at the corner of Love Road and Lantz Lane, has stated when he drives the school bus on Love Road he has to pull over into a driveway to even let a car pass coming from the opposite direction to let them pass.

When Longview Lane and the associated subdivision were created in 2006 the applicant was required to shadow plat a road on the remaining property to connect to Ore. Highway 237. Because the remaining property is now being partitioned and has the potential to be further partitioned the Planning Commission should require the access for this Major Partition be created and connect to Ore. Highway 237, rather than utilizing substandard Longview Lane and Love Road.

Sincerely,

Hanley Jenkins, II

FINAL WRITTEN ARGUMENT IN SUPPORT OF APPLICATION

I. Introduction

The applicant respectfully submits this final written argument pursuant to ORS 197.796 and ORS 197.797.

The record shows that the proposed partition satisfies all applicable approval criteria. The current Planning Director's staff report concludes that the application meets the applicable County Code standards and identifies conditions of approval, all of which the applicants accept.

The testimony submitted by opponents to the application during the hearing and open record period raises concerns about existing road conditions, road maintenance responsibilities, traffic, and alternative access concepts that are not part of this application. While these concerns are noted, they do not show that the application fails to meet the applicable approval criteria.

The applicant respectfully requests that the Commission base its decision on the County Code, the staff findings, and the evidence in the record.

II. Procedural Clarification

Following the close of public testimony at the hearing on May 18, 2026, additional discussions occurred between members of the public and Commission members before the matter was continued and the open record period was established.

The applicant requested clarification from staff regarding whether information shared during those discussions would be included in the record or relied upon in the decision-making process. No clarification has been received.

The applicants request that the Commission base its decision on information properly included in the record. If any substantive comments or information were provided after the close of public testimony, the applicant requests that such information be included only if it was timely added to the record and made available to all parties to review.

III. Compliance with Applicable Approval Criteria

A. Access and Transportation Criteria

Issues Raised by Opponents to the Application in the Record

Several commenters raised concerns about:

- Existing conditions of Longview Lane
- Maintenance responsibility for Longview Lane
- Future maintenance costs
- Increased traffic from two additional parcels
- A preference for direct highway access through applicant's private driveway instead of use of Longview Lane

Applicant's Response

The applicable criteria require the Commission to determine whether the proposed parcels will have legal and adequate access under County Code.

The application uses an existing roadway connection. The Planning Director found that the application meets applicable access standards, subject to conditions of approval that the applicant accepts.

The application must be evaluated as submitted and against the applicable criteria in the County Code. Alternative access designs are not part of this application.

The record includes differing descriptions of Longview Lane, including references to it as private or dedicated private. The record materials describing the subdivision and roadway conditions identify Longview Lane as a locally maintained roadway serving multiple properties, with maintenance addressed through private or shared arrangements rather than County maintenance.

Regardless of terminology, the issue before the Commission is whether the application provides legal and adequate access. The record shows that it does, subject to conditions addressing road standards and maintenance agreements, which the applicant accepts. Some testimony notes that existing roadway conditions predate this application and are not created by it. The record supports this. Pre-existing conditions do not show that the proposed partition fails to meet access or transportation criteria.

The record also reflects concerns about nearby uses such as residences, daycare, a church, a school, and pedestrian activity. These are general area conditions. The record does not show that two additional parcels would cause noncompliance with any access, transportation, or safety standards.

Concerns about future maintenance responsibilities and cost allocation are addressed through required road maintenance agreements, which are part of the conditions of approval and accepted by the applicant.

Requests to require highway access are alternative design preferences and do not demonstrate noncompliance with applicable criteria.

Conclusion

The record shows compliance with all applicable access and transportation requirements.

B. Road Maintenance Agreement Issues

Issues Raised by Opponents to the Application in the Record

- No existing road maintenance agreement
- Applicants should pay for repairs
- Applicants should pay a larger share of maintenance costs

Applicant's Response

The testimony reflects concerns about how road maintenance costs are shared among existing users.

These concerns relate to how future agreements may be structured, not whether the application meets approval criteria.

The Planning Director's conditions require a road maintenance agreement consistent with County standards. The applicants accept those conditions.

Whether prior maintenance agreements exist between current property owners does not show that the application fails County Code requirements.

Concerns about the cost of repairing or upgrading existing roads relate to pre-existing conditions and are not caused by this application.

The conditions of approval provide a mechanism for addressing future maintenance responsibilities associated with the application.

Conclusion

The record does not show that road maintenance concerns result in noncompliance with any approval criterion.

C. Alternative Access Concepts**Issues Raised by Opponents to the Application in the Record**

Several commenters reference an alternative concept that would have provided direct highway access.

Applicant's Response

The alternative access concept referenced in testimony by opponents to the application is not part of the application before the Commission. As a result, it does not demonstrate that the application fails to meet applicable criteria.

The record includes references to prior planning interpretations and earlier subdivision phases. The application has been reviewed by current Planning staff under the applicable County Code standards, which form the basis of the staff findings.

Earlier subdivision concepts or development scenarios are not part of this application.

Testimony regarding possible future development or future partitioning is speculative and does not affect the criteria applicable to this decision.

The Planning Director's findings conclude that the application complies with applicable standards.

Conclusion

Alternative access concepts discussed in testimony do not demonstrate noncompliance with any applicable criterion.

D. Weight of Planning Evidence**Issues Raised by Opponents to the Application in the Record**

Some commenters rely on opinions or interpretations from prior planning discussions and former County personnel.

Applicant's Response

The application has been reviewed by the current Planning Director under the applicable County Code criteria. The staff report includes findings addressing those criteria and concludes that the application meets them.

Conclusion

The planning analysis in the record supports approval of the application.

IV. Conclusion

The record shows that the proposed partition satisfies all applicable approval criteria. The testimony in opposition raises concerns about existing road conditions, maintenance responsibilities, cost allocation, and alternative access ideas that are not part of this application. These concerns do not demonstrate noncompliance with County Code requirements. The applicants accept the conditions of approval and respectfully request that the Planning Commission approve the application.

Respectfully submitted,



Josh Russell



Caitlin Russell

69733 Hwy 237

Cove, OR 97824

June 5, 2026