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, August 19, 2026 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 PM on August 19, 2026)

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

Agenda

RUAPC Members

Tobias Colvin, Chair

Mercedes Cook-Bostick, Vice-Chair

Heather DeWolf

Norman Schultz

Michael Rogers

Tom Kuhn

Ben Schimmoller

Ex-Officio Vacant

I. CALL TO ORDER / INTRODUCTIONS

II. CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA

III. APPROVAL OF MINUTES
a. June 24, 2026
b. July 15, 2026

IV. PUBLIC HEARING
a. Horizon Pointe Subdivision Appeal (File No. 711-26-000147-A)

V. NEXT MEETING – September 23, 2026

VI. COMMISSIONER COMMENTS

VII. 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

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting. The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities.

Redmond Urban Area Planning Commission **June 24, 2026**
Regular Meeting Minutes
Council Chambers & Remote Video Conferencing
Link: https://www.redmondoregon.gov/

CALL TO ORDER/INTRODUCTIONS
Commissioner Norman Schultz called the meeting to order at 5:30 pm.

ROLL CALL

Present:	Heather DeWolf, Norman Schultz, Michael Rogers, Tom Kuhn
Excused:	Chair Tobias Colvin, Vice-Chair Mercedes Cook-Bostick
Absent:	Ben Schimmoller
Staff Present:	Planning Director, Kyle Robert; Long Range Planner, Landon Stevens; Planning Permit Coordinator, Jamie Buddenbohn

CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA
None.

PUBLIC HEARING
A. Mini-storage Access Amendment: Redmond Development Code Text Amendment (File No.: 711-26-000048-TA) – **Canceled** (application withdrawn)

Planning Director Roberts briefly highlighted why the Applicant had withdrawn the application, noting the Applicant was advised that Staff would support a conditional use permit with a major variance given the property's unusual shape and its location.

WEST REDMOND AREA PLAN (WRAP) UPDATE
Long Range Planner Stevens, briefly updated on the West Redmond Area Plan (WRAP) via PowerPoint, reviewing its purpose, background, and next steps, including community outreach. The approximately 440-acre planning area lies entirely within the urban growth boundary and had been on hold pending completion of the Wastewater Collection System Master Plan, which was adopted in July 2025. The WRAP will guide future land use, infrastructure, parks, commercial areas, and residential development within the planning area and will be adopted through a Comprehensive Plan text and Map amendment process, which will involve public hearings and eventual adoption by ordinance.

Commissioners recalled attending open house discussions in 2023 which stressed the importance of preserving the Redmond's western gateway. Staff confirmed that community input from the earlier outreach will help inform the current planning process, though a fresh round of community engagement is planned given how much time has passed. Staff also noted that coordinating with the Oregon Department of Transportation's (ODOT's) Highway 126 Corridor Study will be a key component of the planning effort.

NEXT MEETING – JULY 15, 2026

Planning Director Roberts noted the upcoming Planning Commission public hearing on the Large Lot Industrial Infrastructure Master Plan on July 15th and highlighted details about the Nuisance Appeal Board hearing on July 7th at 5:00 pm concerning the Dry Canyon Club.

COMMISSIONER COMMENTS
Commissioner Rogers stated he will not be able to attend the next Planning Commission meeting.

ADJOURNMENT
The meeting adjourned at 5:54 pm.

Prepared by ABC Transcription Services
Reviewed by Kyle Roberts, Planning Director

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by the Chair this 19th day of August 2026.

/s/ Tobias Colvin
Tobias Colvin
Chair

ATTEST:

/s/ Kyle Roberts
Kyle Roberts, staff
Planning Director

Redmond Urban Area Planning Commission **July 15, 2026**
Regular Meeting Minutes
Council Chambers & Remote Video Conferencing
Link: https://www.redmondoregon.gov/

CALL TO ORDER/INTRODUCTIONS
Chair Colvin called the meeting to order at 5:30 pm.

Present:	Chair Tobias Colvin, Norman Schultz, Tom Kuhn, Ben Schimmoller
Absent:	Vice-Chair Mercedes Cook-Bostick, Heather DeWolf, Michael Rogers
Staff Present:	Long Range Planner, Landon Stevens; Director of Public Works/City Engineer, Jessica MacClanahan; Planning Director, Kyle Roberts; and Planning Permit Coordinator, Jamie Buddenbohn

CITIZEN COMMENTS FOR ITEMS NOT ON THE AGENDA
None.

PUBLIC HEARING
A. Redmond Comprehensive Plan Amendment – 2026 South Redmond Tract Large Lot Industrial Infrastructure Master Plan (File No. 711-26-000113-TA)

Chair Colvin read the rules of order for legislative hearings and opened the public hearing.

Long Range Planner Stevens and Public Works Director MacClanahan presented the Staff report via PowerPoint on the proposed Comprehensive Plan Amendment to adopt the 2026 South Redmond Tract Large Lot Industrial Infrastructure Master Plan. The presentation included an overview of the planning area, the Master Plan's purpose and details, the proposed Comprehensive Plan amendments, and next steps. The corresponding Ordinance would be presented to City Council via public hearing on July 28, 2026.

Commissioner questions were addressed throughout the presentation.

Chair Colvin confirmed there was no public comment and closed the public hearing.

Commissioners commended staff for their work on the Master Plan, noting its long-term infrastructure planning, approach to addressing water capacity issues, and value in communicating the site's development potential to prospective businesses.

Commissioner Schimmoller moved to recommend that City Council approve the proposed amendment to the 2040 Redmond Comprehensive Plan adopting the 2026 Large Lot Industrial Master Plan as presented in the Staff report. Commissioner Schultz seconded the motion, which passed 4 to 0. (Ayes: Schultz, Kuhn, Schimmoller, Colvin. Nays: None)

Next Meeting – August 19, 2026

COMMISSIONER COMMENTS
Commissioners Schimmoller and Schultz reported on the Redmond Nuisance Board meeting and recommended the Nuisance Code be updated, modernized, and made more flexible.

ADJOURN
The meeting adjourned at 6:06 pm.

Prepared by ABC Transcription Services
Reviewed by Kyle Roberts, Planning Director

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by the Chair this 19th day of August 2026.

/s/ Tobias Colvin
Tobias Colvin
Chair

ATTEST:

/s/ Kyle Roberts
Kyle Roberts, staff
Planning Director

Docusign Envelope ID: E65AB7BF-7E88-8B64-8276-769784FBF540

NOTICE OF APPEAL

711-26-000013-PLNG (SUB)

Pursuant to Redmond Municipal Code Section 8.1515, the applicant in this matter, Luke Pickerill/Redmond Land Group, LLC submits its Notice of Appeal along with the City prescribed Appeal Application.

Nature of Decision: Approval of five phase residential development consisting of 261 lots to accommodate 244 single-unit dwellings, 16 townhomes and one lot for 14 cottage dwellings, with conditions.

Date of Decision: The decision was mailed on July 10, 2026

Date of Appeal: The appeal was submitted on July 20, 2026

Grounds for Appeal: The applicant is appealing the imposition of the following conditions and for the sated reasons:

1. **Condition 4**: Condition 4 requires the installation of multi-use pathways on the west portion of the site. Portions of the required pathway in Phases 1 and 2 next to lateral B are in an easement benefitting COID. COID has stated explicitly that it does not approve of asphalt paths in that location. COID asserts that its private easement rights grant it the authority to not allow such paths. As such, the applicant cannot comply with the proposed condition. The city's alternative is that if COID will not allow asphalt, that the applicant create and dedicate a new open space tract that includes a pathway. The applicant does not believe that the city has legal authority to impose a condition that requires parties to alter private contract rights, particularly when one of the parties is not an application for the approval sought. Furthermore, the applicant understands that the city only has the authority to impose conditions of approval that are feasible. Based on COID's position, Condition 4 is not feasible and imposes an arbitrary and impossible condition in violation of the substantive due process clause. Finally, the city's alternative condition that the applicant dedicate a new open space lacks an essential nexus to any legitimate governmental interest that is related to the original pathway that it required over the COID easement. There are no findings identifying project impacts that justify a new open space. Thus, the alternative condition is a taking of private property. Creating a new open space outside of the COID easement will require a substantial redesign of the project eliminating valuable development property. The exaction is not roughly proportionate to the project impacts. There is an alternative location west of Road H in existing ROW that does not produce an unconstitutional result.

2. **Condition 6**: Condition 6 purportedly requires that applicant to construct at its sole expense an enhanced Pedestrian Crossing. The applicant does not believe that the city has demonstrated the required essential nexus and rough proportionality required to justify that condition. Assuming for arguments sake that the city can establish a legitimate governmental

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interest in pedestrian safety, it must demonstrate that impacts from the proposed project substantially impede that same governmental interest to the point that the city has a valid basis to deny the application.

The proposed project is one of several developments in the area that contribute pedestrians to the city pedestrian network, along with pre-existing pedestrian travel. Thus, the crosswalk that the city is demanding appears to address general pedestrian safety policies and not impacts from the proposed development. The applicant understands that the city attempted to impose the same of a substantially similar condition on a prior development. The supports the conclusion that the city's requirement/condition in this matter is not driven by the current proposal. In addition, the decision has no findings that even remotely respond to the required essential nexus/rough proportionality test.

3. Condition 7: Condition 7 requires a 20-foot dedication along SW 45th Street in Phase 1 even though that property is in Phase 3 and there will be no development in Phase 3 at the time that the city new requires the dedication. The applicant feels that the condition should be modified to be consistent with staff earlier position that the dedication is not required until the recording of the plat in phase 3. Not only is that consistent with common practice of requiring dedication to be made consistent with the approved phasing plan, requiring early dedication runs afoul Nollan/Dolan. Until Phase 3 develops, there will be no impacts from the proposal that will generate in impacts that substantially impede a legitimate governmental interest related to widening SW 45th Street in that area.

Furthermore, the dedication only makes sense if the Little Texas development proceeds. The purpose of the dedication is to connect the new improvements associated with Horizon Point to improvements in a phase of Little Texas. PUD, File 711-23-0002614-PLNG (CW), 711-28-000216-PLNG (PVD). Thus, to complete the anticipated improvements to SW 45th Street, the little Texas development must move forward to development.

4. Condition 9: Condition 9 requires a pedestrian pathway in a dedicated ROW between Road A and Helmholtz Way, specifically between proposed lots 14 and 15. The first problem that the applicant sees is that its reading of the code as confirmed in the draft decision is that the minimum block length standard does not apply in this location. Thus, the applicant does not see any legal authority for the city to require any midblock crossing.

Because the block length standard does not apply, the city's imposition of this condition is a subjective, value laden decision that notwithstanding the lack of a clear and objective standard requiring it, the city believes that crossing should be constructed. That form of discretionary decision cannot be imposed on a housing application under ORS 197A.400 which mandates that the city apply only clear and objective standards.

5. Condition 13: The applicant is appealing Condition 13 as a precaution until it has confirmed that the required 12-inch main that has excess capacity is eligible for SDC credits. It

Docusign Envelope ID: E65AB7BF-7E88-8B64-8276-769784FBF540

is not clear to the applicant that in a future SDC credit request, that the city cannot change its stated position that the improvement is creditable. If the city were to change its position on allowing SDC credits for that improvement, the Condition imposes a requirement that is not roughly proportionate to the project impact and requires the applicant to pay for improvements that address impacts unrelated to its project. As such it violates the 5th Amendment. The applicant request that the city confirm that the installation of the new 12-in water line is eligible for SDC credits and that that will not change when the applicant submits its SDC credit request.

6. **Condition 17**: The decision lacks findings supported by evidence that the requested fee is roughly proportionate to project impacts considering existing impacts and impacts that will flow from developments that have been approved.

7. **Condition 22**: Condition 22 was added after the city's Draft Decision The condition imposes requirements inconsistent with the application of the code provision on the applicant of the adjacent property and thus results in disparate treatment contrary to the equal protection clause. It also results in an inconsistent frontage.

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STAFF RESPONSE TO APPLICANT'S STATEMENT OF APPEAL
File No.: 711-26-000147-PLNG (A)
August 12, 2026

The following are Staff's statements in response to the appeal statement provided by the applicant in Appeal File No. 711-26-000147-PLNG (A) to the Staff Findings and Decision for Horizon Pointe Tentative Subdivision, File No. 711-26-000013-PLNG (SUB).

APPLICATION TIMELINE:

- Applicant's tentative subdivision application (711-26-000013-SUB) and materials submitted by applicant January 29, 2026
- Staff deemed the application incomplete January 26, 2026
- Staff deemed the application complete on March 26, 2026
- Administrative decision issued July 10, 2026
- Applicant's Appeal application received on July 20, 2026
- Applicant and interested parties notified of hearing on July 30, 2026
- Hearing on appeal scheduled for August 19, 2026 at 5:30 PM
- Final action 120-day deadline (ORS 227.178) is July 24, 2026

The following is the Applicant's statement of appeal as required by Section 8.1515(1) of the Redmond Development Code (RDC).

RDC 8.1505 – Who May Appeal

1. The following persons may file an appeal:
   a. A party on record;
   b. In the case of an appeal of an administrative decision without prior notice, a person entitled to notice; and
   c. A person entitled to notice and to whom no notice was mailed.
2. A person to whom notice is mailed is deemed notified, even if notice is not received.

STAFF RESPONSE: The Applicant is a "party of record" and therefore eligible to file an appeal under this section.

RDC 8.1510 – Filing Appeals

1. To file an appeal, an appellant must file a completed notice of appeal on a form prescribed by the Planning Division, accompanied by the required appeal fee, and a transcript preparation fee for any hearing appealed from.
2. The notice of appeal and appeal fee must be received at the offices of the City of Redmond Community Development Department no later than 5pm on the 12th day following mailing of the decision. Notices of Appeals may not be filed by facsimile machine.
3. If the City Council is the review authority and the Council declines review, a portion of the appeal fee may be refunded. The amount of any refund will depend upon the actual costs incurred by the City in reviewing the appeal.

Applicant Statement: Pursuant to Redmond Municipal Code Section 8.1515, the applicant in this matter, Luke Pickerill/Redmond Land Group, LLC submits its Noticed of Appeal along with the City prescribed Appeal Application.

Staff Response: The Appeal form is properly completed and noticed. The Staff Report for #711-26-00013-PLNG (SUB) was issued on July 10, 2026. The appeal period ends 12 days after issuance. The appeal and fee were received on July 20, 2026, which is within the appeal period.

RDC 8.1515 – Notice of Appeal. Notice of appeal shall include:

1. A Statement raising an issue relied upon for appeal with sufficient specificity to afford the hearings body an adequate opportunity to respond to and resolve each issue in dispute.
2. If the City Council is the review authority, a request for review by the City Council stating the reasons why the City Council should review the lower review authority's decision.
3. If the City Council is the review authority and de Novo review is desired, a request by the applicant for de Novo review shall state the reasons why the City Council should provide such review.

Staff Response: The applicant submitted a Notice of Appeal statement with sufficient specificity to afford the hearings body an adequate opportunity to respond and resolve each dispute. Specifically, the applicant is requesting revisions be made to several conditions of approval to File No. 711-26-000013-SUB and are presented below.

City Council is not the reviewing authority. Per Section 8.1535(1), the City has requested that the Urban Area Planning Commission review the applicant's appeal and shall be de novo.

Applicant Statement:

Condition 4: Condition 4 requires the installation of multi-use pathways on the west portion of the site. Portions of the required pathway in Phases I and 2 next to lateral B are in an easement benefitting COID. COID has stated explicitly that it does not approve of asphalt paths in that location. COID asserts that its private easement rights grant it the authority to not allow such paths. As such, the applicant cannot comply with the proposed condition. The city's alternative is that if COID will not allow asphalt, that the applicant create and dedicate a new open space tract that includes a pathway. The applicant does not believe that the city has legal authority to impose a condition that requires parties to alter private contract rights, particularly when one of the parties is not an application for the approval sought. Furthermore, the applicant understands that the city only has the authority to impose conditions of approval that are feasible. Based on COID's position, Condition 4 is not feasible and imposes an arbitrary and impossible condition in violation of the substantive due process clause. Finally, the city's alternative condition that the applicant dedicate a new open space lacks an essential nexus to any legitimate governmental interest that is related to the original pathway that it required over the COID easement. There are no findings identifying project impacts that justify a new open space. Thus, the alternative condition is a taking of private property. Creating a new open space outside of the COID easement will require a substantial redesign of the project eliminating valuable development property. The exaction is not roughly proportionate to the project impacts. There is an alternative location west of Road H in existing ROW that does not produce an unconstitutional result.

Staff's Response:

Staff met with applicant and revised the condition #4 as follows:

> ***Prior to plat of affected phases, a 10-foot wide, asphalt, separated multi-use path conforming to City of Redmond Standards and Specifications Standard Drawing 2-6 per Transportation System Plan (TSP) ID #B67 shall be installed.***
>
> ***a) Multi-use paths and landscaping located within the COID easement require COID approval.***
>
> ***b) The multi-use path may be partially located within the COID easement adjacent to and east of COID Lateral B, permitted it is located a minimum of 25-feet east of the canal. Slope easements may also be required where necessary for topography or***
> ***In the event that COID does not allow a multi-use path (in compliance with the standards herein) to be located within their easement, the multi-use path may be located adjacent to and west of Road H within existing right-of-way and the 10' Public Utility Easement, separated by a landscape strip that is a minimum of 4-feet wide from back of curb.***
>
> ***c) A public access easement is required to be recorded where the pathway is located on private property.***

d) Accessible curb ramps, advanced warning signage, continental striping, and illumination are required where the path intersects any roadways.

e) ***The path shall connect and align with the path proposed within the Little Texas Planned Unit Development located to the north.***

Applicant Statement: Condition 6 purportedly requires that applicant to construct at its sole expense an enhanced Pedestrian Crossing. The applicant does not believe that the city has demonstrated the required essential nexus and rough proportionality required to justify that condition. Assuming for arguments sake that the city can establish a legitimate governmental interest in pedestrian safety, it must demonstrate that impacts from the proposed project substantially impede that same governmental interest to the point that the city has a valid basis to deny the application.

The proposed project is one of several developments in the area that contribute pedestrians to the city pedestrian network, along with pre-existing pedestrian travel. Thus, the crosswalk that the city is demanding appears to address general pedestrian safety policies and not impacts from the proposed development. The applicant understands that the city attempted to impose the same of a substantially similar condition on a prior development. The supports the conclusion that the city's requirement/condition in this matter is not driven by the current proposal. In addition, the decision has no findings that even remotely respond to the required essential nexus/rough propo1tionality test.

Staff's Response: No changes have been made to condition #6. This condition was required due to the findings of the Transportation Impact Analysis completed by the applicants traffic engineer and was a condition of the Horizon Point TSAA approval dated April 15, 2026. Currently there are no other developments on the west side of SW Helmholtz that would benefit from a crossing at this location. It is for the sole benefit of residents in the proposed Horizon Pointe Subdivision. Developer has the option to apply for a Reimbursement District per City of Redmond Code Section 4.600 through 4.665 if they believe that adjacent properties will benefit from the construction of the enhanced pedestrian crossing.

Condition #6 remains:

> ***Prior to Phase 1 final plat approval, at the intersection of SW Helmholtz Way/Road D, an enhanced pedestrian crossing across SW Helmholtz Way shall be installed. The specific location of the crossing shall be determined at time of site plan submittal. This crossing shall include continental crosswalk striping, a raised pedestrian refuge island, a Rectangular Rapid Flashing Beacon to increase awareness of the crossing, and overhead illumination. The crossing shall connect to existing sidewalk on the east side of SW Helmholtz Way.***

Applicant Statement: Condition 7 requires a 20-foot dedication along SW 45th Street in Phase I even though that property is in Phase 3 and there will be no development in Phase 3 at the time that the city new requires the dedication. The applicant feels that the condition should be modified to be consistent with staff earlier position that the dedication is not required until the recording of the plat in phase 3. Not only is that consistent with common practice of requiring dedication to be made consistent with the approved phasing plan, requiring early dedication runs afoul Nollan/Dolan. Until Phase 3 develops, there will be no impacts from the proposal that will generate in impacts that substantially impede a legitimate governmental interest related to widening SW 45th Street in that area.

Furthermore, the dedication only makes sense if the Little Texas development proceeds. The purpose of the dedication is to connect the new improvements associated with Horizon Point to improvements in a phase of Little Texas. PUO, File 711-23-0002614-PLNG (CW), 711-28-000216-PLNG (PYO). Thus, to complete the anticipated improvements to SW 45th Street, the little Texas development must move forward to development.

Staff's Response:

Applicant's statement above includes standards found in Condition of Approvals #7 and #8.

Staff met with applicant and revised condition #7 as follows:

> ***Prior to plat approval of Phase 3 or Development of SW 45th Street with the Little Texas Planned Unit Development to the North, whichever comes first, twenty (20) feet public right-of-way shall be dedicated along SW 45th Street to achieve a minimum of sixty (60) feet total (30-ft. west of centerline) in coordination with Little Texas.***

Staff met with applicants and revised condition #8 as follows:

> ***Prior to plat approval of Phase 3 or when Little Texas North PUD is developed, SW 45th Street shall be improved to local street standards per COR Standard Drawing 2-1 along property frontage including, a total of 36-ft. minimum wide pavement (18-ft new pavement section west of centerline), curb, sidewalk and street trees on the west side, and storm drainage in coordination with neighboring Little Texas North PUD. A partial roadway standard or a payment in lieu of construction of half local street improvements may be allowed depending on timing of right of way dedication by others, at the discretion of the City Engineer. On street parking along SW 45th St. will not be permitted due to proximity to the future roundabout at SW 45th St. and SW Helmholtz Way. Therefore, "No Parking" signs may be required at the discretion of the City Engineer and Transportation Division.***

Applicant Statement: Condition 9 requires a pedestrian pathway in a dedicated ROW between Road A and Helmholtz Way, specifically between proposed lots 14 and 15. The first problem that the applicant sees is that its reading of the code as confirmed in the draft decision is that the minimum block length standard does not apply in this location. Thus, the applicant does not see any legal authority for the city to require any midblock crossing.

Because the block length standard does not apply, the city's imposition of this condition is a subjective, value laden decision that notwithstanding the lack of a clear and objective standard requiring it, the city believes that crossing should be constructed. That form of discretionary decision cannot be imposed on a housing application under ORS 197 A.400 which mandates that the city apply only clear and objective standards.

Staff's Response:

Staff met with applicants and revised the condition #9 as follows:

> ***Prior to Phase 3 plat approval, a PAE with a pedestrian pathway shall be located within the PUE north of lot 24.***

Applicant Statement: The applicant is appealing Condition 13 as a precaution until it has confirmed that the required 12-inch main that has excess capacity is eligible for SOC credits. It is not clear to the applicant that in a future SOC credit request, that the city cannot change its stated position that the improvement is creditable. If the city were to change its position on allowing SOC credits for that improvement, the Condition imposes a requirement that is not roughly proportionate to the project impact and requires the applicant to pay for improvements that address impacts unrelated to its project. As such it violates the 5th Amendment. The applicant request that the city confirm that the installation of the new 12-in water line is eligible for SOC credits and that that will not change when the applicant submits its SOC credit request.

Staff's Response:

Staff met with applicants and revised the condition #13 (a) as follows:

> ***Applicant shall provide a Fire Flow Analysis showing an 8-inch diameter water main is sufficient to meet Fire Flow requirements as outlined by Fire Code. If an 8-inch diameter water main is sufficient, the 12-inch diameter water main required for future development is eligible for system development charge credit per City Code Section 4.735 – Credits.***

Applicant Statement: Condition 17 - The decision lacks findings supported by evidence that the requested fee is roughly proportionate to project impacts considering existing impacts and impacts that will flow from developments that have been approved.

Staff's Response:

No changes have been made to condition #17.

Condition #17 remains:

> ***Prior to final plat approval, a total proportionate share of $88,696 is required for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street; a northbound right turn lane at SW***
>
> ***Helmholtz Way/SW Quartz Avenue; and a northbound right turn lane at SW Helmholtz Way/W Antler Ave. The proportionate share, or portions of the payment, will be required if the City adopts a separate funding mechanism that addresses the impacts in their entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval or Phase 1 or $17,739.20 may be paid prior to final plat approval of each individual phase.***

Applicant Statement: Condition 22 was added after the city's Draft Decision. The condition imposes requirements inconsistent with the application of the code provision on the applicant of the adjacent property and thus results in disparate treatment contrary to the equal protection clause. It also results in an inconsistent frontage.

Staff's Response:

No changes have been made to condition 22.

Condition 22 remains:

> ***Urban Rural Interface (URI): Prior to respective final plat approvals,***
>
> ***a) Provide landscape plan(s) showing native vegetation characteristic of the local ecosystem, multi-use path and amenities for open space tracts, and***
>
> ***b) Construct a multi-use path within an open space tract along the URI which shall extend through lots 210 and 211, or***
>
> ***c) Apply for a Modification of Approval which shows 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."***

Megan Peninger, Associate Planner — August 12, 2026

Megan Peninger, Associate Planner — Date

Kyle Roberts, AICP, Planning Director — August 12, 2026

Kyle Roberts, AICP, Planning Director — Date

CITY OF REDMOND
Community Development Department

411 SW 9th Street
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FINDINGS AND DECISION

Tentative Subdivision Plan
711-26-000013-PLNG (SUB)
Horizon Pointe Subdivision

DATE: August 19, 2026

APPLICANT: Luke Pickerill
Redmond Land Group, LLC
389 Scalehouse Court, Suite 110
Bend, OR 97702

PROPERTY OWNERS: Richard & Meghan Holmes
2571 SW Helmholtz Way
Redmond, OR 97756

Ronald Nelson
2577 SW Helmholtz Way
Redmond, OR 97756

Nathan & Jessica Hadfield
2897 SW Helmholtz Way
Redmond, OR 97756

PROFESSIONAL SERVICES: HWA, Inc.
Grant Hardgrave, PE
62930 O.B. Riley Road, Suite 100
Bend, OR 97703

REQUEST: Approval of a five-phase residential subdivision consisting of 261 lots that are planned to accommodate 244 single-unit dwellings, 16 townhomes, and 1 lot that is planned for 14 cottage dwellings.[1]

LOCATION: 2571 SW Helmholtz Way (taxlot: 1513190001101)
2577 SW Helmholtz Way (taxlot: 1513190001102)
2897 SW Helmholtz Way (taxlot: 15113190001100)
in Redmond, OR 97756

ZONING: R-3, Limited Residential
R-4, General Residential
R-5, High Density Residential

STAFF: Megan Peninger, Associate Planner

1 A Lot Line Adjustment, file # 771-25-000248-PLNG (LLA) has been submitted. The applicant has requested an indefinite toll of the clock to issue the lot line adjustment decision with this subdivision decision.

VICINITY MAP

AERIAL PHOTOGRAPH

I. BACKGROUND

Site Description:

The project site is comprised of three parcels totaling roughly 67.92 acres and is located in southwest Redmond. More specifically, the site abuts SW Helmholtz Way to the east/northeast, undeveloped Little Texas Planned Unit Development to the north, and the Urban Growth Boundary and Urban Reserve Area to the west and northwest. The site has situs addresses of 2577 SW Helmholtz Way (Parcel 2, taxlot: 1513190001101), 2897 SW Helmholtz Way (Parcel 3, taxlot: 1513190001100), and 2571 SW Helmholtz Way (Parcel 1, taxlot: 1513190001102) and includes three zones: Limited Residential (R-3), General Residential (R-4), and High-density Residential (R-5). The site has three existing single-unit dwellings with several outbuildings. The Central Oregon Irrigation District (COID) canal bisects the property from the northeast to the southwest. The applicant proposes to pipe this section of the canal and install a hot mix asphalt concrete (HMAC) overlay to create a multi-use trail.

Associated drawings are presented in Exhibit C.

The current configuration of Parcels 1 and 2 are the result of a lot line adjustment, file number 12-02 (Deschutes County Official Record CS18402). The current configuration of Parcel 3 was created by Partition Plat No. 1991-23, file number MP-90-31. As a separate submittal, the applicant has submitted a lot line adjustment (File Number 711-25-000248-LLA) to move the common property line of Parcel 2 and Parcel 3 south.

Land Use History:

The subject properties were annexed in 2008 via Resolution No. 2008-41. At that time, the subject properties were rezoned to R-3 Limited Residential, R-4 General Residential, and R-5 High Density Residential designations, with the R-3 zone—representing the lowest residential density—strategically located adjacent to the Urban Reserve Area to ensure a compatible land use transition.

Proposal:

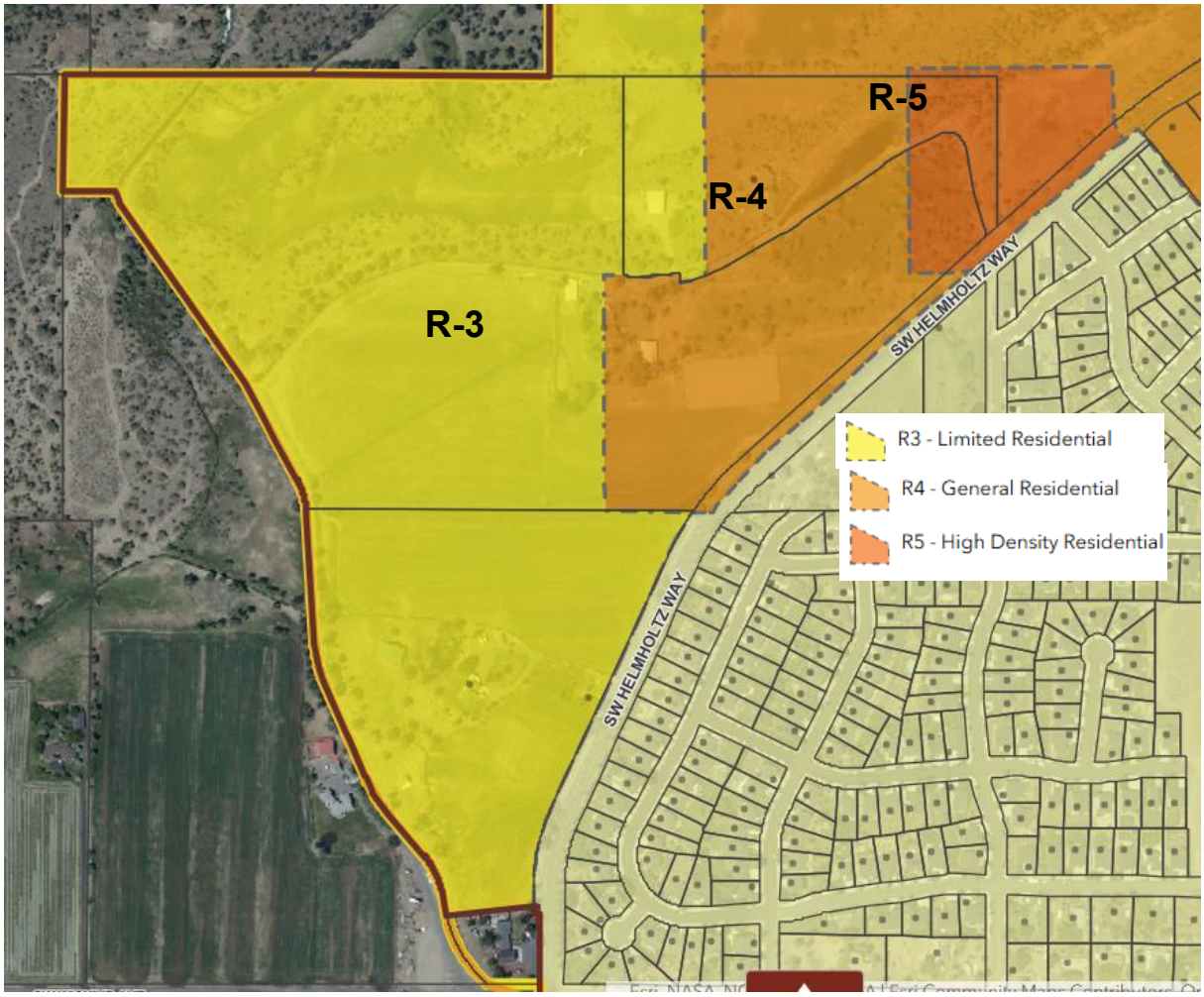
The applicant, Redmond Land Group, LLC, submitted an application for a subdivision. In keeping with the Comprehensive Plan and Zone Map's R-3, R-4, and R-5 zoning designations. The applicant proposes to construct 244 single-dwelling lots, 16 townhomes, 14 cottage-dwelling units, park tract, thirty-foot wide landscape buffer tract along SW Helmholtz Way, twenty-foot urban-rural interface tract, twenty-foot right-of-way dedication along SW Helmholtz Way, and street Improvements. Specific uses for structural development are not formally reviewed at this time; however, they will be reviewed with individual permit review for each proposed dwelling.

The applicant is proposing to develop the subdivision on approximately 67.32 acres in five phases. Frontage improvements are proposed to be completed with Phase 1 and Phase 3. The park tract is proposed to be completed with Phase 1, and the twenty-foot-wide urban-rural interface tract is proposed to be completed with Phases 1, 2, 4, and 5.

Adjacent Zoning & Land Uses:

	Zoning	Land Use
Northwest	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential on large lots
Northeast	Limited Residential R-3, General Residential R-4, High Density Residential R-5	Future suburban residential subdivision development
East	Limited Residential R-2	Suburban residential subdivision development
South	Urban Holding UH-10	Single-unit dwelling
West	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential on a large lot Farmland

ZONING MAP



PHASING PLAN

CAPACITY

There are no capacity issues with this proposal regarding streets, sewer, or water services as verified by the City Engineering Department. Staff identified no significant issues that could not be addressed through the conditions of approval included in this report.

COMMENTS

Important informational comments from City departments and relevant agencies concerning this project are presented in **Exhibit A**.

The Planning Division received several citizen comments concerning this project that are presented in **Exhibit B**.

EXHIBITS ATTACHED HEREIN

Exhibit A – City Department and Related Agency Comments
Exhibit B – Citizen Comments
Exhibit C – Project Plans, dated January 23, 2026
Exhibit D – Transportation System Analysis Memo, dated May 29, 2026
Exhibit E – Applicant Burden of Proof
Exhibit F – Appeal File No. 711-26-000147 (A)

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:

- January 29, 2026: Subdivision application and materials submitted by the applicant
- January 26, 2026: Notice of Incomplete sent to applicant
- March 26, 2026: Application deemed complete
- March 31, 2026: Adjacent property owners' notices mailed
- March 31, 2026: Routed to City departments and related agencies for comments
- July 10, 2026: Administrative Decision Issued
- Final action 120-day deadline (ORS 227.178) is July 24, 2026
- July 20, 2026: Applicant filed Appeal, File No. 711-26-000147 (A)
- July 30, 2026: Notice of appeal hearing mailed to interested parties
- August 19, 2026: Appeal hearing scheduled with Planning Commission

DECISION AND CONDITIONS OF APPROVAL

DECISION

Based on the submitted plans and Conclusionary Findings contained in this report, and conditions revised with Appeal File No. 711-26-000147-PLNG (A), **711-26-000013-PLNG (SUB) is hereby APPROVED, subject to the conditions of approval.** Revised conditions have been italicized.

Any substantial alteration to the approved plans, except as modified herein, shall be subject to the standards and procedures in Section 8.1400, Modifications of Approval of the Redmond Development Code.

1. Prior to final plat approval of all affected phases, a minimum five (5) foot public utility easement (PUE) shall be dedicated along all property frontage and proposed roadways per COR Standard Drawing 2-1.

2. Prior to final plat approval of all affected phases, local/cul-de-sac streets shall be dedicated as a 60-feet public ROW (30 feet from centerline) and constructed as full width street section per City of Redmond Standards and Specifications (COR) Standard Drawing 2-1 and 2-4 including 36-ft minimum wide pavement, curb, and ADA curb ramps, sidewalk and street trees. A partial street section will be required per COR Standard Drawing 2-3 where a full-width street section is not possible due to right-of-way constraints. End of roadway markers/barricades shall be installed at roadway terminus of each phase or where applicable.

3. Prior to Phase 1 and Phase 3 final plat approval, SW Helmholtz Way shall be improved to Minor Arterial standards per COR Drawing 2-1 along the phase property frontage and throughout the project limits, including right of way dedication to achieve 50-feet from centerline, new 50-ft minimum wide pavement, striping including bike lanes, curbs and ADA ramps on both sides, and sidewalks and street trees on the west side.

4. *Prior to plat of affected phases, a 10-foot wide, asphalt, separated multi-use path conforming to City of Redmond Standards and Specifications Standard Drawing 2-6 per Transportation System Plan (TSP) ID #B67 shall be installed.*

    a) *Multi-use paths and landscaping located within the COID easement require COID approval.*

    b) *The multi-use path may be partially located within the COID easement adjacent to and east of COID Lateral B, permitted it is located a minimum of 25-feet east of the canal. Slope easements may also be required where necessary for topography **or** in the event that COID does not allow a multi-use path (in compliance with the standards herein) to be located within their easement, the multi-use path may be located adjacent to and west of Road H within existing right-of-way and the 10' Public Utility Easement,*

separated by a landscape strip that is a minimum of 4-feet wide from back of curb.

c) *A public access easement is required to be recorded where the pathway is located on private property.*

d) *Accessible curb ramps, advanced warning signage, continental striping, and illumination are required where the path intersects any roadways.*

e) *The path shall connect and align with the path proposed within the Little Texas Planned Unit Development located to the north.*

5. Prior to Phase 1 final plat approval, at the intersection of SW Helmholtz Way/Road D a southbound right-turn lane and northbound left-turn lane shall be constructed. A stop bar and stop sign shall be installed for eastbound traffic.

6. *Prior to Phase 1 final plat approval, at the intersection of SW Helmholtz Way/Road D, an enhanced pedestrian crossing across SW Helmholtz Way shall be installed. The specific location of the crossing shall be determined at time of site plan submittal. This crossing shall include continental crosswalk striping, a raised pedestrian refuge island, a Rectangular Rapid Flashing Beacon to increase awareness of the crossing, and overhead illumination. The crossing shall connect to existing sidewalk on the east side of SW Helmholtz Way.*

7. *Prior to plat approval of Phase 3 or Development of SW 45th Street with the Little Texas Planned Unit Development to the North, whichever comes first, twenty (20) feet public right-of-way shall be dedicated along SW 45th Street to achieve a minimum of sixty (60) feet total (30-ft. west of centerline) in coordination with Little Texas.*

8. *Prior to plat approval of Phase 3 or when Little Texas North PUD is developed, SW 45th Street shall be improved to local street standards per COR Standard Drawing 2-1 along property frontage including, a total of 36-ft. minimum wide pavement (18-ft new pavement section west of centerline), curb, sidewalk and street trees on the west side, and storm drainage in coordination with neighboring Little Texas North PUD. A partial roadway standard or a payment in lieu of construction of half local street improvements may be allowed depending on timing of right of way dedication by others, at the discretion of the City Engineer. On street parking along SW 45th St. will not be permitted due to proximity to the future roundabout at SW 45th St. and SW Helmholtz Way. Therefore, "No Parking" signs may be required at the discretion of the City Engineer and Transportation Division.*

9. *Prior to Phase 3 plat approval, a PAE with a pedestrian pathway shall be located within the PUE north of lot 24.*

10. Access Management Standards. The development shall conform with Sec. 8.2820. - Access Management Standards. If any deviations from standards are requested by this plan, they shall be identified and submitted in writing to the

Planning Department within the burden of proof of a land use application. Corner lots and double fronting lots shall take vehicular access from the lower order street, alley or access easement. Direct vehicular access to SW Helmholtz Way, a minor arterial street, or SW 45th St, a local street in close proximity to a future roundabout at SW Helmholtz Way, shall not be permitted from any lot, tract or alley except for emergency access with locked fire gate/bollards required by Redmond Fire & Rescue (RFR).

11. Suitable ingress/egress and fire access must be maintained for all project phases, as required by Redmond Fire and Rescue (RFR). Temporary turn-arounds may be required at the termination of streets longer than 150-ft as required by RFR.

12. 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.

13. Prior to final plat approval of all affected phases, the City's public water system shall be extended within public right-of-way to the limits of each phase or project/property for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and current Water System Master Plan (WSMP) standards.

    a) *Applicant shall provide a Fire Flow Analysis showing an 8-inch diameter water main is sufficient to meet Fire Flow requirements as outlined by Fire Code. If an 8-inch diameter water main is sufficient, the 12-inch diameter water main required for future development is eligible for system development charge credit per City Code Section 4.735 – Credits.*

    b) Eight (8) inch minimum public water mains shall otherwise be extended along all public streets and frontages for service to each new lot. A separate single water service connection shall be required for each new lot/tract.

    c) 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.

    d) Phase 4 may be required to be revised to demonstrate planned sewer service to Lots 235-239 independent of undeveloped Little Texas PUD.

14. Prior to final plat approval of all affected phases, The City's public gravity sewer system shall be extended within public streets or easements for complete gravity service to each new lot and adjacent property per City "to & through" Public Facility Requirement and current City Sewer Collection System Master Plan (SCSMP) standards. Eight (8) Inch minimum public gravity sewer mains shall be extended along public streets, project frontages and/or easements for gravity service to each new lot. Proposed public sanitary sewer facilities located in Lot 24 and/or 261 and beyond public right-of-way will require unobstructed City access and all weather/pavement or other surface improvement capable of supporting City

service vehicles as approved by the City Wastewater Division. A separate single sewer service connection shall be required for each new lot/tract. 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.

15. Prior to final Phase 4 plat approval, A combined gravity, pump station, and interim pressure system within the proposed development and sewer discharge to the existing 15-inch SW Helmholtz Way sewer main shall be reviewed and approved by the City Engineer. The interim pump station shall be located near the proposed location of Obsidian Interceptor and the low point of the development near the north project/property boundary and Local Road K (SW 51st St. per Little Texas North approved plans). The interim pump station and force main must meet City of Redmond and DEQ standards. The plans must conceptually demonstrate how the development will connect to the Obsidian Interceptor once the Lift Station is decommissioned. Alternatively, the development may discharge to the undeveloped Little Texas PUD pump station, provided capacity is available at the pump station and a proportionate payment is provided prior to connection and/or private cost sharing is established with the undeveloped Little Texas PUD. The proportionate share will be determined based on actual design and construction costs of the pump station, relative to the sewer demand (gallons per minute) required by Horizon Pointe.

16. Prior to Phase 1 thru 4 plat approval, The fifteen (15) inch City gravity sewer trunk main identified as the Obsidian Interceptor per SCSMP shall be extended through project phase/subject property from the north project boundary at or near Local Road K (SW 51st St per Little Texas North approved plans) and south via public right-of-way or easements to the south project/property boundary. At the discretion of the City Engineer, a cash contribution may be provided in lieu of construction. If not constructed, the design shall be coordinated with the City to demonstrate how future impacts and utility conflicts will be mitigated once the interceptor is constructed.

17. Prior to final plat approval, A total proportionate share of $88,696 is required for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street; a northbound right turn lane at SW Helmholtz Way/SW Quartz Avenue; and a northbound right turn lane at SW Helmholtz Way/W Antler Avenue. The proportionate share, or portions of the payment, will be required if the City adopts a separate funding mechanism that addresses the impacts in their entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval or Phase 1 or $17,739.20 may be paid prior to final plat approval of each individual phase.

18. Lot/tract and subdivision grading shall conform to current COR Development Code 8.2720 and COR Standard and Specifications. All stormwater facilities shall meet

City of Redmond and DEQ standards. All private stormwater facilities shall be located outside of public right-of-way and public utility easements unless otherwise approved by the City Engineer.

19. Prior to building permit issuance and after land use decision issuance, an engineering permit and separate set of construction drawings shall be submitted directly to the City Engineering Division along with a Site Development (SD) Review Application for design review and approval of all proposed and/or required public infrastructure improvements, subdivision grading/drainage and utilities per City of Redmond Standards and Specifications.

20. Prior to issuance of any engineering permits, the Engineer of Record (EOR) shall review the existing curb, sidewalk and ADA curb ramps along both sides of property frontage and provide the City a letter of compliance or identify where the improvements are out of compliance. Where the improvements are out of compliance or damaged, they shall be removed and reinstalled to conform to City of Redmond Standards and Specifications and PROWAG guidelines.

21. Prior to phase one final plat the following shall be provided to the Planning Division:

    a) A schedule of improvements, initiation and completion shall be provided.
    b) General program for phasing timetable projection.
    c) Development plans for any common elements of facilities.
    d) A Water rights division plan shall be approved by the applicable Central Oregon Irrigation District.

22. Urban Rural Interface (URA): Prior to final plat of all respective phases

    a) Landscape plan(s) with native vegetation characteristic of the local ecosystem, multi-use path and amenities for open space tracts adjacent to areas outside of the Urban Reserve Area shall be submitted for review and approval, and
    b) The northern open space tract, multi-use path, and landscaping shall extend through Lots 210 and 211, or
    c) Lots adjacent to areas outside the URA shall provide a landscaped buffer at least 100 feet wide for the entire boundary to lands outside of the URA. This buffer shall be landscaped with native vegetation characteristic of the local ecosystem.

23. Utilities: All new utility service lines serving the site shall be placed underground.

24. Lot Size: Lots 35, 36, 37, and 230 shall meet the minimum lot size standard in the underlying zone.

25. 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. Corner lot 149 dwelling will be required to be oriented toward Local Road K or

revise the lot to ensure 55 feet of frontage along Local Road F

26. Landscaping:

a) Prior to phase plat approvals a comprehensive landscape and amenities plan of open space tracts shall be submitted, reviewed and approved.

b) Existing trees with a ten inch trunk diameter as measured at three feet above natural grade or greater are considered to be significant and shall be preserved to the greatest extent possible. Significant trees that are able to be preserved shall be provided with a Tree Protection Zone (TPZ) in compliance with the Public Works Standards and Specifications to protect the tree during development of the subject property. Where preservation is not feasible, significant trees shall be replaced at a 'one-to-one' ratio, inclusive of new street trees adjacent to the subject property.

27. Split-zoned lots shall be assigned zones as follows:

- Lot 24: R-4
- Lot 40: R-3
- Park Tract: R-4
- Lot 105: R-4
- Lot 120: R-4
- Lot 122: R-4
- Lot 148: R-3
- Lot 216: R-4
- Lot 219: R-4
- Lot 220: R-3
- Lot 227: R-3
- Lot 228: R-4
- Lot 261: R-5

CONDITIONS OF APPROVAL REQUIRING CONTINUOUS COMPLIANCE

28. Lighting: Lighting shall not shine into neighboring residences, or onto public streets

29. Landscaping:

    a) All landscaping shall be continuously maintained and replaced when necessary to ensure continued compliance with an approved landscape plan. Additionally, street trees shall be maintained in accordance with the standards listed in Section 3.600 of the Redmond City Code.
    b) Any substantial changes to the on-site landscaping shall require a new plan to be submitted, reviewed, and approved by the City of Redmond Planning Division pursuant to the adopted land use review procedures.
    c) All landscaping installation, including street trees, shall be completed prior to issuance of a Certificate of Occupancy.

30. External mechanical equipment shall be screened so as not to be visible from public streets and not placed on exterior walls unless fully screened.

31. Clear Vision Standard: No obstructions greater than three and one half (3 ½) feet high, including any landscaping which will grow greater than three and one half (3 ½) feet high, with the exception of trees whose canopy heights are at all times greater than eight (8) feet, may be placed in a clear vision area as defined in Article I, “Supplementary Provisions”.

32. Maintenance:

    a) The provisions and maintenance of off-street parking and loading spaces is the continuing obligation of the property owner.
    b) Maintaining control of lighting on the subject property is the continued responsibility of the property owner.

33. Permits: The applicant shall obtain all required permits and licenses as applicable. A permit for explosive blasting shall be obtained from Redmond Fire & Rescue and City Engineer prior to any blasting.

//END OF CONDITIONS//

THIS DECISION BECOMES FINAL TWELVE (12) DAYS FROM DATE MAILED UNLESS A WRITTEN APPEAL IS SUBMITTED TO THE PLANNING DIVSION WITH PAYMENT OF THE APPLICABLE FEE. FOR INFORMATION ON THE APPEAL PROCESS, PLEASE CALL (541) 923-7721.

In accordance with Redmond Code Section 8.1605, all land use approvals shall be valid for a period of two (2) years unless extended in compliance with Section 8.1610. Such extensions shall be administrative, in writing, and not subject to appeal. Any change or modification will require a new application and approval by the City of Redmond Planning Division. All modifications to the approved plans, except for changes needed to comply with the conditions of approval, shall be subject to Redmond Code Section 8.1400.

Megan Peninger, Associate Planner — Date

Mailed By Megan Peninger

cc: Redmond Urban Area Planning Commission
David Pilling, City of Redmond Engineering Division
Veronica Reinertson, City of Redmond Engineering Division
City of Redmond Building Division
Tom Mooney, Redmond Fire & Rescue
Tracy Terral, Central Oregon Irrigation District
Kelly Charon, Kelly.charon@cascadehasson.com
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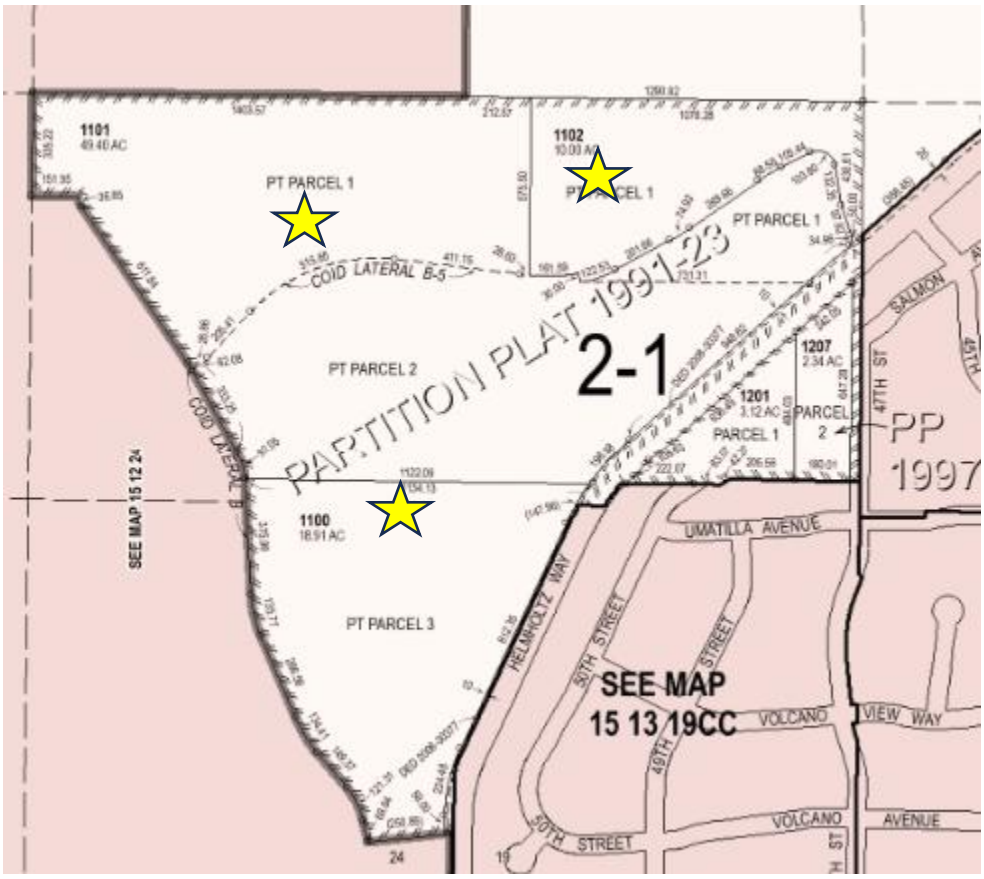
APPLICABLE ORDINANCE PROVISIONS:

1. **Redmond Urban Area Comprehensive Plan, if any policies and objectives are found to apply.**
2. **Redmond Development Code, Chapter 8 (last amended by Ord. #2025-08).**
   Article I - Zoning Standards,
   - Section 8.065: Establishment of Zones and Districts
   - Section 8.070: Location of Zones
   - Section 8.080: Zone Boundaries
   - Section 8.135: Uses Permitted
   - Section 8.140: Minimum Standards
   - Section 8.385: Neighborhood Meeting

   Article II, Land Use Procedures
   Article III, Land Division Standards
   - Section 8.2200: Pre-Application Meeting
   - Section 8.2202: Neighborhood Meeting
   - Section 8.2205: Application Submission
   - Section 8.2210: Scale of Tentative Subdivision Plan
   - Section 8.2215: Informational Requirements
   - Section 8.2220: Phased Development Plan
   - Section 8.2225: Approval of Phased Development Plan
   - Section 8.2230: Development Following Approval
   - Section 8.2235: Approval Criteria for Tentative Subdivision Plans
   - Section 8.2240: Future Subdivision
   - Section 8.2245: Resubmission of Denied Tentative Subdivision Plans
   - 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 8.2835: City as Beneficiary to Covenants, Conditions and Restrictions

FINDINGS OF FACT

1. **Location**: 2897 SW Helmholtz Way, 2577 SW Helmholtz Way, and 2571 SW Helmholtz Way. The proposed sites are located west of SW Helmholtz Way and north of the intersection of SW Wickiup Ave and SW Helmholtz Way. The sites are also identified as Deschutes County Map #1513190001100, #1513190001101, and 1513190001102 respectively.



2. **Zone and Comprehensive Plan Designation**: The subject property is zoned and planned R-3 Limited Residential, R-4 General Residential, and R-5 High Density Residential on the Redmond Urban Area Comprehensive Plan and Zone Map.

   The purpose of these zones are to provide medium to high density residential neighborhoods including single-dwelling detached residential neighborhoods, middle housing, and a mix of other housing types including multi-family. Limited commercial uses such as offices are conditionally permitted where compatible with surrounding development.

3. **Site Description**: The subject properties encompass three lots of approximately 67.92 acres and is irregularly shaped. The proposed development is west of NW Helmholtz Way, a minor arterial, and north of SW Wickiup Avenue, a major collector. The lots are bisected east to west by a Central Oregon Irrigation canal. The site features mostly Juniper trees and is covered with native grasses. While the overall topography is relatively flat, there are several slightly elevated hills and slopes gently to the southwest. Currently, the properties are developed with single-dwelling residences with accessory buildings on each lot.

Subject Property and Adjacent Property Zoning and Land Use:

	Zone	Land Use
Northwest	County, EFUTRB	Farm Use
Northeast	R-3, Limited Residential R-4, General Residential R-5, High Density Residential	Undeveloped PUD known as Little Texas with Single-unit dwellings on parcels and Multi-Family
South	R-3, Limited Residential	Single-unit dwelling
East	Right-of-Way	Minor Arterial, NW Helmholtz Way
West	County, EFUTRB	Farm Use

2. **Lot of Record:** The subject properties were created as lots of record through Deschutes County Minor Partition MP-90-31. They were subsequently annexed into the City by Resolution No. 2008-41 on July 8, 2008.

3. **Proposal**: The applicant has requested approval of a five-phase residential subdivision consisting of 261 lots that are planned to accommodate 244 single-unit dwellings, 16 townhomes, and 14 cottage dwellings on one lot.

8.065 Establishment of Zones and Districts

R-3 Limited Residential Zone. To provide medium density residential neighborhoods with a mix of single-unit detached dwellings, middle housing, and a mix of other housing types.

R-4 General Residential Zone. To provide medium density residential neighborhoods with a mix of single-unit detached dwellings, 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.

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-unit developments. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

FINDING: The applicant proposes a mix of single-unit dwellings, townhouses, and cottages. These housing types are allowable uses in the proposed subdivision's three zoning districts: R-3, R-4, and R-5. This standard is met.

8.070 Location of Zones

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

FINDING: The current delineation of the three zones on the subject properties appears to be random. Staff was unable to ascertain how the zoning boundaries were established. Furthermore, as shown on the applicant's plan set, specifically Sheet TP2.7, a number of proposed lots are split-zoned. Given the unknown rationale for the current zone boundaries, staff supports the applicant's proposed lot layout. The zone designation for each proposed split-zoned lot is addressed in Section 8.080 below.

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 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 fine 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 vacate, 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: As discussed in Section 8.070 above, staff supports the applicant's proposed lot layout, which includes a number of split-zoned lots. Per subsection 2 of this Section, the proposed split-zoned lots will be assigned zones as follows:

Lot 24: R-4
Lot 40: R-3
Park Tract: R-4
Lot 105: R-4
Lot 120: R-4
Lot 122: R-4
Lot 148: R-3
Lot 216: R-4
Lot 219: R-4
Lot 220: R-3
Lot 227: R-3
Lot 228: R-4
Lot 261: R-5

This standard can be met by complying with the conditions of approval.

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

	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
Residential Uses:						
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	

	R-1	R-2	R-3	R-4	R-5	RESTRICTIONS AND REQUIREMENTS
Manufactured Home	O	O	O	O	O	See Single Family Detached Dwelling
Manufactured Home Park	N	N	N	O	O	See Section 8.375
Manufactured Home Subdivision	N	N	O	O	O	Subject to compliance w/ applicable ORS
Multi Family Complex (five + units)	C	C	C	O	O	
Public-Owned Affordable Housing Developments	O	O	O	O	O	See Section 8.145
Nursing, Convalescent, and Assisted Living Facility	N	N	C	C	C	More than 15 people
Planned Unit Development	C	C	C	C	C	
Residential Care Facility	N	N	C	C	O	Defined in and regulated by ORS
Residential Care Home	O	O	O	O	O	Defined in and regulated by ORS
Single Room Occupancy Development	O	O	O	O	O	
Non Residential Uses:						
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	

Duplex, Triplex, Quadplex, Townhouse, Cottage Cluster	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 has proposed single-unit dwellings, townhomes, and cottages. These uses are permitted outright in R-3, R-4, and R-5 zones. This standard is met.

8.140 Table B, Minimum Standards

The following minimum standards apply in each of the Residential Zones.

Standard:	R-1	R-2	R-3 & R-3A	R-4	R-5
Minimum Lot size - Square Feet					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
Density - Units/Net Acres					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
Planned Unit Developments (PUDs) densities in Section 8.275.					
Minimum Setback Distance – Feet					
Front Façade, excluding garage	10	10	10	10	10

Standard:	R-1	R-2	R-3 & R-3A	R-4	R-5
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: Setbacks and building height for structural development are not formally reviewed at this time; however, they will be reviewed with individual permit review for each proposed dwelling.

Lots 35, 36, 37, and 230 in Zone R-4 do not meet the minimum lot size of 5,500 sf. Minimum street frontage requirements are met as well as density. The lot size standard can be met by complying with the conditions of approval.

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.

FINDING: This section is informational.

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.

FINDING: The applicant is not applying for a Master Development Plan. This standard is not applicable.

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.

FINDING: Per the Trip Generation Forecast, the development will generate 200 or more daily trip ends, or 20 or more PM peak hour trip ends. Therefore, a neighborhood meeting is required. The applicant provided documentation that a neighborhood meeting was held on Wednesday, January 21, 2026, at 6pm at the Redmond Branch of the Deschutes Public Library. This standard is met.

C. Wireless and Broadcast Communications Facilities.

FINDING: The applicant is not applying for a wireless and/or broadcast communications facility. This standard is not applicable.

3. Requirements and Procedures. The neighborhood meeting must be held after a predevelopment 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.

FINDING: A predevelopment meeting was held on January 20, 2026; which was held prior to the neighborhood meeting. This standard is met.

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.

FINDING: The applicant provided documentation that a neighborhood meeting was held on Wednesday, January 21st at 6pm at the Redmond Branch of the Deschutes Public Library. 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 in consideration information provided by City staff at the predevelopment 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.

FINDING: The applicant provided documentation that a notice was mailed on January 9th, 2026, which is more than ten days prior to the January 21st, 2026, neighborhood meeting. The notice included the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. This standard is met, as proposed.

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.

FINDING: The applicant provided evidence of neighborhood meeting posted on the site. This standard has been met.

ARTICLE III – Land Division Standards

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 met with designated staff for a pre-application meeting on January 20th, 2026, File Number 711-25-000278-PD. 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.

FINDING: This standard has been addressed previously under Section 8.385 herein.

8.2205 Application Submission

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

FINDING: This standard is 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.

FINDING: 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.

E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.

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

FINDING: The applicant has identified the drawings as a tentative plan for a subdivision named Horizon Pointe. The plans include dates, north designation, scale and gross area of the proposed subdivision and the location and tract designation is sufficient to define its location and boundaries. Additionally, a legal description has been provided. The title report is dated January 23, 2026.

The applicant has provided a recorded "Memorandum of Option Agreement" with the landowners of the subject properties.

These standards have been 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-of0way 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.

FINDING: The applicant has provided sufficient information and plans to meet these standards. These standards are met, as proposed.

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.

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

L. Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.

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

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

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

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.

FINDING: The applicant has provided phased development plan that includes the overall development plan that includes phasing. The tentative subdivision does not include a commercial component. This standard is met, as proposed.

2. Show compliance with all applicable land division standards and policies as described in this Article.

FINDING: Findings for compliance with land division standards are included throughout this staff report.

3. Schedule of improvements initiation and completion.

FINDING: After reviewing the applicant's plan set, no improvements initiation and completion was included. This standard can be met by complying with conditions of approval.

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)

FINDING: City Engineering has reviewed the transportation and traffic pattern plan. City Engineering comments are integrated herein within Exhibit A.

5. General program for phasing timetable projection.

FINDING: This standard can be met by complying with conditions of approval.

6. Development plans for any common elements of facilities.

FINDING: This standard can be met by complying with conditions of approval.

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 subdivision plan for a five-phased subdivision and has stated that all phases are planned to be completed by Winter 2032. All phases must be platted

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: Per this standard and Section 8.2305, all five phases must be platted within 10 years of tentative subdivision approval.

8.2235 Approval Criteria for Tentative Subdivision

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 tentative subdivision plan is found to be in compliance with ORS Chapter 92. This finding is substantiated by way of findings addressing said ORS, plans, standards, criteria and conditions of approval throughout this staff report. This standard is met.

    B. Proposal complies with the standards of this Code, including but not limited to:

        1. Section 8.2705, Blocks, Lots and Parcels.
        2. Section 8.2710, Streets.
        3. Section 8.2715, Fundamental Design Standards.
        4. Section 8.2720, Grading of Building Sites.
        5. Section 8.2815, Transportation System Analysis.
        6. Section 8.2820, Access Management Standards.
        7. Any other applicable standards.

FINDING: Findings for these sections are addressed later in this staff report.

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

FINDING: Setbacks and building height for structural development are not formally reviewed at this time; however, they will be reviewed with individual permit review for each proposed dwelling.

Lots 35, 36, 37, and 230 in Zone R-4 do not meet the minimum lot size of 5,500 sf. Minimum street frontage requirements are met as well as density.

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

FINDING: The proposed subdivision is not located on property that is located within an approved area plan, master plan and/or framework plan; therefore, this standard is not applicable.

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

FINDING: The applicant's proposal does not alter, impact, or conflict with existing public access easements. This standard is met, as proposed.

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: City Engineering has reviewed the applicant's proposal. All public infrastructure will be required to be constructed to City standards as detailed in conditions of approval.

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 submitted an Infrastructure Allocation Analysis application to the City to ensure adequate capacity would be available to serve the development. The analysis indicated that there is available capacity for the proposed tentative subdivision.

The Traffic Impact Analysis has been provided by the applicant, as detailed therein, the development (with planned improvements) will provide needed improvements and will ensure that adequate capacity is available to serve the entire subdivision area.

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

FINDING: COID reviewed and commented the following:

There are 4.6 acres of water rights appurtenant to tax lot 1513190001102, 1.2 of which are owned by COID as a pond right. All 4.6 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 4.6 acres from the described parcel. There are 34.9 acres of irrigation water rights appurtenant to tax lot 1513190001101. All 34.9 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 34.9 acres from the described parcel. There are 15.0 acres of irrigation water rights appurtenant to tax lot 1513190001100. Of those water rights, 8.79 acres of water rights have been quitclaimed to COID, the remaining 6.21 are appurtenant to the property and are mapped to a specific place of use. These water rights remain appurtenant to this land until completion.

COID comments integrated herein within Exhibit A.

A water rights division plan shall be approved by the applicable Central Oregon Irrigation District. This standard can be met by complying with conditions of approval.

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 the adjacent streets, bicycle paths, and accessways.

FINDING: Lots 216, 219, 220, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257 are greater than twice the minimum lot size required in the underlying zone. While future partitioning of these lots is not anticipated, any such proposal would be subject to compliance with all applicable land division standards. Based on the current proposal, staff has determined that this standard does not apply.

8.2245 Resubmission of Denied Tentative Subdivision Plans.

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

FINDING: This section is informational.

8.2700 Compliance Required.

1. Any land decision 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.

FINDING: This section is informational.

8.2705 Blocks, Lots and Parcels.

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

FINDING: Pursuant to Section 8.020, the definition of block is, "An area of land bounded by streets or by a combination of streets and public parks, cemeteries, railroad rights-of-ways or lines, shorelines or waterways, natural topographical barriers, or corporate boundary lines of city. Based on staff review of the tentative subdivision plan, street and block lengths comply with the maximum 660-foot limit. Development of Horizon Pointe shall match the street pattern of proposed development to the north.

This standard is met, as proposed.

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: Lots along the eastern edge of the subdivision are adjacent to and buffered by an open space tract, thus not adjacent to SW Helmholtz Way, a minor arterial; therefore, the minimum block length is not required. However, to facilitate a mid-block crossing, a pedestrian pathway shall be constructed, and right-of-way or easement shall be dedicated between Road "A" and SW Helmholtz Way at or near the intersection of Road "A" and Road "K" between lots 14 and 15. This standard can be met by complying with conditions of approval.

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: Lots are proposed for two tiers of lots except where the lots are adjacent to county land and SW Helmholtz Way, a minor arterial. 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 slope; or
4. When a cul-de-sac or dead-end street abuts rural resource land at the urban growth boundary. In industrial zones, this standard may be waived at the discretion of the Review Authority, when it is determined that the City's grid street standards should not be applied to the industrial development.

FINDING: The proposed tentative subdivision includes two cul-de-sacs and five dead-end streets. All proposed streets include a sidewalk. There are multi-use paths along the rear

of the eastern, western, and a portion of the northern perimeter lots. Additionally, a multi-use path bisects the development following COID Lateral B-5.

The dead-end streets on the north and west sides are proposed to terminate at county property. The dead-end streets located to the south are proposed to terminate at a parcel zoned R-3. Should the county property or the R-3-zoned lot develop in the future, these streets would provide connectivity between the developments.

The western cul-de-sac, Local Road H, is well serviced with multi-use paths at the rear of each lot and one intersecting the street just before the cul-de-sac bulb.

The the multi-use path located in the rear of the northwestern perimeter lots which are adjacent to the URA does not provide a reasonably direct connection to a likely pedestrian destination or right-of-way;. Extending the multi-use path through Lots 210 and 211 would establish a more direct connection and reduce out-of-direction pedestrian travel to access the multi-use path. These standards can be met by complying with conditions of approval. [This section should match the COAs]

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 subject property for the tentative subdivision is irregularly shaped. Rectangular lots are proposed where appropriate given the site's configuration. Lots 35, 36, 37, and 230 within the R-4 zone do not meet the minimum lot size requirement of 5,500 square feet. Exceptions A, B, and C above do not apply. This standard can be met by complying with conditions of approval.

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

FINDING: All lots front a public street and meet minimum frontage requirements.

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: Side lot lines are proposed generally at right angles to streets or radial to curves. This standard is met, as proposed.

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: Through/double frontage lots have not been proposed. This standard is met, as proposed.

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: Residential development is not proposed at this time. However, there are no proposed lots that abut collector or arterial streets.

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: All corner lots meet this standard except corner lot 149 which is on the corner of Local Road F and Local Road K. This standard is met only on Local Road K, therefore dwelling shall be oriented toward Local Road K or by revising the lot to ensure 55 feet of frontage along Local Road F. This standard can be met by complying with conditions of approval.

8. Special Building Setback Lines. If special building setbacks 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: Staff has determined that no special setback lines are needed to be established with the platting of the proposed subdivision.

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 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: A re-division plan is not foreseen at this time, and staff does not find the need to impose additional requirements. This standard is met.

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

FINDING: As depicted on the submitted plans, the street layout reflects a basic grid street design that complies with the minimum and maximum block lengths, while also integrating a curvilinear street/block layout. This standard is met.

11. Flag Lots. A flag lot shall be considered as a "flat lot" if the pole of the flat lot is less than half the width of the average lot width. For flag lots, the following shall be required:

FINDING: No flag lots are proposed. This standard is not applicable.

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 subject property is irregularly shaped and, to the greatest extent possible, a grid pattern of through streets has been facilitated while ensuring street lengths remain below the maximum allowable threshold. This standard is met, as proposed.

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

FINDING: The City's Transportation System Plan, coupled with the city required street spacing and design standards, provide direction related to streets, sidewalks, bike lanes and pedestrian paths. City Engineering has reviewed the proposed street and connections in accordance with City of Redmond's Transportation System Plan and other applicable associated standards. All streets, sidewalks, bike lanes, and pedestrian pathways within the development and along SW Helmholtz Way, a minor arterial, are designed to interconnect with one another and outside the development. This standard is met, as proposed.

    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: New local streets are proposed to align with future local streets to the north, connecting the subject development to the undeveloped Little Texas PUD. Five other streets are proposed to connect to future development to the north, west, and south. Two cul-de-sacs are proposed where, if extended, would result in lower than standard block lengths. These standards are met, as proposed.

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 subdivision appears to be well designed with a basic grid street design that complies with the minimum and maximum block lengths, while also integrating a curvilinear street/block layout. This standard is met.

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: Section 8.2820 is addressed below. Compliance with the TSP and the Comprehensive Plan is achieved through a design that conforms to all City of Redmond Development Code standards.

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: SW Helmholtz Way, a minor arterial, is adjacent to the subject property. City Engineering has reviewed the existing street and determined SW Helmholtz Way shall be improved to Minor Arterial standards along the phase property frontage and throughout the project limits, including right-of-way dedication to achieve 50-feet from centerline, new 50-ft minimum wide pavement, striping including bike lanes, curbs and ADA ramps on both sides, sidewalks, and street trees on the west side. These standards can be met by complying with conditions of approval.

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 easements adjacent to or within a tract will include the COID easements. COID has full control over how their easements are improved.

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: Proposed local residential roads are proposed with a minimum right-of-way width of 60 feet and SW Helmholtz Way right-of-way shall be improved to achieve 50-feet from centerline. These standards can be met by complying with conditions of approval.

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

FINDING: The proposed tentative subdivision proposes five dead-end streets which are intended to serve as access points to future developments of adjoining land. These standards are met as proposed.

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

FINDING: The tentative subdivision proposal abuts SW Helmholtz Way, which is designated as a minor arterial and shall be improved to Minor Arterial standards along the phase property frontage and throughout the project limits. No special or unique treatments are required as part of this land division.

7. Streets Adjacent to Railroads, Freeways and Parkways. When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on either side of such right-of-way at a distance suitable for use of the land between the required street and the abutting railroad, freeway, or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width between the railroad right-of-way and residential property. The land strip must be occupied by the fire-resistant materials, and may contain a fence, a trellis, a wall, or small decorative or artistic feature. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to a passive-style

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

FINDING: The subject property is not adjacent to any railroads, freeways, or parkways. This standard is not applicable.

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

FINDING: New local streets are proposed to align with local streets to the north, connecting the subject development to the undeveloped Little Texas PUD. Five other streets are proposed with the intention to connect to future developments to the north, west, and south. These standards are met, as proposed.

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: Street names have not been established. Street names shall be subject to approval of the Redmond Fire and Rescue, Deschutes County and/or City of Redmond.

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 tentative subdivision proposes sidewalks on both sides of all local streets. Additionally, sidewalks are proposed on frontages of SW 45th Street and SW Helmholtz Way.

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

FINDING: Multi-Use pathways are proposed within the COID laterals B and B-5 as well as bike lanes on SW Helmholtz Way along the project frontage, as required by the Redmond Transportation System Plan All improvements within COID easements shall be approved by COID.

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: The proposed subdivision will include multiple street intersections, all of which are designed to be as close to right angles as practicable. This standard is met, as proposed.

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: As proposed, Local Roads E, J, and I do not align. Due to irregular shape of the subject property, aligning the subject streets would result in block lengths less than standard. This standard is met to the extent possible.

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 applicant is not proposing narrow streets. This standard is not applicable.

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 applicant is not proposing private streets. This standard is not applicable.

Section 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 indicates in the submitted narrative that they intend to provide underground wiring compliant with City Standards as prescribed in this section. This standard is met.

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: Access points are proposed to SW Helmholtz Way, future SW 45th Street, and two future streets developed within the undeveloped Little Texas PUD. This standard is met, as proposed.

3. Water/Sewer. All subdivisions and partitions shall provide water and sewer lines constructed to City standards and specifications approved by the City Engineer. All lots or parcels shall be served from the City of Redmond water and sewer systems or by water and sewer systems acceptable to the City. Water and sewer mains and service lines shall be installed prior to the curbing and paving of new streets in all new subdivisions or partitions.

FINDING: According to the Tentative Plan, TP2.2, the proposal includes extending water and sewer mainlines from SW Helmholtz Way to serve the development area. Additionally, water and sewer laterals would extend to each of the proposed lots from the new mains. The applicant indicates that water and sewer extensions would be constructed in conformance with City Standards and be reviewed by the Public Works Department prior to construction, in accordance with this section. These standards can be met by complying with the conditions of approval.

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: According to the applicant's burden of proof and submitted Tentative Plans, TP1.2, TP1.3, TP1.4, and TP1.5, new utility extensions would be located underground. These standards can be met by complying with the conditions of approval.

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 existing COID lateral B-5 is planned to be piped however existing rock cropping shall be considered in placement of the piping, streets, and structures as shown in their burden of proof. This standard is met, as proposed.

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 has identified 369 trees with a trunk diameter of ten inches or greater, measured 4.5 feet above grade, that are proposed to be replaced at a one-to-one ratio. Replacement trees are required to have a minimum trunk diameter of 1½ inches measured 4.5 feet above grade. The proposal includes 50 replacement trees to be located within the neighborhood park and open space tract, and 323 replacement trees to be installed as street trees on individual lots. This standard is met, as proposed.

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.

FINDING: These standards can be met by complying with conditions of approval.

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: ½ 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 applicant proposes 274 dwelling units which require a minimum of 30,000 square feet of privately maintained park area. The applicant has proposed approximately 35,820 square feet of park area. A complete landscaping and amenities plan for the park tract will be required to be reviewed and approved prior to phase 1 plat approval.

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 entirety of the western boundary and a portion of the northern boundary abut lands outside the URA. A portion of the western boundary, that abuts lands outside the URA, is adjacent to COID lateral B canal where the applicant has proposed a multi-use path within the COID easement. An Open Space Tract is proposed in the remainder of the western boundary and a portion of the northern boundary. Landscaping has not been proposed adjacent to the multi-use path or within Open Space Tracts.

These standards can be met by complying with conditions of approval.

8.2720 Grading of Building Sites

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

FINDING: The applicant's burden of proof indicates that the site development/preparation will conform to the City of Redmond Public Works Standards and Specifications. Grading will be evaluated by City Engineering prior to the issuance of Building Permits. The applicant can meet this standard by complying with the conditions of approval.

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 plan 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: The proposed subdivision includes both public and private improvements. Applicant's submitted narrative acknowledges the requirements of this section.

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, PUD, Master Plan, Comprehensive Plan Amendments, 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 for partitions up to three lots.

1. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute or Transportation Engineers manual, Trip Generation, current edition, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer.

    A. A development will be required to provide a Trip Generation Report per Section 8.2815(2) for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips. The Trip Generation Report shall be prepared by a professional engineer licensed in the state of Oregon. The Engineering Department will review and evaluate the Trip Generation Report to determine if a Transportation Impact Analysis (TIA) is required.

    Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may be required to provide a TIA when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer, or designee, shall determine the scope of the analysis.

    B. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a TIA shall be required per Section 8.2815(3).

        1. The applicant's engineer shall consult with the City Engineer, or designee, prior to preparing the TIA to verify the scope of the study. The City shall respond in writing within 30 days.

            a. When applicable, the applicant's engineer shall concurrently consult with ODOT prior to preparing the TIA to verify the study area.

        2. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis.

        3. The TIA shall bear the stamp and signature of a licensed professional engineer in the State of Oregon.

FINDING: The subject subdivision generates more than 200 PM Peak Trips and a Transportation Impact Analysis. City Engineering reviewed the TIA and their comments are integrated herein within Exhibit A. Specifically noted on the Transportation System Analysis Application (TSAA):

> ***Note this approval on 5/29/26 includes modifications to the conditions of approval based on updated phasing submitted with the land use planning file #711-26-000013-PLG [(SUB)]. No traffic impacts were noted based on updated phasing. Conditions of approval submitted to Planning will supersede the TSA approval memo.***

This standard is met, as proposed.

2. When a Trip Generation Report is required, it must demonstrate the existing use, proposed use, existing trips per the ITE, and proposed trips per the ITE. Local trip rates may also be considered if supported by traffic counts conducted according to ITE guidelines. The report must include a conceptual site plan that shows adjacent roadways, alleys, roadway classifications, and access points.

3. When a TIA is required, it must demonstrate that the following standards are met:

   A. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95^{th} percentile vehicle queue is less than four vehicles during the peak hour.

   B. The Average Daily Traffic (ADT) volume of Local Street roadways within the City shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.

   C. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer and pursuant to the adopted City's Transportation System Plan. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.

4. The TIA shall include at a minimum, the following intersections:

   A. All site access intersections.
   B. Nearest intersecting collector or arterial street upstream and downstream of the development.
   C. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
   D. Additional intersections requested by staff in the basis of anticipated impacts resulting from the development.

5. The TIA shall include the following study time frames addressing:

   A. Existing conditions.
   B. Completion year of each significant phase of development.
   C. Five year forecast beyond final phase

6. The following Tables are required in the TIA:

   A. Trip Generation (including phase breakdown if applicable).
   B. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, V/C ratio, 95% vehicle queue, and any additional pertinent analysis results).

7. The following Figures are required in the TIA:

   A. Vicinity/Locator Map.
   B. Site or Tentative Plan Map.
   C. Background Traffic Volumes (all study intersections and analysis years).
   D. Trip Distribution and Assignment.
   E. Background + Site Generated Traffic Volumes (all study intersections and analysis years).

8. Other Analysis Standards (as required by the study)

   A. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.
   B. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.
   C. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.
   D. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.
   E. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.
   F. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.

FINDING: The Engineering Division has reviewed the Transportation System Analysis. More than two hundred (200) average daily trips and twenty (20) pm peak hour trips are expected. City Engineering comments are integrated herein within Exhibit A. Traffic SDC fees will be due upon issuance of the building permit. These standards are met, as proposed.

8.2820 Access Management Standards. All land use approvals shall be in compliance with the following standards.

1. Driveway spacing and corner clearance as follows:

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

2. 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.

3. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.

4. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use review and approval process. 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.

5. Unless adequate demonstration of site necessity, intersection safety and functionality are provided, through the land use review process, new lots and/or parcels will be limited to a single vehicular access. Existing lots may be permitted a secondary access when approved by the City Engineer.
6. The access management standards apply to new development, redevelopment, subdivision, and partitioning of land.
7. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/intersection to centerline of access/intersection.
8. 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).
9. 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 on-site circulation diagram. Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.
10. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works or through the land use review and approval process.
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: All intersection spacing standards are met. Specific uses for structural development and lot access are not formally reviewed at this time; however, they will be reviewed with individual permit review for each proposed dwelling. This project is not located with the North Redmond IAMP.

8.2835 City as Beneficiary to Covenants, Conditions and Restrictions.

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

FINDING: The City has not identified a need to require lawful entrance onto the property through CC&R provisions, nor has the applicant proposed CCR's as a part of this development. This standard is met.

CONCLUSIONS

In all land use proceedings, the "burden of proof" rests with the applicant to demonstrate compliance with the land use regulations. After reviewing all available revised evidence submitted by the applicant, staff concludes that conditions of approval are warranted for the development to comply fully with the RDC standards and criteria.

EXHIBIT A – City Department and Related Agency Comments

243 East Antler Avenue, Suite 100
Redmond, OR 97756

CITY OF REDMOND
Engineering Division

(541) 504-2002
Fax: (541) 548-0253
www.redmondoregon.gov

TO: SEAN COOK, *Planning Division/Community Development Dept*

FROM: VERONICA REINERTSON, *Engineering Division/Public Works Dept*

DATE: April 29, 2026

SUBJECT: **711-25-000278-PLNG-PD: 261-Lot Horizon Pointe Subdivision Revision**
MonteVista Homes/Nathan & Jessica Hadfield/Ronald Nelson/Richard & Meghan Holmes/HWA Inc.
Tax lots 15-13-19-01100, 1101 & 1102

Subject property located west of SW Helmholtz Way, north of Wickiup Ave. and south of Obsidian Avenue. 2571, 2577 and 2897 SW Helmholtz Way and tax lots 15-13-19-01100, 01101 & 01102. The Engineering Division provides the following recommendations based on the submitted Tentative Plan dated 1-23-26 per Redmond Development (COR) Code Section 8.0305 and 8.2000-2840 and City of Redmond Standards and Specifications (CORSS).

Conditions of Land Use Approval:

1) Prior to final plat approval of all affected phases, A minimum five (5) foot public utility easement (PUE) shall be dedicated along all property frontage and proposed roadways per COR Standard Drawing 2-1.
2) Prior to final plat approval of all affected phases, local/cul-de-sac streets shall be dedicated as a 60-feet public ROW (30-feet from centerline) and constructed as full width street section per City of Redmond Standards and Specifications (COR) Standard Drawing 2-1 and 2-4 including 36-ft minimum wide pavement, curb, and ADA curb ramps, sidewalk and street trees. A partial street section will be required per COR Standard Drawing 2-3 where a full width street section is not possible due to right of way constraints. End of roadway markers/barricades shall be installed at roadway terminus of each phase or where applicable.
3) Prior to Phase 1 and Phase 3 final plat approval, **SW Helmholtz Way** shall be improved to Minor Arterial standards per COR Drawing 2-1 along the phase property frontage and throughout the project limits, including right of way dedication to achieve 50-feet from centerline, new 50-ft minimum wide pavement, striping including bike lanes, curbs and ADA ramps on both sides, and sidewalks and street trees on the west side.
4) Prior to Phase 1, 2 and 3 final plat approval, construct a 10-foot wide, asphalt, separated multiuse path conforming to COR Standard Drawing 2-6 per the Transportation System Plan (TSP) ID#B67 along the west boundary (Phase 1 and 2) and Local Road B or COID Lateral B-5 (Phase 2 and 3). Accessible curb ramps, advanced warning signage, continental striping, and illumination are required where the path intersects any roadways. The path will be required to connect and align with the path proposed within the Little Texas subdivision located to the north.
5) Prior to Phase 1 final plat approval, at the intersection of **SW Helmholtz Way/Road D** a southbound right-turn lane and northbound left-turn lane shall be constructed. A stop bar and stop sign shall be installed for eastbound traffic.
6) Prior to Phase 1 final plat approval, at the intersection of **SW Helmholtz Way/Road D,** an enhanced pedestrian crossing at SW Helmholtz Way shall be installed. The specific location of the crossing should be determined at time of site plan submittal. This crossing should include continental crosswalk striping, a raised pedestrian refuge island, a Rectangular Rapid Flashing Beacon to increase awareness of the crossing, and overhead illumination. The crossing must connect to existing sidewalk on the east side of the roadway.
7) Prior to plat approval of Phase 1, twenty (20) feet minimum public right-of-way shall be dedicated along SW 45th Street to achieve a minimum of sixty (60) feet total (30-ft. west of centerline) in coordination with Little Texas. Prior to plat approval of Phase 3, **SW 45th Street** shall be improved to local street standards per COR Standard Drawing 2-1 along property frontage including , a total of 36-ft. minimum wide pavement (18-ft new pavement section west of centerline), curb, sidewalk and street trees on the west side, and storm drainage in coordination with neighboring Little Texas North Subdivision.. A partial roadway standard may be allowed depending on timing of right of way dedication by others. On street parking along SW 45th St. will not be permitted due to proximity to the future roundabout at SW 45th St. and SW Helmholtz Way. Therefore, “No Parking” signs may be required at the discretion of the City Engineer and Transportation Division.
8) Prior to Phase 3 plat approval, A pedestrian pathway shall be constructed and right-of-way or easement shall be dedicated between Road “A” and Helmholtz Way at or near the intersection of Road “A” and Road “K” between lots 14 and 15 per COR Standard Drawing 2-6 for multi-use paths.
9) The development shall conform with Sec. 8.2820. - Access Management Standards. If any deviations from standards

are requested by this plan, they shall be identified and submitted in writing to the Planning Department within the burden of proof of the land use application. Corner lots and double fronting lots shall take vehicular access from the lower order street, alley or access easement. Direct vehicular access to SW Helmholtz Way, a minor arterial street, or SW 45th St, a local street in close proximity to a future roundabout at SW Helmholtz Way, shall not be permitted from any lot, tract or alley except for emergency access with locked fire gate/bollards required by Redmond Fire & Rescue (RFR).

10) Suitable ingress/egress and fire access must be maintained for all project phases, as required by Redmond Fire and Rescue (RFR). Temporary turn-arounds may be required at the termination of streets longer than 150-ft as required by RFR.
11) 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.
12) Prior to final plat approval of all affected phases, The City's public water system shall be extended within public right-of-way to the limits of each phase or project/property for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and current Water System Master Plan (WSMP) standards. A 12-inch public water main line identified as P4640 west of Helmholtz Way per WSMP shall be extended in Local Road B, D, H, K and/or L for a looping connection between Little Texas North Subdivision and SW Helmholtz Way, unless otherwise approved by the City Water Division and City Engineer. Eight (8) inch minimum public water mains shall otherwise be extended along all public streets and frontages for service to each new lot. A separate single water service connection shall be required for each new lot/tract. 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. Phase 4 may be required to be revised to demonstrate planned sewer service to Lots 235-239 independent of Little Texas.
13) Prior to final plat approval of all affected phases, The City's public gravity sewer system shall be extended within public streets or easements for complete gravity service to each new lot and adjacent property per City "to & through" Public Facility Requirement and current City Sewer Collection System Master Plan (SCSMP) standards. Eight (8) Inch minimum public gravity sewer mains shall be extended along public streets, project frontages and/or easements for gravity service to each new lot. Proposed public sanitary sewer facilities located in Lot 24 and/or 261 and beyond public right-of-way will require unobstructed City access and all weather/pavement or other surface improvement capable of supporting City service vehicles as approved by the City Wastewater Division. A separate single sewer service connection shall be required for each new lot/tract. 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.
14) Prior to final Phase 4 plat approval, A combined gravity, pump station, and interim pressure system within the proposed development and sewer discharge to the existing 15-inch SW Helmholtz Way sewer main shall be reviewed and approved by the City Engineer. The interim pump station shall be located near the proposed location of Obsidian Interceptor and the low point of the development near the north project/property boundary and Local Road K (SW 51st St. per Little Texas North). The interim pump station and force main must meet City of Redmond and DEQ standards. The plans must conceptually demonstrate how the development will connect to the Obsidian Interceptor once the Lift Station is decommissioned. Alternatively, the development may discharge to the Little Texas Subdivision pump station, provided capacity is available at the pump station and a proportionate payment is provided prior to connection and/or private cost sharing is established with Little Texas. The proportionate share will be determined based on actual design and construction costs of the pump station, relative to the sewer demand (gallons per minute) required by Horizon Pointe.
15) Prior to Phase 1 thru 4 plat approval, The fifteen (15) inch City gravity sewer trunk main identified as the Obsidian Interceptor per SCSMP shall be extended through project phase/subject property from the north project boundary at or near Local Road K (SW 51st St per Little Texas North) and south via public right-of-way or easements to the south project/property boundary. At the discretion of the City Engineer, a cash contribution may be provided in lieu of construction. If not constructed, the design shall be coordinated with the City to demonstrate how future impacts and utility conflicts will be mitigated once the interceptor is constructed.
16) Prior to final plat approval, A total proportionate share of $88,696 is required for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street; a northbound right turn lane at SW Helmholtz Way/SW Quartz Avenue; and a northbound right turn lane at Helmholtz Way/Antler Ave. The proportionate share, or portions of the payment, will be required if the City adopts a separate funding mechanism that addresses the impacts in their entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval or Phase 1 or $17,739.20 may be paid prior to final plat approval of each individual phase.
17) Lot/tract and subdivision grading shall conform to current COR Development Code 8.2720 and COR Standard and Specifications. All stormwater facilities shall meet City of Redmond and DEQ standards. All private stormwater facilities shall be located outside of public right-of-way and public utility easements unless otherwise approved by the City Engineer.
18) Prior to building permit issuance and after land use decision issuance, an engineering permit and separate set of

construction drawings shall be submitted directly to the City Engineering Division along with a Site Development (SD) Review Application for design review and approval of all proposed and/or required public infrastructure improvements, subdivision grading/drainage and utilities per City of Redmond Standards and Specifications.

19) Prior to issuance of any engineering permits, the Engineer of Record (EOR) shall review the existing curb, sidewalk and ADA curb ramps along both sides of property frontage and provide the City a letter of compliance or identify where the improvements are out of compliance. Where the improvements are out of compliance or damaged, they shall be removed and reinstalled to conform to City of Redmond Standards and Specifications and PROWAG guidelines.

From: LandUse
To: Megan Peninger
Cc: Kelley O'Rourke; DanDowning; Baxter Davies
Subject: COID Comments on Project #711-26-000013-PLNG (SUB)
Date: Tuesday, April 14, 2026 1:28:00 PM
Attachments: Outlook-1sbhh30p.png

[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.

April 14, 2026

Sent Via Email only

Re: 711-26-000013-PLNG (SUB) | Horizon Pointe
2571, 2577, & 2831 SW Helmholtz Way, Redmond, OR 97756
1513190001100, 1513190001101, & 1513190001102

Please be advised that Central Oregon Irrigation District (COID) has reviewed the application received on September 19th, 2025, for the above referenced project located at 2571 & 2577 & 2831 SW HELMHOLTZ WAY, Redmond, OR 97756/tax lot(s): 1513190001102 & 1513190001101 & 1513190001100 &. The applicant is requesting a tentative subdivision plan for 280 dwelling units.

There are 4.6 acres of water rights appurtenant to tax lot 1513190001102, 1.2 of which are owned by COID as a pond right. All 4.6 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 4.6 acres from the described parcel. There are 34.9 acres of irrigation water rights appurtenant to tax lot 1513190001101. All 34.9 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 34.9 acres from the described parcel. There are 15.0 acres of irrigation water rights appurtenant to tax lot 1513190001100. Of those water rights, 8.79 acres of water rights have been quitclaimed to COID, the remaining 6.21 are appurtenant to the property and are mapped to a specific place of use. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 8.79 acres from the described parcel. The B lateral of the Pilot Butte Canal, traverses through the northwestern portion of tax lot(s) 1513190001101 and abuts the western boundary of tax lots 1513190001101 and 1513190001100. COID maintains an easement of 50 feet, 25 feet either side of the centerline of the B lateral canal, with an additional 20-road easement on the eastern side of the canal easement. The B-9 sub lateral runs through the northern section of taxlot 1513190001101. COID maintains an easement of 20 feet for the B-9 sublateral, 10 feet either side of the centerline of the canal. The B-5 sublateral runs through taxlots 1513190001101 and 1513190001102. COID maintains a 20 foot easement for the B-5 sublateral, 10 feet each side from the centerline of the canal, along with a 20 foot road easement on the south side of the canal's easement. Delivery ditch B-5-1 runs through taxlot 1513190001102 and serves another property to the north. COID maintains a 20 foot easement for delivery ditch B-5-1, 10 feet from either side of the easement.

Listed below are COIDs initial comments to the provided application and site plan. All development affecting irrigation facilities shall be in accordance with COID's Development Handbook and/or as otherwise approved by the District.

Pursuant to ORS 92.090(6) Central Oregon Irrigation District (COID) certifies that the Tentative Plan lies within the boundary of COID and is subject to the fees and policies of COID.

Pursuant to ORS 92.103 (2) Central Oregon Irrigation District (COID) is providing comments (statements) containing information or recommended conditions for approval of the tentative plan for the proposed plat.

- Tax Map 1513190001102 has 3.4 acres of COID irrigation water mapped to a specific place of use. In addition, there are 1.2 acres of pond rights that are owned by COID on the property. All 4.6 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 4.6 acres from the described parcel.
- Tax Map 1513190001100 has 15.0 acres of COID irrigation water mapped to a specific place of use. Of those water rights, 8.79 acres of water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 8.79 acres from the described parcel. Construction of a structure, driveway, or other impermeable surface on top of a mapped water right is not permitted.
- Tax Map 1513190001101 has 34.9 acres of COID irrigation water mapped to a specific place of use. All 34.9 acres of those water rights have been quitclaimed to COID. These water rights remain appurtenant to this land until completion of a water right transfer to remove the 34.9 acres from the described parcel.
- The tentative plan shows a realignment and piping of the B-5 sublateral. A piping easement will be required for this project if the B-5 sub lateral is to be realigned and piped.
    - No paralleling easements are allowed within COID's easement
    - A minimum of 20 feet for the easement width will be required at all locations for the pipe easement.
    - COID developer handbook requirements for pipe installation need to be adhered to.
    - No woody roots vegetation is allowed within COID's easements.
    - Curb cuts may need to be installed to accommodate access into and out of our easements.
    - Any new piping must be installed during COID's offseason and accommodate stock water runs
    - The proposed pipe alignment needs to be centered within the piping easement

    - Traffic rated lids will be required to be installed over cleanout if they are under trails or roadways
    - COID has the right to deny the realignment of our canal.
- Depending on when the adjacent project to the northeast (little Texas) is developed, the B-5-1 delivery ditch may be needed to be shown with an easement going to its current point of delivery.
- The B-9 sublateral is not shown, it needs to be able to route through the subdivision to tie into the delivery ditches and existing point of delivery for the neighboring tax lots to the north. This needs to be shown along with the associated easements for this sublateral.
- Infrastructure improvements on the main B lateral may be needed to accommodate the realignment of the B-5 sub lateral, including but not limited to walk bridge, new headgate, new weir, new check gates, new gate valves on canal, and metering equipment.
- The tentative plan does not accurately show the easement for the B lateral along the western boundary of the property and through the northwestern section of taxlot 1513190001101. The easement is 25 feet to the west of the centerline of the canal and 25 feet to the east of the centerline of the canal, with a 20 foot road easement on the eastern side of the canal's easement. The plan does not show COID's road easement, COID has not agreed to encroachment of the road easement. COID may ask for plans to show the toe of slope is protected.
- Local Roads B and C and utilities located with these roads are shown to be ending at the centerline of the B lateral. These need to be shown ending at the edge of COID's road easement including bollards.
- COID has concerns with the crossing of the B lateral by local road H in the northwestern corner of the development. Grading and accommodation of slope need to be shown and meet COID requirements.
- Crossings or encroachments within COID's easements are only permitted with approval from COID in the form of a recorded crossing/encroachment license.
    - All crossings must be installed during COID's offseason and accommodate stock water runs (Nov 1-March 31).
    - All crossings under COID's main B lateral must accommodate future piping depths and clearances.
    - All crossings under any future piping of the B-5 sub lateral must be at minimum of 18 inches beneath the bottom of the pipe to the top of the utility.
    - All crossings should cross at a perpendicular angle to COID's facilities.
    - COID has concerns over the proposed alignment for the future road near the northwest corner of the property along with the proposed crossing of utility lines.
    - COID has concerns over the roadways proposed termination near the edge of our canal easement.
- The applicant must provide all application materials to COID including all relevant linework. COID must review and approve all linework prior to approval of the application.
    - All water rights that may be impacted by development, ROW dedication, or other action as a result of the application or development must receive an approval letter from COID's water rights team. COID may require the removal of impacted water rights in any development or application.
- Irrigation infrastructure and easements are required to be identified on all maps and plans.
- COID holds an easement adjacent and within the subject property and has the right to install, pipe, maintain and operate its irrigation system above and below ground. COID has the right to operate and maintain all other related facilities within the canal irrigation easement. This includes the right of access to such facilities and the right to require the removal of any obstructions that may be placed within the canal easement at the lot owner's expense. At no time may permanent structures be placed within the canal easement or COID's property, nor may any other obstruction be placed within the easement which interferes with the use of the canal easement without prior written approval from COID.
- COID must approve any proposal to add a trail on top or within our easement.
    - If allowed, a crossing/ encroachment will be required along with the terms of a maintenance agreement.
- No swales are allowed within COID's easement.
    - If placed adjacent near COID's easement, Geotech inspections may be required to ensure that no water from the swale enters into COID's facilities.
- Any ground disturbance near COID's canal related to tree removal needs to be restored to existing or better conditions. COID will work with contractor about this in the future if needed.
- COID has concerns related to the grading of the development abutting the toe of the B lateral, grading plans need to be submitted to COID for review.
- Developer shall install no trespassing and private property signage at northern and southern boundaries of proposed walkway along western boundary of development.
- All property pins need to be installed outside of COID's easements.
- The building envelopes need to be outside of COID's easements.
- Any irrigation conveyance, District or private, which passes through the subject property shall not be encroached upon without written permission from this office.
- No structures of any kind, including fence, are permitted within COID property/easement/right of way without written permission from this office.
- All work within COID easements must be completed before the irrigation season begins on April 1st. This includes any work that may interfere with the delivery of water (excavation, piping, water control and measurement devices, backfill). Any claims that arise out of delayed water delivery to COID's patrons resulting from the development/project/site work will be applicant & developer's sole responsibility.
- Policies, standards and requirements set forth in the COID Developer Handbook must be complied with.
- Comply with Requirements of COID Developer Handbook including restriction on drilling / blasting and excavation within and adjacent to the existing canal embankment. No blasting is permitted within 100-feet of any open ditch or canal.
- Any beyond the scope of the project boundaries improvements that alter or effect COID's facilities, need to be review and approved by COID.
- A Responsible Party Agreement may be required based on the scope of plans

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

Tracy Terrall | Development Review Specialist

Central Oregon Irrigation District |1055 SW Lake Court Redmond, OR 97756 |541.504.7577

REDMOND FIRE & RESCUE

341 NW Dogwood Avenue, Redmond, OR 97756
Phone: (541) 504-5000 Fax: (541) 526-1254
www.rdmfire.org

May 6, 2026

Megan Peninger
Associate Planner
City of Redmond
411 SW 9th street
Redmond, OR 97756

Re: 711-26-000013-PLNG (SUB) | Horizon Pointe
Tax Lot ID: 15131900 - 01100, 01101, and 01102

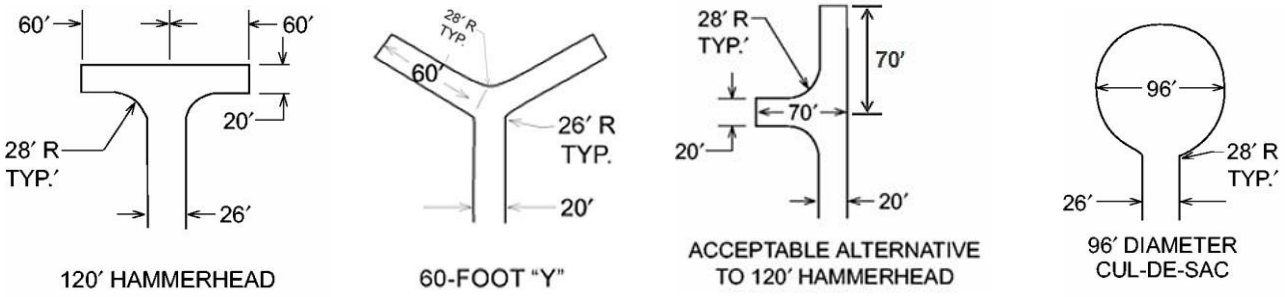
Dear Meagan,

Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. These notes are provided in regard to the plans received March 31, 2026. 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)



Cul de sacs are not measuring out at 96 feet. If a mountable curb with rated sidewalk is

proposed, then no parking will be allowed within the cu de sacs.

3. **ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3.
   Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107)

   Currently one secondary access road is proposed along SW Helmholtz Way.

4. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)

5. **ADDITIONAL ACCESS:** The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment for a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access. (OFC 503.1.2)

   When Phase 2 is started the roadway connection to SW 45th St and SW Helmholtz is required to be made.

6. **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)

7. **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)

   Required within the cul de sacs.

8. **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

9. **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)

    May be required near secondary access road.

10. **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)

11. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced as to provide all-weather driving capabilities. (OFC 503.2.3)

12. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 30 feet and 50 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)

    Showing apparatus tracking out of secondary access road into neighborhood.

13. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 10%.

14. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

15. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

16. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.

17. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
    1. Where a single gate is provided, the gate width shall be not less than 20 feet. Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet.
    2. Gates shall be of the horizontal swing, horizontal slide, vertical lift or vertical pivot type.
    3. Construction of gates shall be of materials that allow manual operation by one person.
    4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
    5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
    6. Methods of locking shall be submitted for approval by the fire code official.
    7. Electric gate openers, where provided, shall be listed in accordance with UL 325.

8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.
9. Electric gates shall be equipped with a red fire access box equipped with a micro switch, MMTC Knox Box w/ Microswitch Fire Access Station KNX-2. The access box shall be secured using a model 3782 Knox exterior padlock with a 2" shackle.

Note: Gates are not allowed on secondary access roads.

18. **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 bollards at both ends of the secondary access road.

19. **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 3307.1 and 505.1)

20. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1).

FIREFIGHTING WATER SUPPLIES:

21. **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)

22. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

    Provide documentation of a fire flow test.

23. **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 3307.2)

FIRE HYDRANTS:

24. **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)

    Plans do not show fire hydrants, provide hydrants on plans.

25. **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)

26. **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.

27. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. (OFC 507)

28. **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)

29. **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)

30. **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

31. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at 541-504-5010.

Sincerely,

Tom Mooney

Tom Mooney
Fire Marshal
Tom.mooney@rdmfire.org

Cc: File

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REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 11, 2003
EVAN P. RICKARDS
RENEWAL: 12/31/2026
EXPIRES: 12/31/2026

TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION
TRANSPORTATION SYSTEM PLAN
REDMOND, OR

REVISIONS:

HWA
CIVIL ENGINEERING | SURVEYING | PLANNING
6330 S.W. RIGHT ROAD, STE. 110, BEND, OR 97703
(541) 317-8429
WWW.HWA-INC.ORG

DESIGNED BY: EPR
DRAWN BY: EPR
CHECKED BY: GMH
SCALE: AS NOTED
FILE: 240307_SD.dwg
DATE: 01.23.2026

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
TP2.6

HWA # 240307

seong_awzvdcw G:\02_Office\01_Projects — HWA\00_Current Projects\240307-Horizon Pointe Subd PLNG\dwg\CIVIL\01_SD\SHEETS\240307_SD.dwg Fri Jan 23, 2026 – 3:41pm

From: Jamie Buddenbohn
To: Megan Peninger
Subject: BPA Comments: 711-26-000013-PLNG (SUB) | Horizon Pointe
Date: Tuesday, March 31, 2026 2:49:44 PM
Attachments: image001.png
image002.png
image003.png
image004.png

Jamie Buddenbohn | City of Redmond
Planning Permit Coordinator

phone **541.504.3059**
email **jamie.buddenbohn@redmondoregon.gov**

411 SW 9th Street Redmond, Oregon 97756

WWW.REDMONDOREGON.GOV

Please consider the environment before printing this email.

DISCLOSURE NOTICE:
Messages to and from this email address may be subject to Oregon Public Records Law.

From: Shoemaker,Deanna L (BPA) - TERR-REDMOND <dlshoemaker@bpa.gov>
Sent: Tuesday, March 31, 2026 2:44 PM
To: Jamie Buddenbohn <jamie.buddenbohn@redmondoregon.gov>
Cc: Fuller,Luci N (CONTR) - TERR-REDMOND <LNFuller2@bpa.gov>
Subject: RE: REIVEW: 711-26-000013-PLNG (SUB) | Horizon Pointe

[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.

Thank you. This will have no effect BPA operation.

Deanna Shoemaker
BONNEVILLE POWER ADMINISTRATION
DEPARTMENT OF ENERGY
Realty Specialist | Real Property | TERR-Redmond
dlshoemaker@bpa.gov | 541 516-3258 | 541 213-1801

From: Jamie Buddenbohn <jamie.buddenbohn@redmondoregon.gov>
Sent: Tuesday, March 31, 2026 1:54 PM
To: Abby Hart <AHart3@republicservices.com>; Alex Sabin <alex.sabin@redmondoregon.gov>; Chuck Arnold <Chuck.Arnold@redmondoregon.gov>; Dan Downing <ddowning@coid.org>; David Pilling <David.Pilling@redmondoregon.gov>; David Sims <David.j.sims@usps.gov>; Donna Herman <donna.herman@cngc.com>; Eric Linehan <Eric.Linehan@pacificorp.com>; Lance Wooderson <lwooderson@cec.coop>; Maria Ramirez <maria.ramirez@redmondoregon.gov>; Meghan Gassner <meghan.gassner@redmondoregon.gov>; Steve Curley <steve@edcoinfo.com>; Tom Mooney <Tom.Mooney@redmondfireandrescue.org>; Shoemaker,Deanna L (BPA) - TERR-REDMOND <dlshoemaker@bpa.gov>; Leslie,Brent C (BPA) - TERR-THE DALLES <bcleslie@bpa.gov>; odotr4planmgr@odot.oregon.gov; MOREHOUSE Donald <donald.morehouse@odot.oregon.gov>
Cc: Megan Peninger <megan.peninger@redmondoregon.gov>
Subject: REIVEW: 711-26-000013-PLNG (SUB) | Horizon Pointe

Dear Reviewer(s),

The Redmond Planning Division has received an application that is ready for your review. Please see the SharePoint link for the project below:

SharePoint Link: Horizon Pointe Subdivision 2026

Project #/ Name:	711-26-000013-PLNG (SUB) | Horizon Pointe
Applicant/Owner:	Redmond Land Group LLC / Nathan J & Jessica M Hadfield, Ronald O Nelson, & Richard A Jr & Meghan M Holmes
Request:	A tentative Subdivision plan for 280 dwelling units.
Location:	2571, 2577, & 2831 SW Helmholtz Way, Redmond, OR 97756
Tax Lot Number(s):	1513190001100, 1513190001101, & 1513190001102
Zone	R-3, R-4, & R-5
Applicable Criteria:	Redmond Code, Chapter 8 Developmental Regulations, Article I – Zoning Standards; Article II – Land Use Procedures; Article III – Land Division Standards, Subdivision and Land Partitioning.
Staff Contact:	Megan Peninger – 541.923.7762 or megan.peninger@redmondoregon.gov

Please email comments by **April 14th, 2026** and any questions to the Associate Planner, Megan Peninger. (cc'd in email).

We look forward to your comments.

Thank you,

Jamie

Jamie Buddenbohn | City of Redmond
Planning Permit Coordinator

EXHIBIT B – Citizen Comments

From: Kirsten Burch
To: Megan Peninger
Subject: Re: Helmholtz development Horizon Pointe
Date: Friday, April 10, 2026 7:19:43 PM

[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 Redmond Community Development Department,

I wanted to share my concerns with the proposed 280 unit development, Horizons Pointe.

The west side of Redmond cannot handle any further development without first improving the surrounding infrastructure. Helmholtz was not built to be a neighborhood street, it is a rural road with minimal shoulders and no sidewalks or paths. It intersects with Hwy 126, a dangerous intersection that desperately needs a stoplight or roundabout. It also intersects with Canal Blvd, and is a recent new thoroughfare for those commuting to Bend, providing quick access to Hwy 97. There has been a huge increase in traffic in this area and on Helmholtz that it is not built to handle. These intersections see too many accidents, and they will increase with increased housing in the area.

Our family loves to road bike and has been biking in the area for 8+ years. Helmholtz is a nice biking road, providing access to the countryside with excellent views, great connection from north and south Redmond, on to Bend and Terrebonne, and, previously, less traffic. With the recent developments, it feels dangerous to ride on that road - the increased traffic, absolute lack of any shoulder in many areas (in some areas there isn't even a white line), and tight corners preventing good visibility for cars. This development would only decrease the usability of the road for recreation or commute by bike. The city should be promoting recreation and alternatives to car commuting whenever possible.

Additionally, it pains me to see the rural landscape disappear. I have see foxes and deer all throughout the area, and have now watched much of their habitat destroyed.

I implore the city to reconsider this development and explore it after Helmholtz has better infrastructure - wide shoulders or walking path and safer intersections.

Thank you for the consideration,

Kirsten Burch

From: Kelly Charon
To: Megan Peninger
Subject: Project #/Name: 711-26-000013-PLNG (SUB) Horizon Pointe
Date: Monday, April 6, 2026 3:45:21 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

[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 afternoon,

We just received a notice regarding the application for a new subdivision off Helmholtz, Horizon Pointe. My concern is not so much with the proposed subdivision, but with the additional traffic it will bring. It is currently very challenging and dangerous to go straight or make a left turn from Helmholtz onto Highland (Hwy 126). Something would need to be done with that intersection if another 280 dwelling units are to be added.

Cascade Hasson Sotheby's INTERNATIONAL REALTY

Kelly Charon
Licensed Broker in the State of Oregon
Cascade Hasson Sotheby's International Realty

Phone 541-383-7600 **Mobile** 541-678-3933
Website https://www.cascadehasson.com
Email kelly.charon@cascadehasson.com
Address 535 SW 6th Street Suite 101 Redmond | OR 97756

From: Natalie Cutsforth
To: Megan Peninger
Cc: Jennifer O"reilly; kyltigger@aol.com
Subject: Written Comments Horizon Pointe for April 14 meeting
Date: Saturday, April 11, 2026 10:45:41 AM

[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 Megan,

I am resubmitting the comments I submitted in November 2025 regarding the Horizon Pointe development Project 711-26-000013-PLNG (see forwarded email below) as I've not seen that these concerns have been addressed. I've copied two neighboring property owners on this email.

If you can provide documentation with details about addressing these concerns as a result of the meetings in 2025, please send or send the link where they are publicly available? I would also like to see a more detailed map than the one included in the paper letter I received. Is there a digital map for the project I can view prior to the meeting on April 14th?

Sincerely,
Natalie Cutsforth
Property Owner 5753 SW Wickup Ave Redmond OR 97756
720-560-9274

From: Erika Gurley
To: Megan Peninger
Subject: Horizon Pointe
Date: Monday, April 13, 2026 7:06:36 PM

[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.

Greetings,
I hope all is well. I live on the corner of Wickiup and Hemholtz in the Summit Crest subdivision. I have been here for seventeen years. It is a true shame what has happened to this area. All of these houses are being built. It is causing more traffic,noise and disturbances in the area. I am totally opposed to this housing development. This will create more havoc on an already busy intersection. Already, people go at least 50 plus miles per hour on Hemholtz daily. Now that Wikiup is paved, people go even faster downhill. It sounds like a freeway morning and night! With more housing it will create more traffic and more accidents. The corner intersection already is a dangerous place. I hate looking at the piles of dirt outside my backyard everyday. Why don't you smooth it out and plant some trees again? The wildlife is gone. It is so very sad. I am greatly disturbed that somebody would even want to put housing there. It's the worst place ever. Plus, more people create more traffic and more problems, crime and vandalism in the area. Aren't we building enough in Redmond in town? The city is one big construction zone. Why don't the builders stay in town and leave the land alone!!!!!! It should be for the animals, environment. Redmond is slowly becoming like Bend and Portland. Please leave this area alone. We moved out here for a reason! We need peace. I beg you. We have so many developments already going up! Please just leave it alone.

Respectfully Submitted,
Erika Westlind
5033105554
2962 SW 50th Ct
Redmond, OR 97756

From: Suzanne Painter
To: Megan Peninger
Subject: Horizon Pointe Development Application
Date: Thursday, April 9, 2026 3:48:58 PM

[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.

Greetings,

I just learned of this application via Nextdoor, and I live nearby. Although I always have a tinge of regret when farmland is developed as I love the rural nature of Central Oregon, I believe that single-family (or duplex) dwellings can provide much needed housing for Redmond residents and I believe that the developments at RedTail Ridge and those north of Wickiup have generally been a good use of the land. With regard to Horizon Pointe, I wish to raise several concerns.

1. Parks
First, I'm disturbed by the City's lack of action in acquiring park space on the entire west side Forked Horn Butte. I note that the City Public Works Master Plan on the web includes an analysis of city parks that shows the city had a gap in park acreage in 2018 and declares a goal of having parks within a half-mile of residents without any impediments (such as streets) to access. I have previously raised this concern with the city and was told that land in the area of the proposed development was planned as a future acquisition for parks as noted in the 2018 report.

The plan shows a Neighborhood Park Acquisition area at or slightly north of the proposed development. **What is the status of acquiring that land for a city park?** Would it not be better to acquire the land at 2571 SW Helmholtz for a park?

Incidentally, the walk shed map on p. 75 of the park master plan is in error in that Hayden Park (near Wikicup and Helmholtz) is a private park for the subdivision immediately surrounding it. The public park (ValleyView) is close to a mile from the intersection of Wickiup and Helmholtz, and thus doesn't meet the suggested standard. Not only that, it consists mainly of a tennis/pickle ball court and has no other amenities for children. The fact is that the area south of 43rd St. has no park that is walkable for city residents in this area, and the proposed development at Horizon Pointe will only exacerbate the problem. (I have previously notified the city of this problem with counting the Hayden Park as public. In addition to being private, it is too small for meaningful activity for children over the age of five or so. There is no room to run.)

2. Traffic
I do not have access to details for the planned subdivision as yet but from what I can see there is only one exit to Helmholtz for the 280 units planned there. Helmholtz is planned as an arterial, I believe and already has heavy traffic. The speed zone of 45 mph is routinely violated. Adding housing without proper planning for the traffic burden is a concern to me. Additionally, I am concerned about the long-awaited Helmholtz bike lanes. In the past we have asked about bike paths on Helmholtz and been told that the land to the west was county land and county responsibility, but apparently that changed with the 2040 plan. I am hoping that these issues area addressed in the development application or planning process.

3. Information
Please send a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria via email to me at painterbusiness@gmail.com.

Respectfully,

Suzanne Painter
4738 SW Wickiup

April 14, 2026

Megan Peninger
City of Redmond
Community Development Department
Via Email

Subject: Project Name: Horizon Pointe. File No. 711

Dear Ms. Peninger:

We are writing to express our comments, concerns and objections regarding the revised proposed development project referenced above. One of our properties (tax lot 151224A000101), situated at 5188 SW Obsidian Ave, Redmond, OR 97756 is adjacent to tax lot 151390001101 of the proposed development at 2577 SW Helmholtz Way, Redmond, OR 97756.

Our comments/concerns/objections are as follows:

Burden of Proof Document

1. Page 3 of 43 (See Exhibit 1 attached) - Paragraph 3. Site Description and Surrounding Uses:
   - **Statement**: paraphrasing lines 4 and 5 of this paragraph states that the Redmond Urban Growth Boundary (UGB) and Urban Reserve Area (URA) are west and northwest of the planned development.
     Peterson comment: Our property, tax lot 101, is adjacent to the north of the development and is not in either the UGB or URA. We are Exclusive Farm Use (EFU).

2. Page 36 of 43 (See Exhibit 2 attached) – Paragraph 7. Easements:
   - **Statement**: Applicant Response: line 3 recognizes that there are two COID delivery ditches (B-5-1 and B-9). Delivery ditch B-9-2 serves our property to the north of the proposed development. The last sentence of the response states that the applicant has been coordinating with COID for the piping and requirements of working within and around the easements.
     Peterson comment/concern: No where does the applicant address what is planned for maintaining the ditch B-9-2. In addition, this ditch is not even shown on the preliminary plan TP2.1 showing preliminary lot layouts. See Exhibit 3 attached to this letter for an extract from drawing TP2.1 showing the approximate location of this ditch in relation to the lot plans. It appears that the only resolution to this issue it to relocate and/or pipe the ditch from the canal to our property. For this reason, we request that this application not be recommended for approval until this is adequately addressed with both ourselves and COID. In the alternative, if this application is recommended for approval that a condition be included addressing this in the future.
     For the record, this ditch (lateral) runs through our property then back onto the Little Texas development before coming back onto another one of our properties. Little Texas solution was to agree to pipe the ditch while on their property.

3. Page 37 of 43 (See Exhibit 4 attached) – Urban Rural Inerface:
   - **Statement:** Applicant Respnse: It is stated in the last sentence of the response that the planned open space adjacent to our lot 101, which is zoned EFU, to the north of the proposed development "will provide adequate buffering between the existing rural farmland and the proposed urban development". The applicant suggests that a 20 foot grass buffer is an adequate solution.

     Peterson comment/objection: While this may constitute a buffer between residential developments, it certainly doesn't come anywhere near an appropriate "buffer" (barrier) between residential and rural farm properties. See Exhibit 5 attached that shows the adjacency of the Horizon Pointe proposed lots to our property. Given that we also raise cattle on this property, a much more substantial barrier would need to be installed to keep the cattle and future residents apart, even though we have our property fenced with barb wire and electric fence.

     We have grave concerns that without a robust barrier (not a buffer) that children and/or pets will be tempted to cross onto our property and potentially be hurt by a cow. Or a dog(s) might chase our cows which would have another adverse impact, e.g., injury to a calf, loss of weight, injury to a cow, etc. Also, our cow(s) could cross over to the development and cause problems. In addition, given the drought that has been experienced in the last several years and appears to be continuing, it is difficult to keep our pastures green resulting in fire danger that could result from trespassers playing with matches on our property.

     We raised the same issue with the Little Texas proposed development. The developer agreed to install a 6 foot high wood fence along our property, before any construction begins. We request that the Horizon Pointe Developer install a matching fence between our properties. See Exhibit 6 showing the fence location that is to be installed by the Little Texas developer and the proposed fence on the Horizon Pointe interface. See also Exhibit 7, pages 1 and 7 listing the condition 11 of the Little Texas development that was part of the approval by the Redmond Area Planning Commission.

     We have also included Exhibit 8 that is an aerial photo showing the adjacencies of our property to the proposed Horizon Pointe development and the Little Texas development.

In conclusion, we request that either the Horizon Pointe revised application be recommended for disapproval for the above reasons or if it is recommended by staff for approval, that conditions be included covering the above issues, much like Little Texas was handled.

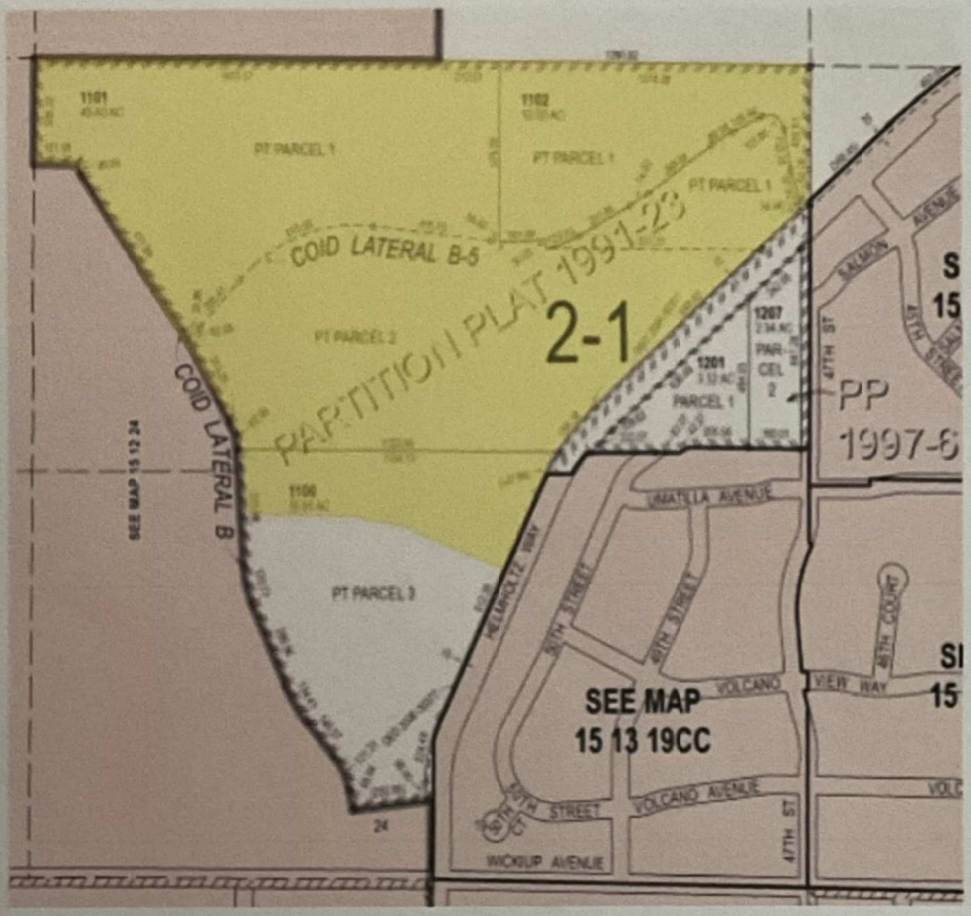
Sincerely,

Tom and Sheryl Peterson
5188 SW Obsidian Ave
Redmond, OR 97756
206-660-6222

Encl. - Exhibits 1 thru 8.

II. General Facts:

1. LOCATION: The site is located in western portion of Redmond. It is situated on the west side of Helmholtz Way, just north of SW Wickiup Avenue.



2. ZONING AND COMPREHENSIVE PLAN DESIGNATIONS: The subject property is identified Limited Residential (R-3),General Residential (R-4), and High-density Residential (R-5) on the Redmond Urban Area Comprehensive Plan and Zone Map.

3. SITE DESCRIPTION AND SURROUNDING USES: The project site is comprised of roughly 78.31 acres and located in southwest Redmond. The site abuts SW Helmholtz Way to the east/northeast, the Little Texas Planned Unit Development to the north, and the Redmond Urban Growth Boundary (UGB) and Urban Reserve Area (URA) to the west and northwest. The site is developed with three existing single-unit dwellings, several outbuildings, and former agricultural uses. It also has Central Oregon Irrigation District (COID) laterals running along the western boundary and east-west bisecting the site.

The site has situs addresses of 2577 SW Helmholtz Way (taxlot: 1513190001101) and 2571 SW Helmholtz Way (Parcel 1, taxlot: 1513190001102). The current configurations of 1513190001102 and 1513190001101 are the result of a lot line adjustment, file number 12-02 (Deschutes County Official Record CS18402). As a

EXHIBIT 1

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.

Applicant Response: The Existing Conditions Map of the Tentative Plan identifies all trees of 10 inches DBH or greater. Grading activities will occur throughout the site in order to accommodate the necessary public infrastructure and to prepare the lots for development. The Plan Set indicates that no trees are being considered for preservation. Replacement trees are planned and they will have a minimum 1 ½-inch trunk diameter measured at 4.5 feet above ground at a one-to-one ratio. With the planned replacement trees, this standard is met.

7. ***Easements.***

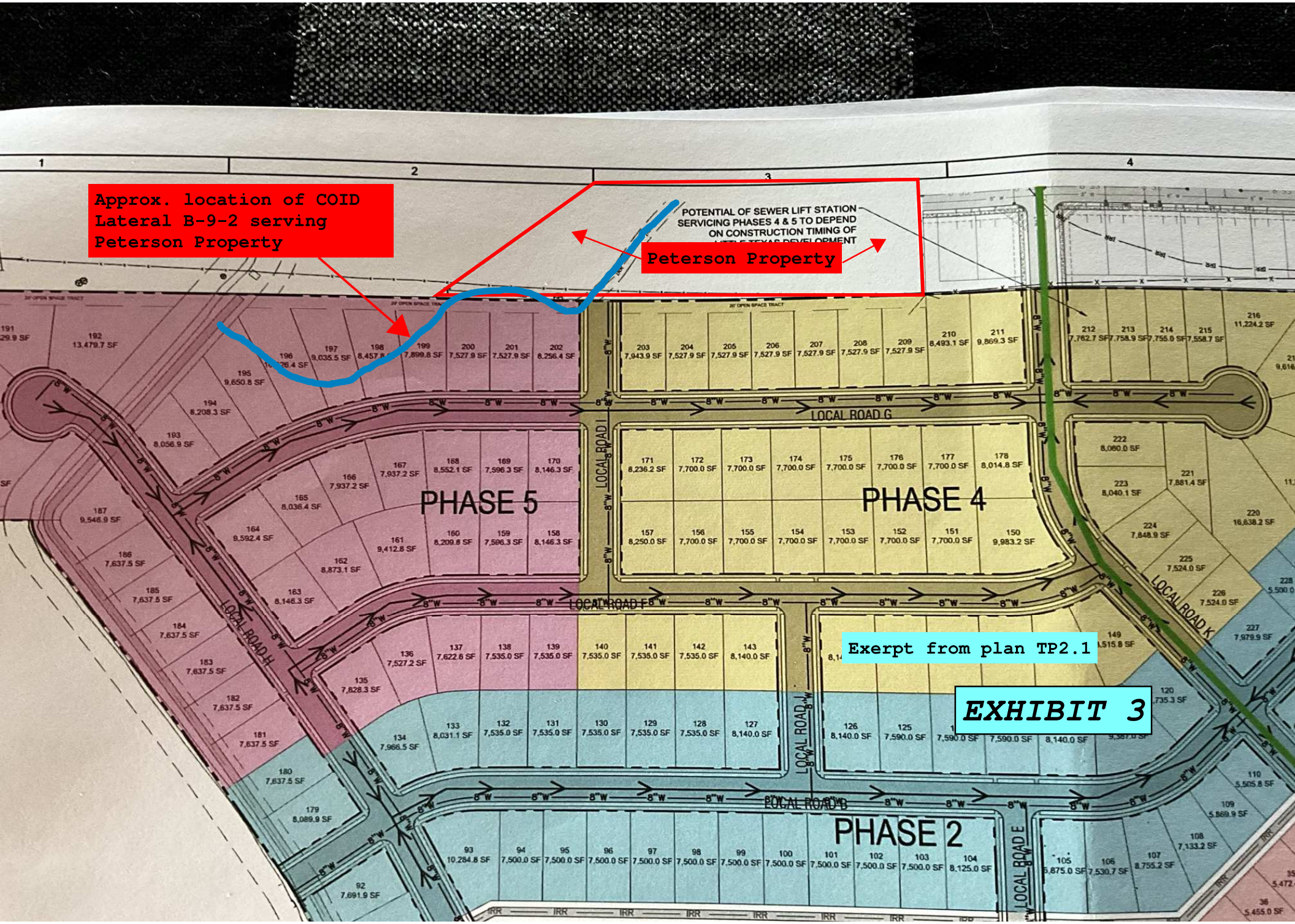
   A. ***Utility Easements.*** **Easements shall be provided along property lines when necessary for the placement of underground utilities and to provide the subdivision or partition with electric power, communication facilities, street lighting, sewer lines, water lines, gas lines, or drainage. Such easements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

Applicant Response: If necessary, Public Utility Easements (PUEs) will be provided. Also, there is an existing Central Oregon Irrigation District (COID) B-5 sub lateral that bisects the subject property east to west, as well as two delivery ditches (B-5-1 and B-9) and the B lateral along the western edge of the property (plan set shows a 20-foot-wide ditch rider easement) is proposed through the backside of several lots along the development's western edge as well as through a planned open space area. The applicant has been coordinating with COID for the piping and requirements of working within and around the easements.

8. **Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: one half of the park dedicated to turf areas, benches, trees,**

EXHIBIT 2


Approx. location of COID Lateral B-9-2 serving Peterson Property
POTENTIAL OF SEWER LIFT STATION SERVICING PHASES 4 & 5 TO DEPEND ON CONSTRUCTION TIMING OF
Peterson Property
PHASE 5
PHASE 4
PHASE 2
LOCAL ROAD G
LOCAL ROAD I
LOCAL ROAD F
LOCAL ROAD H
LOCAL ROAD J
LOCAL ROAD K
LOCAL ROAD B
LOCAL ROAD E
Exerpt from plan TP2.1
EXHIBIT 3

shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

Applicant Response: The proposed subdivision is located in the R-3, R-4, and R-5 zones, all of which are considered medium and high-density zones. The applicant is proposing a total of 261 residential lots, which will require at least 31,320 square feet of pocket parks. The proposed park is 35,823.5 square feet and it is proposed to be developed in accordance with the requirements of this section.

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.

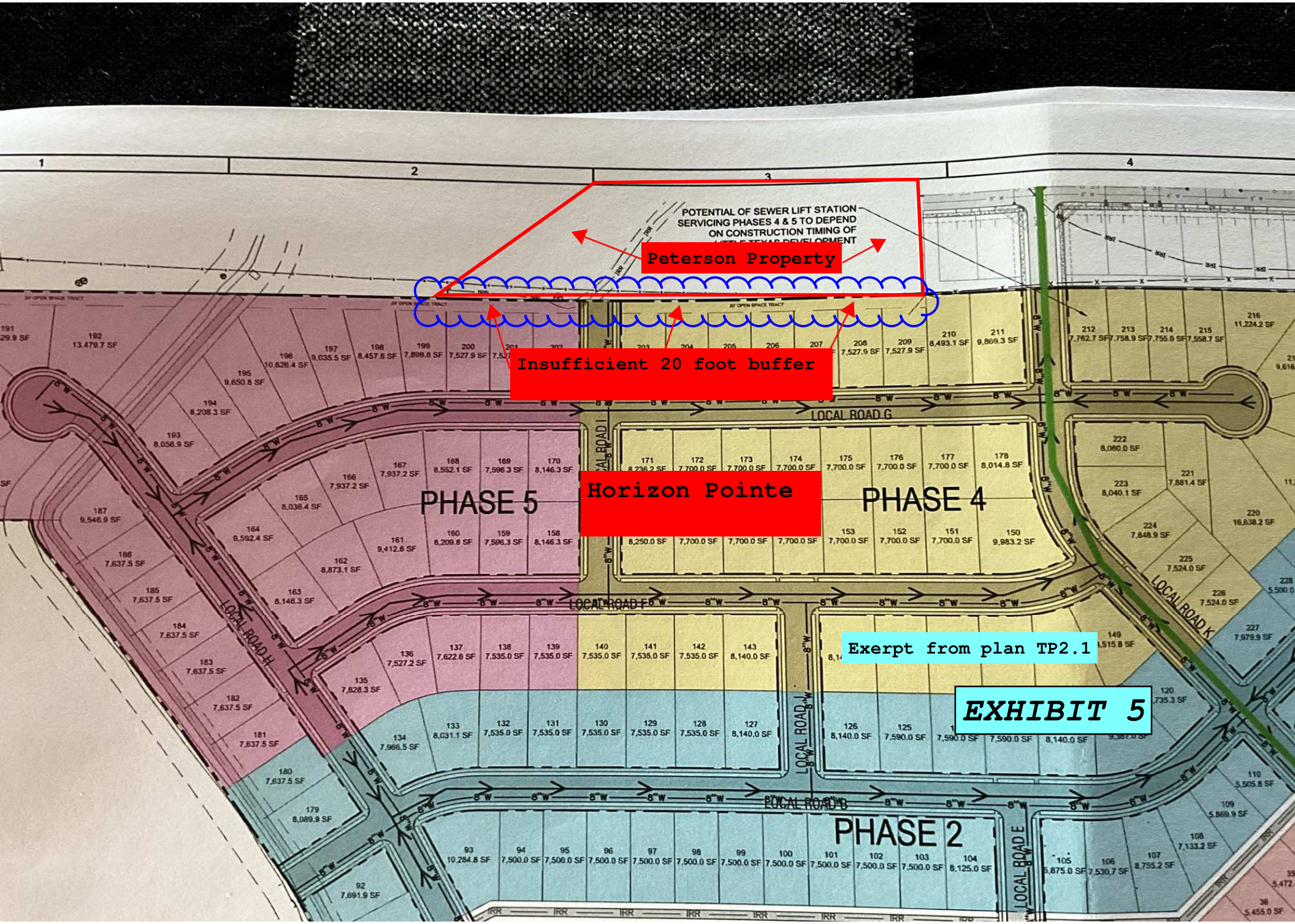
Applicant Response: The proposed development abuts the urban reserve area (URA) boundary to the west and northwest. This land zoned Exclusive Farm Use (EFU) and located outside the urban growth boundary and urban area reserve. The purpose of the County's EFU Zone is for preserving and maintaining agricultural lands.

The applicant has designed the proposed development in such a way that generally larger single-family lots are located along the development's west and northwestern edge, along with 20-foot-wide open space tract areas. Additionally, along the western boundary is COID's B Lateral of the Pilot Butte Canal, which includes a total easement of 70 feet in width – 45 feet of which lies within the subject property and in part includes the applicant's proposed open space tract. The combination of the COID B Lateral and the planned open space tract areas will provide adequate buffering between the existing rural farmland and the proposed urban development to the west and northwest.

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

Applicant Response: Throughout the development/preparation of the site for the proposed subdivision and future homes, the applicant proposes that all work will conform to the City of Redmond Public Works Standards and Specifications.

EXHIBIT 4


POTENTIAL OF SEWER LIFT STATION SERVICING PHASES 4 & 5 TO DEPEND ON CONSTRUCTION TIMING OF
Peterson Property
Insufficient 20 foot buffer
Horizon Pointe
PHASE 5
PHASE 4
PHASE 2
LOCAL ROAD G
LOCAL ROAD F
LOCAL ROAD H
LOCAL ROAD J
LOCAL ROAD K
LOCAL ROAD E
Exerpt from plan TP2.1
EXHIBIT 5

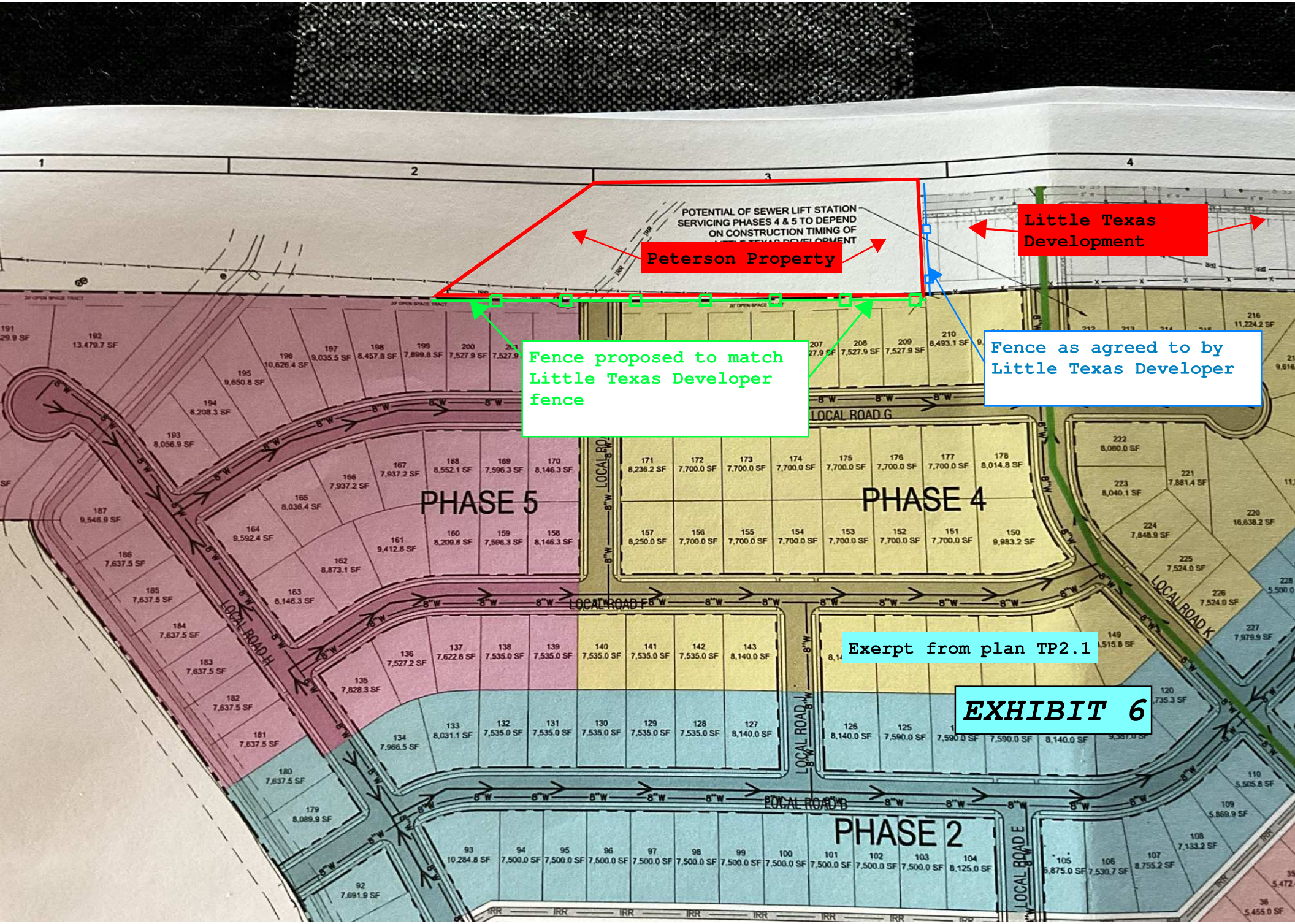

POTENTIAL OF SEWER LIFT STATION SERVICING PHASES 4 & 5 TO DEPEND ON CONSTRUCTION TIMING OF
Peterson Property
Little Texas Development
Fence proposed to match Little Texas Developer fence
Fence as agreed to by Little Texas Developer
PHASE 5
PHASE 4
PHASE 2
LOCAL ROAD G
LOCAL ROAD F
LOCAL ROAD H
LOCAL ROAD J
LOCAL ROAD K
LOCAL ROAD B
LOCAL ROAD E
Exerpt from plan TP2.1
EXHIBIT 6

EXHIBIT 7

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

REDMOND PLANNING STAFF
FINDINGS AND DECISION
Little Texas PUD

DATE: December 3, 2024

REQUEST: The applicant is requesting approval for a Planned Unit Development (PUD), Subdivision and Conditional Use to create 195 lots for future single-family homes, a ± 5.39-acre future development lot, and ± 5.73 acres of open space, including a ± 3.17-acre neighborhood park.

FILE NUMBER: 711-23-000264-PLNG (CU), 711-23-000265-PLNG (PUD), 711-23-000266-PLNG (SUB)

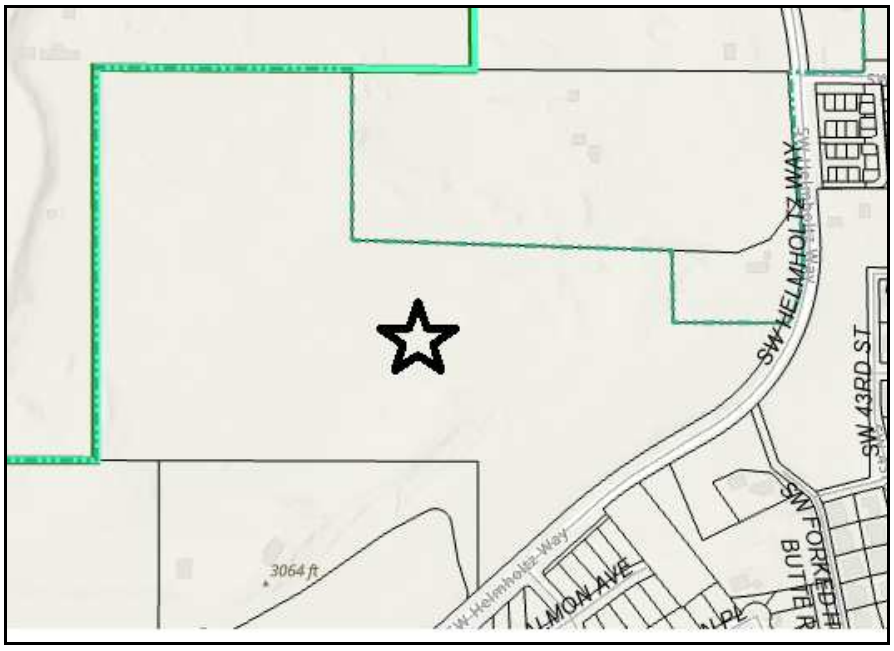
OWNER / APPLICANT: Ed and Katherine Bartholemy
15775 NE Chehalem Way
Hillsboro, OR 97123

APPLICANT'S CONSULTANT: AKS Engineering & Forestry, LLC
2777 NW Lolo Drive, Suite 150
Bend, OR 97703

REVIEWER: Sean Cook, Principal Planner

LOCATION: The subject property is located at 2565 SW Helmholtz, Redmond, Oregon. The property is also identified as Deschutes County Tax Assessor's Map # 1513190000504.

Map



10. PUD Residential Setbacks:

Minimum Standard Residential Setbacks (in feet)	
Front Façade	10
Garage	20
Interior Side(s)	5
Street (Corner) Side	10
Rear	15

Townhouse Minimum Setbacks (in feet)	
Front Façade	10
Rear (for placement of garage with 20' driveway)	30
Common wall (attached units)	0
Interior Side	5
Street (Corner) Side	10

11. Fencing: Fencing is proposed by the applicant and added as a condition of approval. The applicant shall install a minimum 6-foot tall wood privacy fence along the property lines (including dead end streets) on lands abutting Deschutes County Map and Tax Lots 1513190000400, 151224A000101 & 151224A000102. The fence shall be installed prior to any construction activity on the subject property. The post side of the fencing shall be internal to the subject property. Good neighbor fencing is not allowed.

12. Traffic Review: City Engineering finds and conditions the following:

The Transportation System Analysis Application (TSAA) dated 6-15-23, Transportation Impact Analysis (TIA) dated 11-3-23 and TIA Memorandums dated 2-16-24 and 3-4-24 submitted by Transight Consulting LLC have been reviewed and approved by City Engineering conditioned upon the transportation mitigation requirements identified by the Assistant City Engineer per City Approval Memo dated 3-4-24 unless otherwise specified. Notable required mitigation includes the following: *[COR Code 8.0275(5)(D)(6), 8.1010(1)(C) & 8.2815]*

1) Total proportionate share of $266,432 for impacts to OR126/SW 27th St. based on the cost of the parallel route improvements at OR126/SW 35th St.; a northbound right turn lane at SW Helmholtz Way/Obsidian Ave.; a northbound right turn lane at SW Helmholtz Way/Quartz Ave.; and a traffic signal at SW 27th Street/Quartz Avenue.

2) The proportionate share, or portions of the payment, will not be required if the City adopts a separate funding mechanism that addresses the impacts in their entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval of Phase 1 or may be paid prior to final plat approval of each individual phase in the amounts determined by the Approval Memo.

//**END OF CONDITIONS**//

In accordance with RDC Section 8.1605, all land use approvals shall be valid for a period of two (2) years unless extended in compliance with Section 8.1610 of the Redmond Development Code. Such extensions shall be administrative, in writing, and not subject to appeal. Any change or modification will require a new application and approval by the City of Redmond Planning Department. All modifications to the approved plans, except for changes needed to comply with the conditions of approval, shall be subject to Redmond Code - Developmental Regulations Section 8.1400.

THIS DECISION BECOMES FINAL TWELVE (12) DAYS FROM DATE MAILED UNLESS A WRITTEN APPEAL IS SUBMITTED TO THE PLANNING DEPARTMENT WITH PAYMENT OF AN APPEAL FEE. PLEASE CALL THE REDMOND PLANNING DEPARTMENT FOR APPEAL PROCEDURES (541) 923-7722.

Peterson Partial Tax Lots
151224A000102 and 103
SW 55th Pl
Clearwater Native
Plant Nursery
Temporarily closed
COID Ditch and Ditch
Road
Peterson Tax Lot
151224A000101
Little Texas Development
Horizon Pointe Development
Search here
Explore
You
Contribute
Google Maps
©2025 Google - Imagery ©2025 Maxar Technologies, CNES / Airbus
Exhibit 8

From: Patti Ritchey
To: Megan Peninger
Subject: Project 711-26-000013-PLNG
Date: Wednesday, April 15, 2026 9:37:53 AM

[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 [Recipient Name],

I am writing to express my concerns regarding the proposed Horizon Pointe project. Specifically, I would like to address the following issues:

1. Traffic Safety: Over the last decade, traffic along Helmholtz and Wickiup has increased to the point of becoming a safety hazard. It appears that current city, county, and state measures are insufficient to address this growth.
2. Infrastructure: We are already experiencing water pressure issues. Given that we are in a drought-prone area, I am concerned about the lack of visible actions taken to protect our existing resources.
3. Law Enforcement: There is a growing sentiment among residents that the police department is either understaffed or disconnected from the issues currently facing our community.
4. Fire Prevention: With the addition of more homes, the risk of fire along Helmholtz increases significantly. I am concerned about the specific measures being implemented to improve fire readiness and the city's ability to manage illegal fireworks.

Why is the city moving forward with new developments without first establishing the necessary infrastructure and safety protections? I look forward to hearing how these concerns will be addressed.

Best regards,

Patti Ritchey
Patti Ritchey

503-806-5225

From: Paul Rodby
To: Megan Peninger; Mason; Lauren Josephine Rodby
Subject: New development Helmholtz.
Date: Thursday, May 14, 2026 11:33:32 AM

[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.

Megan. Very concerned that this new development is out of control and will eventually cause a lot of congestion on the surrounding roads and intersections as they go north to bend or south to Highway 20. It will also lower home values as we create more lower income homes and traffic along Helmholtz Rd. The speed limit along this stretch is very dangerous! Also, currently this road is unsightly along the frontage because of the inconsistency of the new developments and the lack of standards by the city/ county. Unfinished frontages, inconsistent landscapes, weeds, debris have cluttered this entire area along Helmholtz Dr. The city seems to disregard what these future developments end up looking like after they are completed! It would be helpful if these developments had an HOA which could help control these standards moving into the future! With respect!

Paul L Rodby. 541 480-7863

Paul

From: Mason Rodby
To: Megan Peninger
Cc: Ed Fitch; Kyle Roberts
Subject: Re: Planning Commission Meeting 12/03/2025
Date: Saturday, May 16, 2026 9:30:25 AM
Attachments: image001.png
image002.png
image003.png

[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.

Thank you Megan, I really appreciate all the information. I believe most of my questions have been answered.

My biggest concern is that I didn't receive a letter informing me(I know you said I did) of this new proposal like we did in October of last year. If I didn't receive one how many others didn't receive them either?
How many people raised concerns on this new proposal compared to the original proposal?
The Land use action signs that were posted was on a 8.5"x11" piece of paper that was put next to a fence along Helmholtz, where there is no turnoff for cars or sidewalks to even see the land use.

Has this development been approved or is it still being decided?
Will this development be required to have all the improvements done to Helmholtz before they are allowed to begin construction? There is already a turn lane at wickiup. I'm assuming these developments will have a left in and right in turn lanes?

I am out of town next week but will let you know a good time we can meet.

Thank you for your help,

Mason Rodby

From: Mason Rodby
To: Megan Peninger
Cc: Ed Fitch
Subject: Re: Planning Commission Meeting 12/03/2025
Date: Thursday, May 14, 2026 12:32:25 PM
Attachments: image001.png
image002.png
image003.png

[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 Megan,

I have just learned about the submission of Horizons Pointe new plan. I am writing to formally express serious concerns regarding the newly submitted Horizon Pointe subdivision proposal, reportedly revised from the previously denied 333-lot application to a new proposal of approximately 280 lots.

The original Horizon Pointe Planned Unit Development proposal was denied by the Redmond Urban Area Planning Commission after significant concerns were raised regarding major deviations from City development standards, including street layout exceptions, reduced lot sizes, and increased density. Public reporting on the prior application indicated concerns about block lengths, intersection spacing, driveway clearances, and other substantial departures from normal development standards. These were not minor technical issues — they were serious enough that the Planning Commission ultimately denied the application. (Citizen Portal)

What is deeply concerning now is that a revised proposal of significant scale appears to have been submitted with little to no meaningful communication to the surrounding community.

Many residents in the affected area had no knowledge that a new subdivision application had been filed. To my knowledge, there were no visible land use notice signs posted near the property as would normally be expected for a development of this magnitude. If notice requirements were technically completed, they were clearly inadequate in practice, as many nearby property owners and residents remained completely unaware that a revised proposal was moving forward.

This lack of transparency creates the appearance that the process is intentionally being advanced with minimal public awareness following the denial of the original proposal. That is extremely troubling for a project that could permanently alter the character of this area and substantially impact nearby residents.

In addition to the transparency concerns, the underlying issues with this development remain significant:

• Traffic and safety concerns continue to be a major issue, especially near the intersection of Helmholtz Way and Highway 126, which already experiences congestion and safety concerns. Adding hundreds of additional homes will inevitably increase traffic volumes and place additional strain on an already stressed corridor.

• The loss of productive farmland and open space remains a serious concern. Once agricultural land is converted to dense residential use, it is permanently lost. The continued expansion of large subdivisions into these areas threatens the rural character and agricultural heritage that many residents value and sought out when choosing to live here.

• Residents deserve a transparent and open process with proper notice, clear communication, and meaningful opportunities for public participation before major land use decisions are made.

Given these concerns, I respectfully request:
1. Clarification regarding when the revised application was submitted
2. Documentation showing how and when public notice requirements were satisfied
3. Confirmation of whether land use notice signs were posted on or near the property
4. A full timeline of upcoming hearings, staff reviews, and opportunities for public comment
5. That all future public notice requirements be handled with greater visibility and transparency to ensure affected residents are properly informed

Please also include me as a party of record for this application so that I receive all future notices, staff reports, hearing schedules, and decisions associated with this proposal.

The public deserves confidence that land use decisions of this scale are being handled openly, fairly, and transparently. At this time, many residents do not feel that standard has been met.

Thank you for your attention to these concerns.

Sincerely,

Mason Rodby
Redmond Business Owner

Get Outlook for iOS
From: Megan Peninger <megan.peninger@redmondoregon.gov>
Date: Wednesday, November 26, 2025 at 12:52 PM
To:
Subject: Planning Commission Meeting 12/03/2025

Hello,

Please find the below link for the December 3rd Planning Commission meeting information and agenda. Feel free to reach out if I can answer any questions.

Agenda: https://redmondor.portal.civicclerk.com/event/973/files/agenda/2040

Thank you,

Megan

MEGAN PENINGER | City of Redmond

From: Dominic Sanfilippo
To: Megan Peninger
Subject: Horizon Point Subdivision
Date: Monday, April 13, 2026 8:14:17 AM

[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.

Megan,

I have some concerns about Horizon Point Subdivision. First concern is by looking at the map this subdivision is located in the green zone. If that is the case, allowing this development would set a precedent for other developers to develop in the green zones. Thus, taking away from the beauty that surrounds Redmond. Secondly, the traffic impact at the intersection of Hemholtz and Highland would be significant. Would there be a required traffic signal planned for that intersection?

Coming from a larger community I have learned that All development is not always good for the community. The more people, the more issues and the more impact it has on city services. Sometimes the community needs to say, " we are full". Especially, if the quality of life starts to decline.

Have a great day.

Dominic Sanfilippo
2580 SW 47th. Street
Redmond, Oregon

Sent from my iPhone

From: judy Stoltz
To: Megan Peninger
Subject: Concern about Horizon Pointe Subdivision
Date: Thursday, April 16, 2026 2:23:58 PM

[EXTERNAL]: This email originated from outside of the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Megan, First of all, thank you for reaching out to my husband and me by phone yesterday. I also want to voice my concern about the application for more homes listed in the letter we received. I am not opposed to building more homes, but organization, plans, and roads MUST be in place before construction starts. This Southwest area of Redmond, along Hemholtz has already seen the construction of many homes that will most likely use Helmholtz. New homes are already being built or have already been built east of Helmholtz between Obsidian and Elkhorn. Obsidian is becoming a main road for drivers heading not only to Ridgeview High School but also into Bend. I can only imagine what another 280 dwelling units will bring to the roads. The new Redmond Swim Center, also in the SW part of Redmond, will bring more traffic to this part of town.

As a biker crossing Helmholtz from Wickiup, I am very concerned each time i cross the road because motorists round the corner at high speeds and might not see me or others. More school buses will drive on Helmholtz due to added homes. I have also seen walkers and joggers cross at that intersection. I appreciate the recent speed limit change to 40mph, but the curve north of Wickiup and a slight hill south of Wickiup make visibility difficult for walkers, bikers and cars. Traffic turning off Hwy 126 from Sisters also travels Helmholtz to bypass Redmond. Needless to say, Helmholtz has become a well traveled road and will become more so with more homes.

I believe Helmholtz needs to be widened and we should consider roundabouts at the intersections of Hwy 126 and Helmholtz, and Helmholtz and Wickiup. I realize that ODOT controls Highway 126, and the City of Redmond controls the city roads. There are many bikers along Helmholtz, so I also propose installing bike lanes. Eventually, due to all of the houses developed along Helmholtz, side walks on the east and west side of the road should be considered. A 4- way stop might also be an option at Helmholtz and Elkhorn.

My husband and I have lived in Redmond for 26 years this summer, after moving from AZ. Yes, we have seen significant growth! I don't think Redmond planned to become as large as we are now, but we must continue to be smart moving forward. Thank you very much for allowing us to voice our opinion. Thank you, Sincerely, Judy Stoltz

From: K S
To: Megan Peninger
Subject: 711-26-000013-PLNG
Date: Wednesday, April 15, 2026 8:00:32 AM

[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 Megan Peninger:

This email is in regards to the notice for the tentative subdivision plan for 280 dwellings units. I have a request for the City of Redmond, that when a notice such as this is submitted to the community, the City of Redmond MUST provide a better map of the proposed site. The map provided on this property is woefully inadequate and fails (due to poor print quality: size, blurred printing, etc.) to provide the following information: Just exactly what streets are defined as exit and entrance points to this property? Does the subdivision border Wickiup? Helmholtz? 58th Street? Obsidian? Where will the traffic enter and exit from this proposed subdivision?

I am greatly opposed to the subdivision plan as presented by the City of Redmond. To bring in a proposal of 280 homes without first updating traffic management is unconscionable for the city of Redmond to proceed. A subdivision must not and can not be planned until the city first addresses traffic flow. To have a subdivision of 280 homes implies the additional traffic of some 460 vehicles using roadways constructed probably 30-40 years ago intended solely for rural and farming traffic. There are no "new" street locations, at least none clearly defined, that show access points into the new subdivision. Will traffic using the new subdivision be using access along Obsidian? Will traffic use access points along Wickiup, west of Helmholtz? Again, this can not be deciphered from the poor quality of the map provided.

I would only agree to a new subdivision in the area when the city first provides the following traffic improvements, without any ONE OF THESE proposals, I would be against the subdivision, as this would indicate the Redmond City Counsel is not concerned about the safety of the citizens of this great city.

1. A traffic control light must be installed at the intersection of 126 and Helmholtz.
2. A traffic control either a light or a roundabout must be placed at the intersection of Wickiup and Helmholtz.
3. Helmholtz from north at 126 going towards Canal Blvd must be widened.
4. A roundabout needs to be placed at the intersection of Obsidian and Helmholtz.
5. Traffic control or extra turning lanes need to be provided at the intersection of Helmholtz and Canal.
6. Extra turning lanes needed to added at the intersection of Elkhorn and Helmholtz.
7. If the new subdivision is to use access points along Obsidian, Wickiup, or 58th street, all of these roads also need to be widened and improved.

Again, without the above improvements, I am opposed to any new subdivision along the proposed area. The above mentioned improvements MUST be constructed PRIOR to any subdivision plans, otherwise, the City of Redmond will not have these done due to budget constraints, which would be irresponsible of those in office. I believe the Redmond City Council members
take the safety of those in Redmond very seriously, and have a great vision for our future. So, if the City of Redmond were to first implement the traffic control details first, then I would approve the proposed subdivision. However, if the City of Redmond deems these improvements are too costly, or decides against them for whatever reason, I say loud and clear - No. Safety first. Growth second.

Sincerely Kevin Stoltz.

From: Teresa
To: Megan Peninger
Subject: Re: Horizon Pointe Documents 711-26-000013- PLNG
Date: Wednesday, April 15, 2026 9:22:11 AM
Attachments: image002.png
image001.png
image003.png

[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.

City of Redmond Community Development Department

RE: Formal Objection to Project #711-26-000013-PLNG (Horizon Pointe) – 2571, 2577, & 2831 SW Helmholtz Way

Dear Ms. Peninger,

As a property owner within the immediate vicinity of the proposed Horizon Pointe development, I am writing to express my opposition to the tentative subdivision plan for 280 dwelling units at the SW Helmholtz Way locations.

The scale of this development is entirely inappropriate for the current infrastructure of the area. Our community cannot handle this level of growth without compromising the safety and quality of life of existing residents. I urge the Community Development Department to deny this application based on the following critical safety and infrastructure concerns:

1. Severe Traffic and Safety Risks on Helmholtz Way

SW Helmholtz Way is already a hazardous corridor. The existing "corner" on Helmholtz is a known danger point where speeding is rampant. Introducing the traffic volume associated with 280 new homes—potentially 500 to 600 additional vehicles daily—onto a road that currently struggles with a two-way stop and short turn lane is a recipe for disaster.

2. Lack of Pedestrian and Cyclist Infrastructure

Currently, there are no sidewalks and no designated room for bicycles on this stretch of road. Forcing hundreds of new residents, including children and commuters, onto a narrow roadway with high-speed traffic is a significant liability. The "Middle Housing" designation implies higher density, yet the infrastructure remains rural and unsafe for multi-modal transport.

3. Absence of Alternate Routes

The current plan relies almost exclusively on Helmholtz Way for access to town. This is unsustainable. Without the development of alternate routes that bypass Helmholtz, the resulting bottleneck will paralyze local traffic and delay emergency response times. No to mention there will already be an increase of traffic nearby with the new Recreational Center.

Required Actions for Reconsideration

If the City is to consider any development on these lots, the following must be addressed:

• Significant Reduction in Density: The proposed 280 units is **far** too high. The number of homes must be drastically reduced to align with the actual capacity of the land and local roads.

• Mandatory Alternate Traffic Routes: The applicant must provide and fund alternate routes to get traffic into town without utilizing Helmholtz Way.

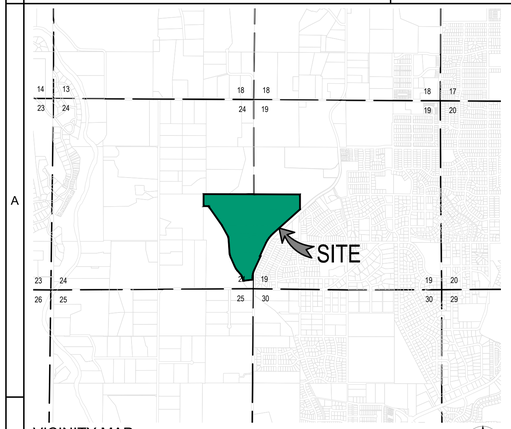
• Safety Improvements: Complete installation of sidewalks, bike lanes, and traffic-calming measures must be a prerequisite for any approval.

In conclusion, I am adamant that this development proceed **no** further in its current form. The area simply cannot handle this type of growth. I request that my comments be entered into the official record and that I be notified of any future hearings or decisions regarding this project.

Sincerely,

- Teresa

EXHIBIT C – Project Plans



VICINITY MAP

SCALE: 1"=2000'

SITUS LOCATION: 2571, 2577, & 2897 SW HELMHOLTZ WAY, REDMOND, OR 97756

TAXLOT(S): 15-13-1900-01102, 01101, & 01100

TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

LOCATED IN SECTIONS 19 AND 24, TOWNSHIP 15 SOUTH,
RANGE 13 EAST, WILLAMETTE MERIDIAN
CITY OF REDMOND, DESCHUTES COUNTY, OREGON

OWNERS

TAX LOT 1102
RICHARD & MEGHAN HOLMES
2571 HELMHOLTZ WAY
REDMOND, OR 97756

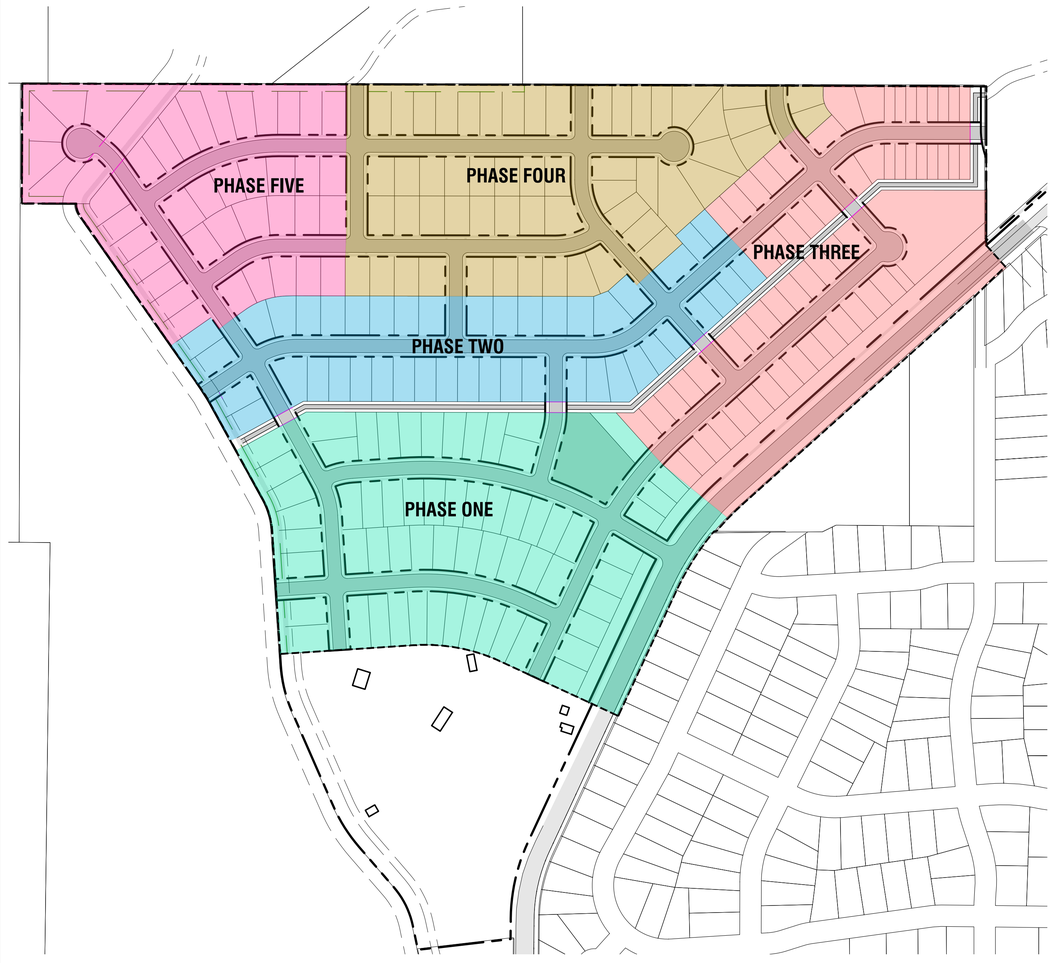
TAX LOT 1101
RONALD NELSON
2577 HELMHOLTZ WAY
REDMOND, OR 97756

DEVELOPER

MONTEVISTA HOMES
389 SW SCALEHOUSE CT, STE 110
BEND, OR 97702

SITE LOCATION

2571, 2577, & 2897 SW HELMHOLTZ WAY
REDMOND, OR 97756
TAXLOT(S): 15-13-1900-01102, 01101, & 01100



SITE PLAN

SCALE: 1" = 200'

LEGEND

EXISTING	PROPOSED		EXISTING	PROPOSED	
		CURB INLET CATCH BASIN			WATER MANHOLE
CB		STANDARD CATCH BASIN	WM		WATER METER
D		SEDIMENATION MANHOLE			WATER VALVE
DW		DRYWELL ASSEMBLY			FIRE HYDRANT ASSEMBLY
		DRYWELL W/ SLOTTED LID	PIV		POST INDICATOR VALVE (PIV)
		ELECTRICAL TRANSFORMER	FDC		FIRE DEPARTMENT CONNECTION (FDC)
		ELECTRICAL SERVICE			SANITARY SEWER MANHOLE
		LIGHT	CO		SANITARY SEWER CLEANOUT
		STREET LIGHT			SANITARY SEWER SERVICE
		GUY POLE / ANCHOR			PRESSURE SEWER VALVE
		UTILITY POLE			STREET SIGN
T		TELEPHONE MANHOLE			MAILBOX
		TELEPHONE RISER			FOUND SURVEY MONUMENT
		CABLE TV SERVICE / RISER			DIMENSION POINT
		GAS SERVICE			DECIDUOUS TREE (SIZE AS NOTED)
GM		GAS METER			JUNIPER TREE (SIZE AS NOTED)
GV		GAS VALVE			PONDEROSA PINE TREE (SIZE AS NOTED)
IRR		IRRIGATION VALVE			

EXISTING	PROPOSED	
		PROJECT BOUNDARY
		RIGHT-OF-WAY LINE
		TAXLOT LINE
		EASEMENT (AS NOTED)
		CENTERLINE (AS NOTED)
		CONCRETE CURB
8"SD	8"SD	UNDERGROUND STORM DRAIN LINE (SIZE AS NOTED)
8"SS	8"SS	UNDERGROUND SANITARY SEWER LINE (SIZE AS NOTED)
8"W	8"W	UNDERGROUND WATER LINE (SIZE AS NOTED)
UGP	UGP	UNDERGROUND POWER LINE
OHP	OHP	OVERHEAD POWER LINE
TEL	TEL	UNDERGROUND TELEPHONE LINE
TV	TV	UNDERGROUND CABLE TV LINE
CT	UT	UNDERGROUND SHARED / COMMON TRENCH
GAS	GAS	UNDERGROUND GAS LINE
X	X	FENCE LINE
3430	3430	CONTOUR LINE, 5' INTERVAL
3431	3431	CONTOUR LINE, 1' INTERVAL
		HMAC PAVEMENT
		PCC PAVEMENT

SHEET INDEX

TP0.1	COVER SHEET
TP0.2	TYPICAL SECTIONS
TP1.1	AERIAL PHOTOGRAPH OF SITE
TP1.2	OVERALL EXISTING CONDITIONS PLAN
TP1.3	EXISTING CONDITIONS - SOUTH
TP1.4	EXISTING CONDITIONS - WEST
TP1.5	EXISTING CONDITIONS - EAST
TP2.1	PHASING & SEWER PLAN
TP2.2	OVERALL TENTATIVE IMPROVEMENTS PLAN
TP2.3	TENTATIVE IMPROVEMENTS - SOUTH
TP2.4	TENTATIVE IMPROVEMENTS - WEST
TP2.5	TENTATIVE IMPROVEMENTS - EAST
TP2.6	TRANSPORTATION SYSTEM PLAN
TP2.7	ZONING PLAN

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OREGON
JANUARY 11, 2023
EVAN P. RICKARDS
PRELIMINARY NOT FOR CONSTRUCTION
EXPIRES: 12/31/2026

TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION
COVER SHEET
REDMOND, OR

REVISIONS:

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(541)389-9281
WWW.HWANW.ORG

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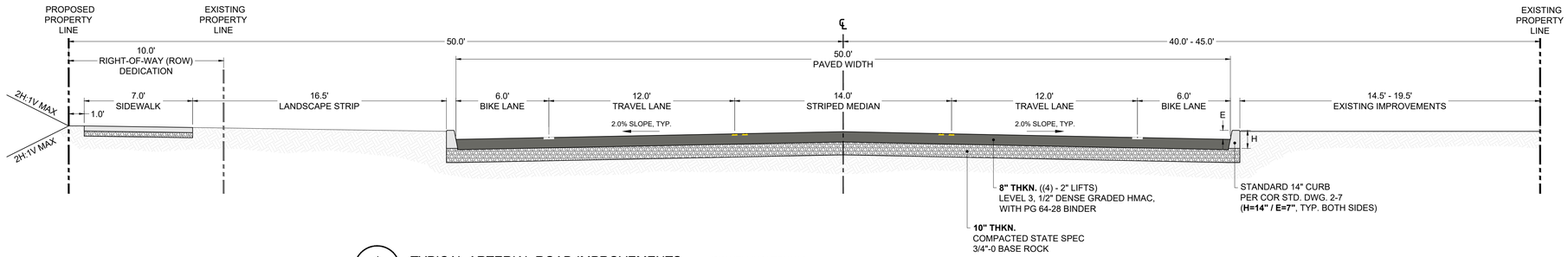
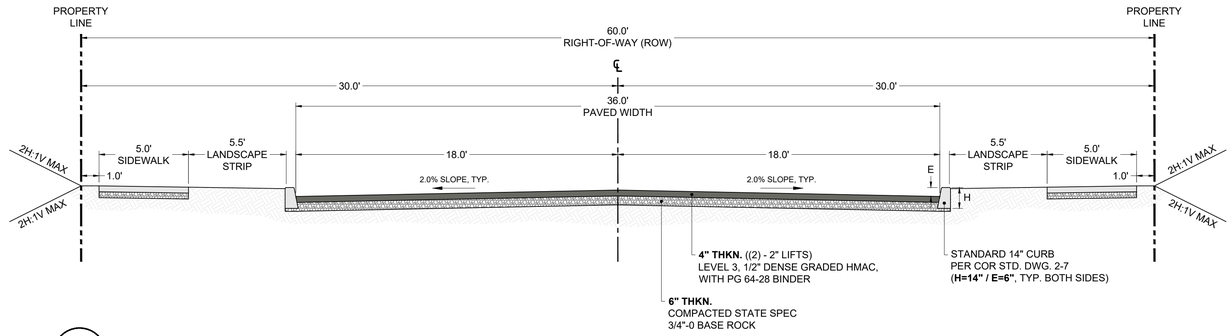


1 TP0.2 **TYPICAL ARTERIAL ROAD IMPROVEMENTS** (SW HELMHOLTZ WAY)
SCALE: NOT TO SCALE



2 TP0.2 **TYPICAL LOCAL ROAD SECTION**
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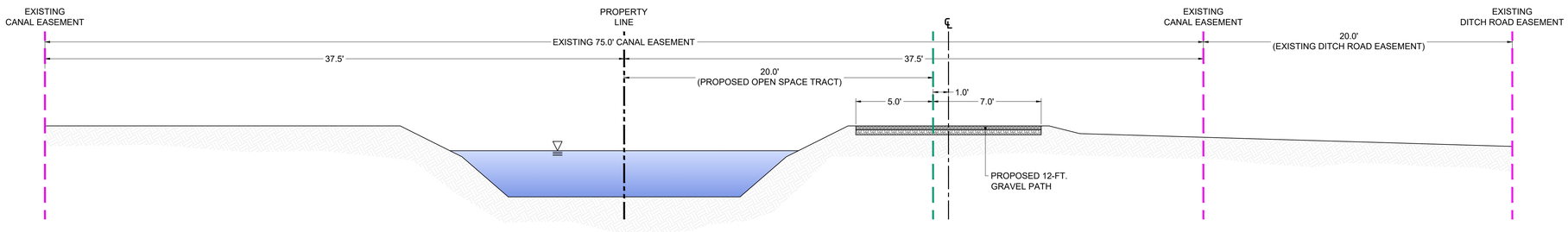
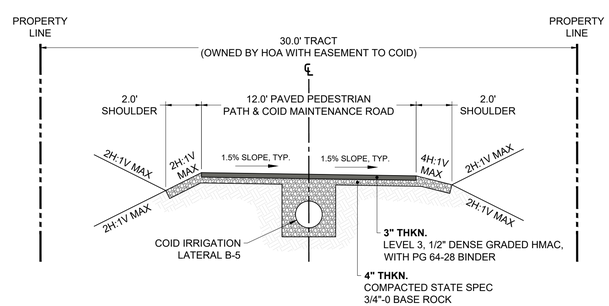


3 TP0.2 **TYPICAL IRRIGATION LATERAL B SECTION**
SCALE: NOT TO SCALE



4 TP0.2 **TYPICAL IRRIGATION LATERAL B-5 SECTION**
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TENTATIVE PLAN
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TYPICAL SECTIONS
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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

AERIAL PHOTOGRAPH OF SITE

REDMOND, OR

REDMOND EST. 1910 OREGON

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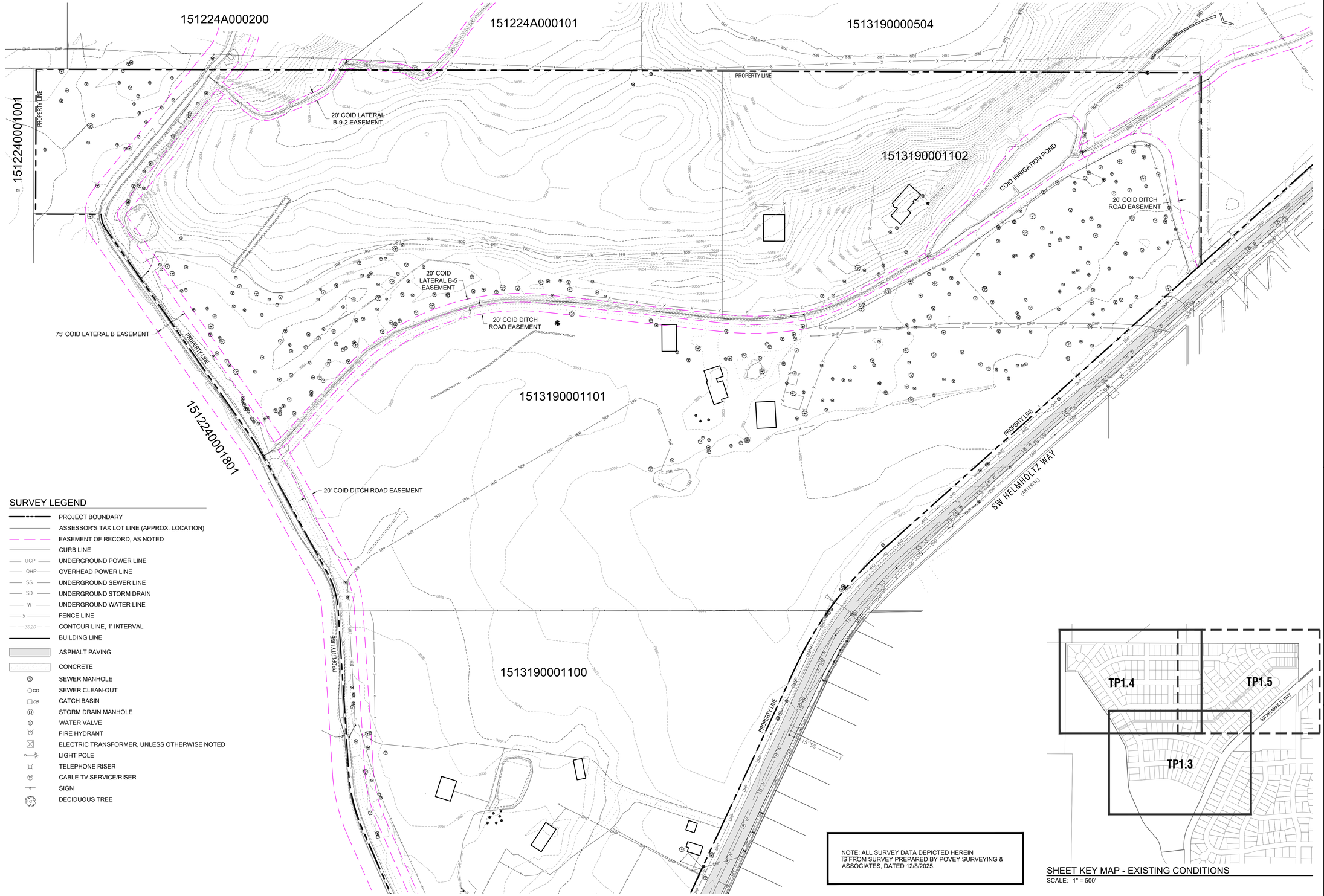

SURVEY LEGEND

- PROJECT BOUNDARY
- ASSESSOR'S TAX LOT LINE (APPROX. LOCATION)
- EASEMENT OF RECORD, AS NOTED
- CURB LINE
- UGP — UNDERGROUND POWER LINE
- OHP — OVERHEAD POWER LINE
- SS — UNDERGROUND SEWER LINE
- SD — UNDERGROUND STORM DRAIN
- W — UNDERGROUND WATER LINE
- X — FENCE LINE
- 3620 — CONTOUR LINE, 1' INTERVAL
- BUILDING LINE
- ASPHALT PAVING
- CONCRETE
- SEWER MANHOLE
- CO — SEWER CLEAN-OUT
- CB — CATCH BASIN
- STORM DRAIN MANHOLE
- WATER VALVE
- FIRE HYDRANT
- ELECTRIC TRANSFORMER, UNLESS OTHERWISE NOTED
- LIGHT POLE
- TELEPHONE RISER
- TV — CABLE TV SERVICE/RISER
- SIGN
- DECIDUOUS TREE

NOTE: ALL SURVEY DATA DEPICTED HEREIN IS FROM SURVEY PREPARED BY POVEY SURVEYING & ASSOCIATES, DATED 12/8/2025.

SHEET KEY MAP - EXISTING CONDITIONS
SCALE: 1" = 500'

N

0 10 50 100 150 200 300
SCALE: 1" = 100'

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION
OVERALL EXISTING CONDITIONS PLAN
REDMOND, OR

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - SOUTH

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1513190001101

1512240001801

1513190001100

75' COID LATERAL B EASEMENT

20' COID DITCH ROAD EASEMENT

PROPERTY LINE

PROPERTY LINE

SURVEY LEGEND

- PROJECT BOUNDARY
- ASSESSOR'S TAX LOT LINE (APPROX. LOCATION)
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- W — UNDERGROUND WATER LINE
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- WATER VALVE
- FIRE HYDRANT
- ELECTRIC TRANSFORMER, UNLESS OTHERWISE NOTED
- LIGHT POLE
- TELEPHONE RISER
- CABLE TV SERVICE/RISER
- SIGN
- DECIDUOUS TREE

N

0 15 30 60 90 120 180
SCALE: 1" = 60'

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SURVEY LEGEND

- PROJECT BOUNDARY
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JULY 11, 2023
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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - WEST

REDMOND, OR

REVISIONS:

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - EAST

REDMOND, OR

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HWA # 240307

1513190000504

1513190001102

1513190001101

PROPERTY LINE

COID IRRIGATION POND

20' COID DITCH ROAD EASEMENT

20' COID LATERAL B-5 EASEMENT

SW HELMHOLTZ WAY (ARTERIAL)

SURVEY LEGEND

- PROJECT BOUNDARY
- ASSESSOR'S TAX LOT LINE (APPROX. LOCATION)
- EASEMENT OF RECORD, AS NOTED
- CURB LINE
- UGP — UNDERGROUND POWER LINE
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- ELECTRIC TRANSFORMER
- LIGHT POLE
- TELEPHONE RISER
- CABLE TV SERVICE/RISER
- SIGN
- DECIDUOUS TREE

N

0 15 30 60 90 120 180
SCALE: 1" = 60'

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POTENTIAL OF SEWER LIFT STATION SERVICING PHASES 4 & 5 TO DEPEND ON CONSTRUCTION TIMING OF LITTLE TEXAS DEVELOPMENT

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

LOCAL ROAD A

LOCAL ROAD B

LOCAL ROAD C

LOCAL ROAD D

LOCAL ROAD E

LOCAL ROAD F

LOCAL ROAD G

LOCAL ROAD H

LOCAL ROAD I

LOCAL ROAD K

LOCAL ROAD L

PARK
35823.6 SF

LEGEND

- PROPOSED ROW DEDICATION
- PROPOSED LOT LINE
- PROPOSED COID IRRIGATION PIPE
- PROPOSED COID IRRIGATION EASEMENT
- PROPOSED ROUTING OF FUTURE FAR WEST SEWER INTERCEPTOR BY CITY OF REDMOND
- SEWER FLOW PATH
- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5

N

0 10 50 100 150 200 300

SCALE: 1" = 100'

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

PHASING & SEWER PLAN

REDMOND, OR

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

OVERALL TENTATIVE IMPROVEMENTS PLAN

REDMOND, OR

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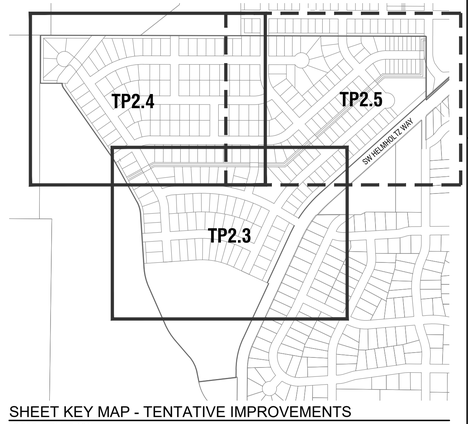
LEGEND

- PROPOSED ROW DEDICATION
- PROPOSED LOT LINE
- IRR IRR — PROPOSED COID IRRIGATION PIPE
- PROPOSED COID IRRIGATION EASEMENT
- 8"SS 8"SS — PROPOSED SEWER MAIN
- PROPOSED SEWER MANHOLE
- 8"W 8"W — PROPOSED WATER MAIN



SHEET KEY MAP - TENTATIVE IMPROVEMENTS
SCALE: 1" = 500'

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0 10 50 100 150 200 300
SCALE: 1" = 100'

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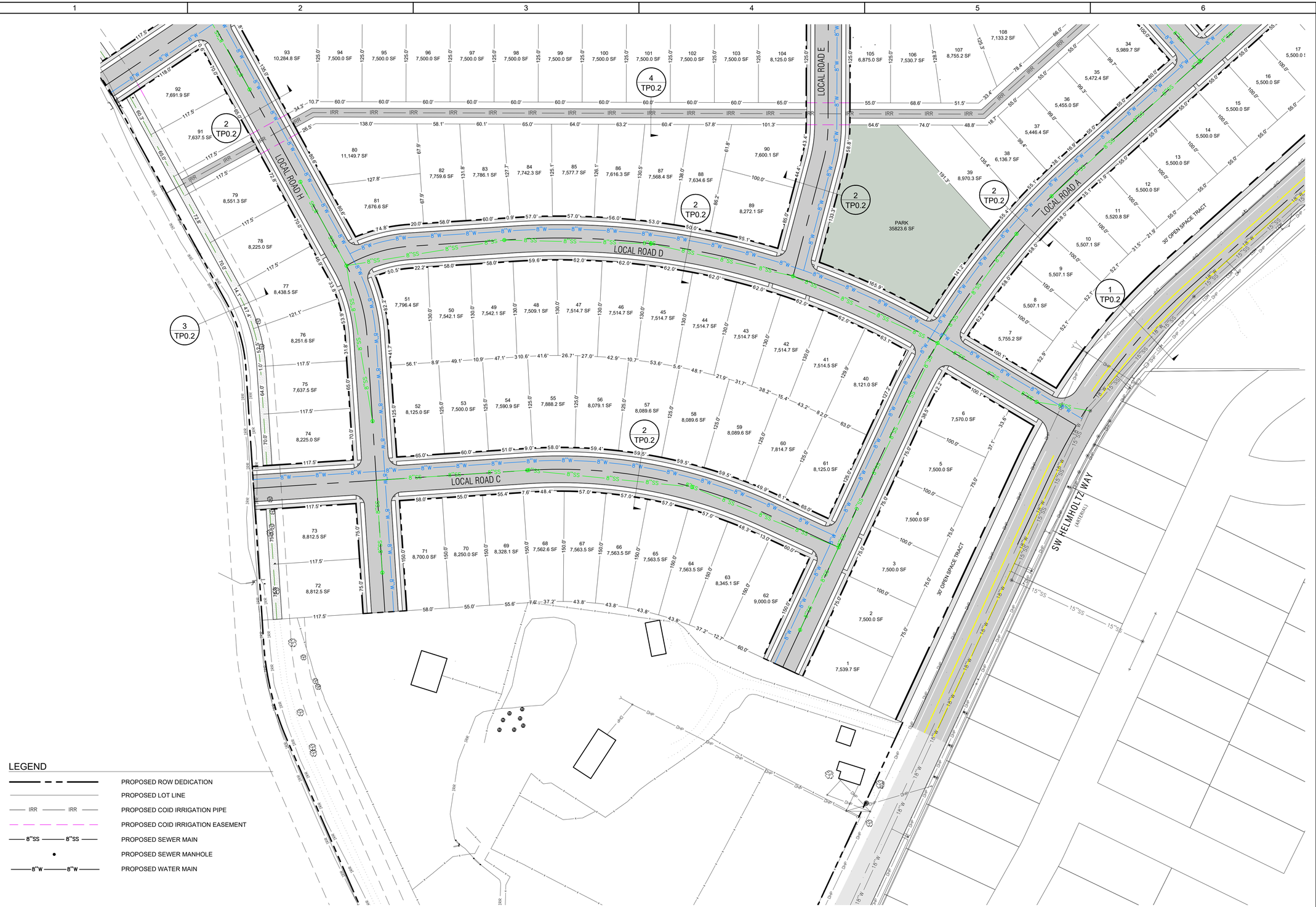

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TENTATIVE PLAN
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TENTATIVE IMPROVEMENTS - SOUTH

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

TENTATIVE IMPROVEMENTS - WEST

REDMOND, OR

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LEGEND

- PROPOSED ROW DEDICATION
- PROPOSED LOT LINE
- PROPOSED COID IRRIGATION PIPE
- PROPOSED COID IRRIGATION EASEMENT
- PROPOSED SEWER MAIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER MAIN

N

0 15 30 60 90 120 180
SCALE: 1" = 60'

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JULY 11, 2023
EVAN P. RICKARDS
PRELIMINARY NOT FOR CONSTRUCTION
EXPIRES: 12/31/2026

TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

TENTATIVE IMPROVEMENTS - EAST

REDMOND, OR

REVISIONS:

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HWA # 240307

LOCAL ROAD G
LOCAL ROAD F
LOCAL ROAD E
LOCAL ROAD K
LOCAL ROAD B
LOCAL ROAD L
LOCAL ROAD A
SW HELMHOLTZ WAY (ARTERIAL)
OPEN SPACE TRACT FOR SEWER, PED. PATH / FIRE ACCESS
30' OPEN SPACE TRACT

LEGEND
- PROPOSED ROW DEDICATION
- PROPOSED LOT LINE
- PROPOSED COID IRRIGATION PIPE
- PROPOSED COID IRRIGATION EASEMENT
- PROPOSED SEWER MAIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER MAIN

N
0 15 30 60 90 120 180
SCALE: 1" = 60'

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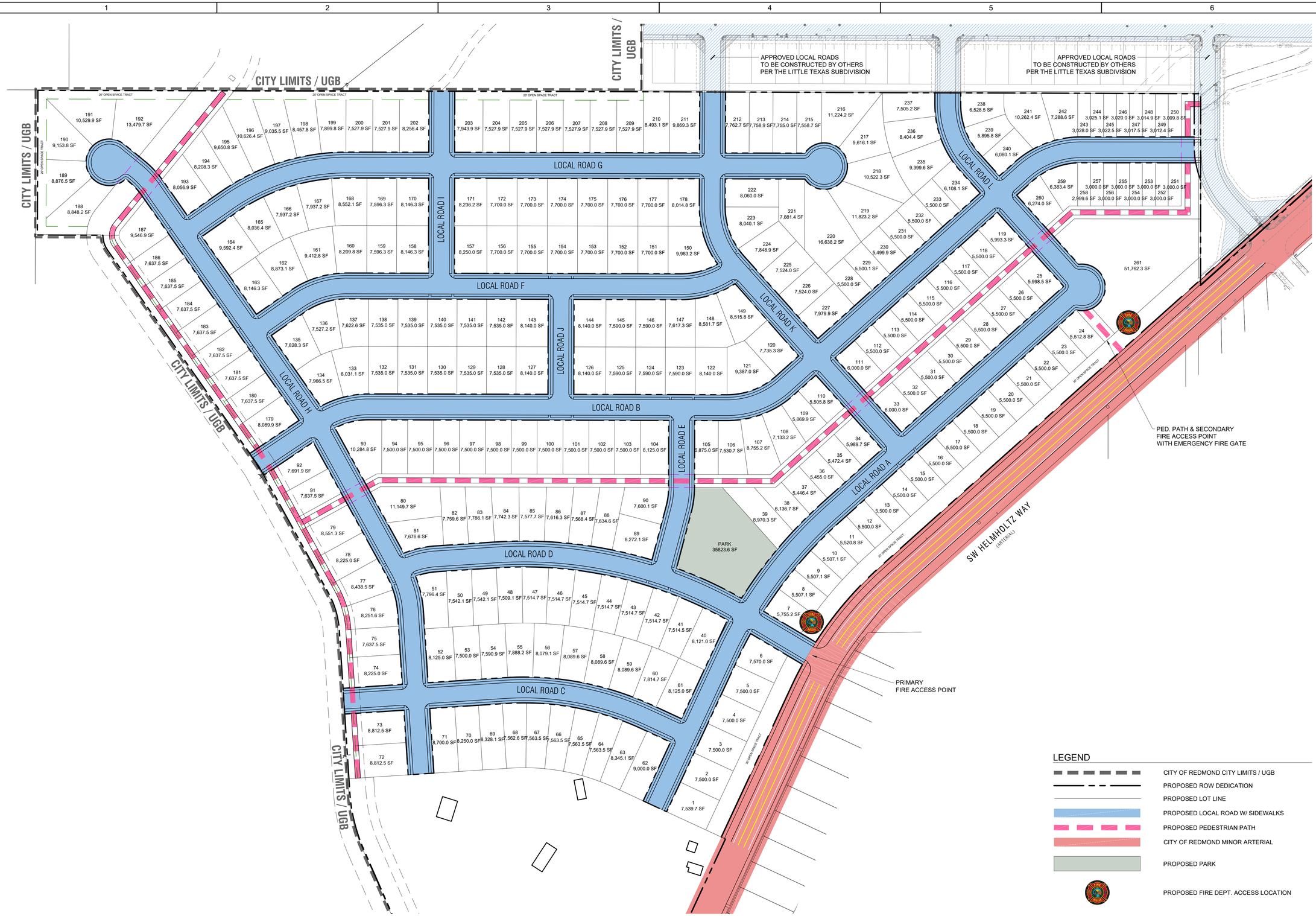

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OREGON
JULY 11, 2023
BRYAN P. RICKARDS
PRELIMINARY NOT FOR CONSTRUCTION
EXPIRES: 12/31/2026

TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION
TRANSPORTATION SYSTEM PLAN
REDMOND, OR

REVISIONS:

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CIVIL ENGINEERING | SURVEYING | PLANNING
KIRKLAND, WA
(541)389-9351
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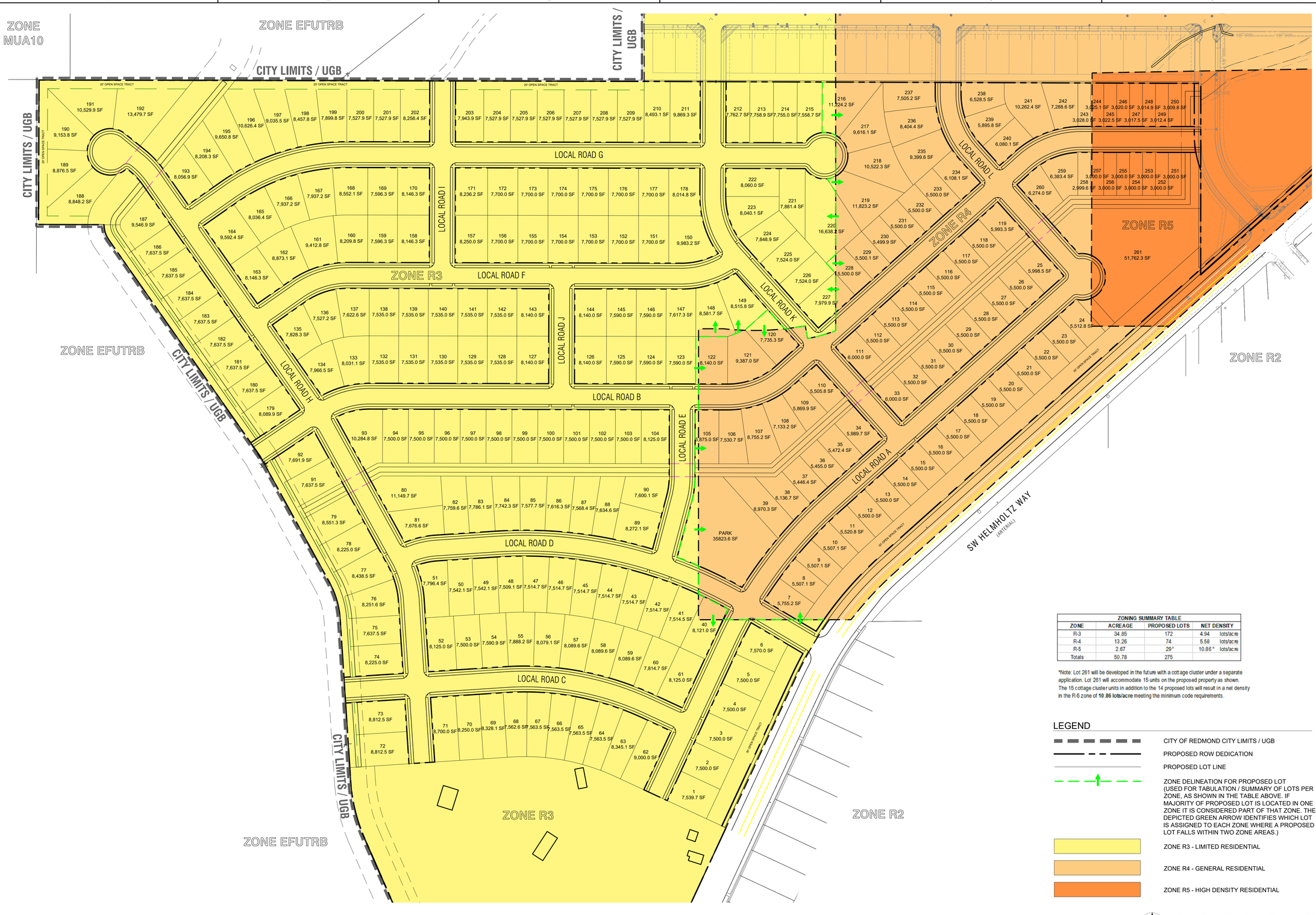

ZONING SUMMARY TABLE			
ZONE	ACREAGE	PROPOSED LOTS	NET DENSITY
R-3	34.85	172	4.94 lots/acre
R-4	13.26	74	5.58 lots/acre
R-5	2.67	29*	10.86* lots/acre
Totals	50.78	275	

*Note: Lot 261 will be developed in the future with a cottage cluster under a separate application. Lot 261 will accommodate 15 units on the proposed property as shown. The 15 cottage cluster units in addition to the 14 proposed lots will result in a net density in the R-5 zone of **10.86 lots/acre** meeting the minimum code requirements.

LEGEND

- CITY OF REDMOND CITY LIMITS / UGB
- PROPOSED ROW DEDICATION
- PROPOSED LOT LINE
- ZONE DELINEATION FOR PROPOSED LOT (USED FOR TABULATION / SUMMARY OF LOTS PER ZONE, AS SHOWN IN THE TABLE ABOVE. IF MAJORITY OF PROPOSED LOT IS LOCATED IN ONE ZONE IT IS CONSIDERED PART OF THAT ZONE. THE DEPICTED GREEN ARROW IDENTIFIES WHICH LOT IS ASSIGNED TO EACH ZONE WHERE A PROPOSED LOT FALLS WITHIN TWO ZONE AREAS.)
- ZONE R3 - LIMITED RESIDENTIAL
- ZONE R4 - GENERAL RESIDENTIAL
- ZONE R5 - HIGH DENSITY RESIDENTIAL

N

0 10 50 100 150 200 300

SCALE: 1" = 100'

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

ZONING PLAN

REDMOND, OR

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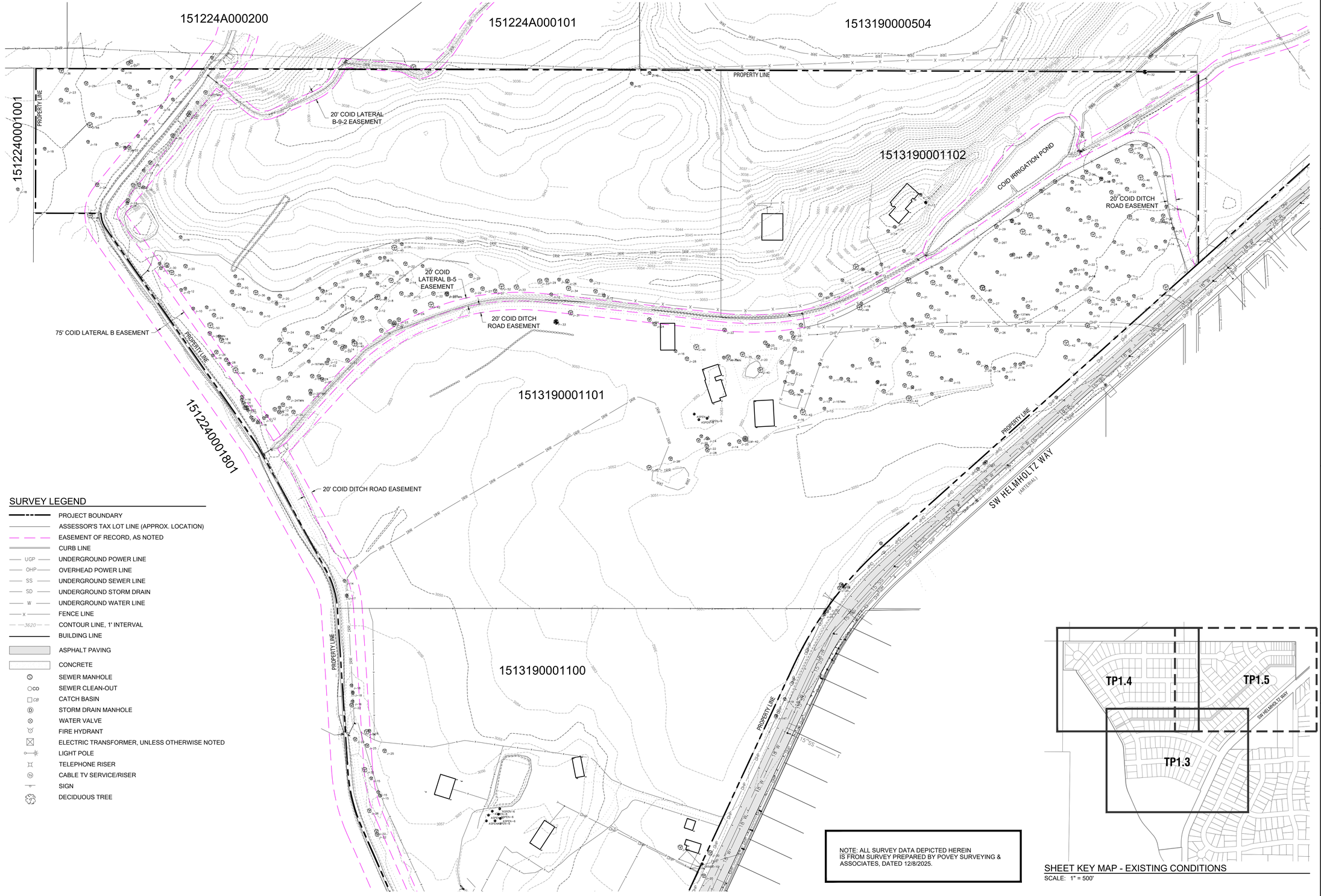

SURVEY LEGEND

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NOTE: ALL SURVEY DATA DEPICTED HEREIN IS FROM SURVEY PREPARED BY POVEY SURVEYING & ASSOCIATES, DATED 12/8/2025.

SHEET KEY MAP - EXISTING CONDITIONS

SCALE: 1" = 500'

N

0 10 50 100 150 200 300

SCALE: 1" = 100'

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - SOUTH

REDMOND, OR

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HWA # 240307

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1513190001101

1513190001100

75' COID LATERAL B EASEMENT

20' COID DITCH ROAD EASEMENT

PROPERTY LINE

PROPERTY LINE

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TENTATIVE PLAN
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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - EAST

REDMOND, OR

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HWA # 240307

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1513190001101

PROPERTY LINE

20' COID DITCH ROAD EASEMENT

20' COID LATERAL B-5 EASEMENT

COID IRRIGATION POND

SW HELMHOLTZ WAY
(LATERAL) 18' W
15' CSS

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N

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SCALE: 1" = 60'

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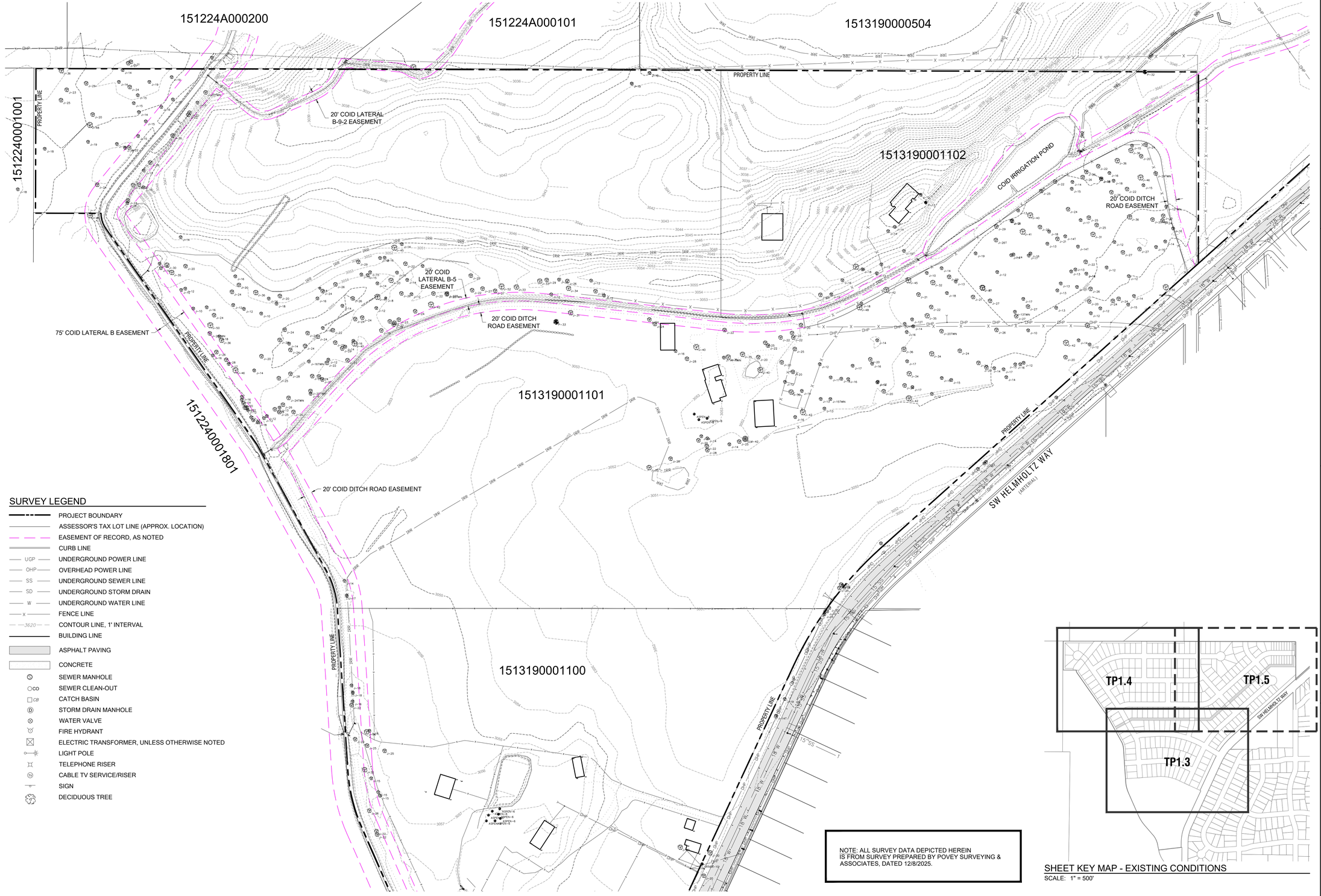

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N

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EVAN P. RICKARDS
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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

OVERALL EXISTING CONDITIONS PLAN

REDMOND, OR

REVISIONS:

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TENTATIVE PLAN
FOR THE
HORIZON POINTE SUBDIVISION

EXISTING CONDITIONS - SOUTH

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HWA # 240307

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75' COID LATERAL B EASEMENT

20' COID DITCH ROAD EASEMENT

PROPERTY LINE

PROPERTY LINE

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EXISTING CONDITIONS - EAST

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HWA # 240307

1513190000504

1513190001102

1513190001101

PROPERTY LINE

20' COID DITCH ROAD EASEMENT

20' COID LATERAL B-5 EASEMENT

COID IRRIGATION POND

SW HELMHOLTZ WAY
(LATERAL) 18' W
15' CSS

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N

0 15 30 60 90 120 180
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EXHIBIT D – Transportation System Analysis Memo

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

April 15, 2026

Scott Ferguson
Ferguson and Associates, Inc.
gscott@traffic-team.us

Re: Approval Memo for Horizon Pointe Traffic Impact Analysis (TIA) (711-26-000001-PW)

The City and ODOT reviewed the subject Traffic Impact Analysis dated February 20, 2026 and the addendum letter dated March 24, 2026, submitted by Feguson and Associates, Inc. This letter addresses ODOT/City comments and conditions of approval on the TIA.

The TIA is approved based on the trip generation summary below:

TABLE 3 - TRIP GENERATION FORECAST

	Size	PM Peak Hour Trip Ends			
Land Use	(units)	In	Out	Total	Daily
Single Family Homes 210	258 DU	149	91	240	2,345
Single Family Homes 210 (Cottages)	16 DU	9	6	15	145
Single Family Attached Housing 215	16 DU	5	4	8	105
TOTAL	290 DU	163	100	263	2,596

Below is a summary of anticipated conditions of approval:

Prior to plat of all affected phases:

1. A minimum five (5) foot public utility easement (PUE) shall be dedicated along all property frontages and proposed roadways.
2. All improvements must meet City of Redmond Standards and Specifications and Development Code, where applicable.
3. System Development Charges will be assessed based on the adopted fee schedule at the time of development and paid at the time of building permit issuance.
4. 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.
5. 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.
6. All intersection spacing must meet City of Redmond Development Code Section 8.2820 - Access Management Standards. Any deviations to these standards must be specifically noted and requested to the Planning Department within the burden of proof in the land use submittal.
7. Design and construction shall be coordinated with Little Texas Subdivision (711-23-000265-PLNG).
8. Driveway access is prohibited onto Helmholtz Way, unless otherwise required for emergency access by Redmond Fire and with bollards.
9. Alleys shall be privately owned and maintained and shall meet City of Redmond Standards and Specification requirements.
10. Prior to plat of all affected phases, local streets shall be dedicated as a 60' public ROW (30-feet from centerline) and constructed as full width street section where possible, including pavement, curb, and ADA curb ramps, sidewalk and street trees. A partial street section will be required where a full width street section is not possible due to right of way constraints.
11. Prior to Plat of Phase 1, improve Helmholtz 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, pavement widening, striping including bike lanes, curbs and ADA ramps on both sides, and sidewalk and street trees on the west side.
12. Prior to plat of Phase 1, dedicate right-of-way along the future SW 45th Street in coordination and alignment with the Little Texas subdivision located to the north to achieve a total of 60 feet of right of way (or 30 feet from centerline).
13. Prior to plat of Phase 1, install southbound right-turn lane and northbound left-turn lane at SW Helmholtz Way/Road D. A stop bar and stop sign shall be installed for eastbound traffic.
14. Prior to plat of Phase 1, install an enhanced pedestrian crossing at SW Helmholtz Way at SW Helmholtz Way/Road D. The specific location of the crossing should be determined at time of site plan submittal. This crossing should include continental crosswalk striping, a raised pedestrian refuge island, a Rectangular Rapid Flashing Beacon to increase awareness of the crossing, and overhead illumination. The path must connect to existing or proposed sidewalk on the east side of the roadway.
15. A total proportionate share of $88,696 is required for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street; a northbound right turn lane at SW Helmholtz Way/SW Quartz Avenue; and a northbound right turn lane at Helmholtz Way/Antler Ave. The proportionate share, or portions of the payment, will not be required if the City adopts a separate funding mechanism that addresses the impacts in their

entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval of Phase 1 or $17,739.2 may be paid prior to final plat approval of each individual phase.

16. Prior to plat of Phases 1 and 2, construct a 10-foot wide, asphalt, separated multiuse path conforming to City of Redmond Standards and Specifications Standard Drawing 2-6 per the Transportation System Plan (TSP) ID #B67. Accessible curb ramps, advanced warning signage, continental striping, and illumination are required where the path intersects any roadways. The path will be required to connect and align with the path proposed within the Little Texas subdivision located to the north.

Please contact me with any questions.

Lindsey Cromsigt, PE

Assistant City Engineer

City of Redmond

Lindsey.Cromsigt@redmondoregon.gov | 541-306-1647

EXHIBIT E – Applicant Burden of Proof

Burden of Proof Statement
Horizon Pointe Subdivision

Applicant:	Redmond Land Group LLC 389 SW Scalehouse Court #110 Bend, OR 97702
Owner #1: *(1513190001101)*	Ronald O. Nelson 2577 SW Helmholtz Way Redmond, OR 97756
Owner #2: *(1513190001102)*	Richard A. Jr. and Meghan M. Holmes 2571 SW Helmholtz Way Redmond, OR 97756
Civil Engineer:	HWA, Inc. Grant Hardgrave 62930 O.B. Riley Road, Suite 100 Bend, OR 97703
Traffic Engineer:	Ferguson and Associates, Inc. Scott Ferguson PO Box 1994 Redmond OR 97756
Planning Consultant:	Blackmore Planning and Development Services, LLC Greg Blackmore 19454 Sunshine Way Bend, OR 97702
Location:	The site is located in western portion of Redmond. It is situated on the west side of Helmholtz Way, just north of SW Wickiup Avenue. 2577 SW Helmholtz Way (taxlot: 1513190001101) and 2571 SW Helmholtz (taxlot: 1513190001102)[1]
Request:	A 5 Phase residential subdivision consisting of 261 lots that are planned to accommodate: • 244 single-unit dwellings • 16 townhomes • 14 cottage dwelling units

[1] A property line adjustment has been submitted which will adjust the property line between 2577 SW Helmholtz Way (taxlot: 1513190001101) and 2897 SW Helmholtz Way (taxlot: 1513190001100).

In addition to the lots for residential development, the proposal includes:

- A tract of land for a park
- Tracts of land that will accommodate irrigation elements
- A 30 foot wide Landscape Buffer Tract along SW Helmholtz Way
- A 20 foot wide Urban-Rural Interface Tract
- 20 feet of right-of-way dedication along SW Helmholtz Way
- Street improvements, to City Standards

I. Applicable Criteria, Standards, and Procedures:

The following are the applicable sections from The City of Redmond Development Code:

Article I - Zoning Standards

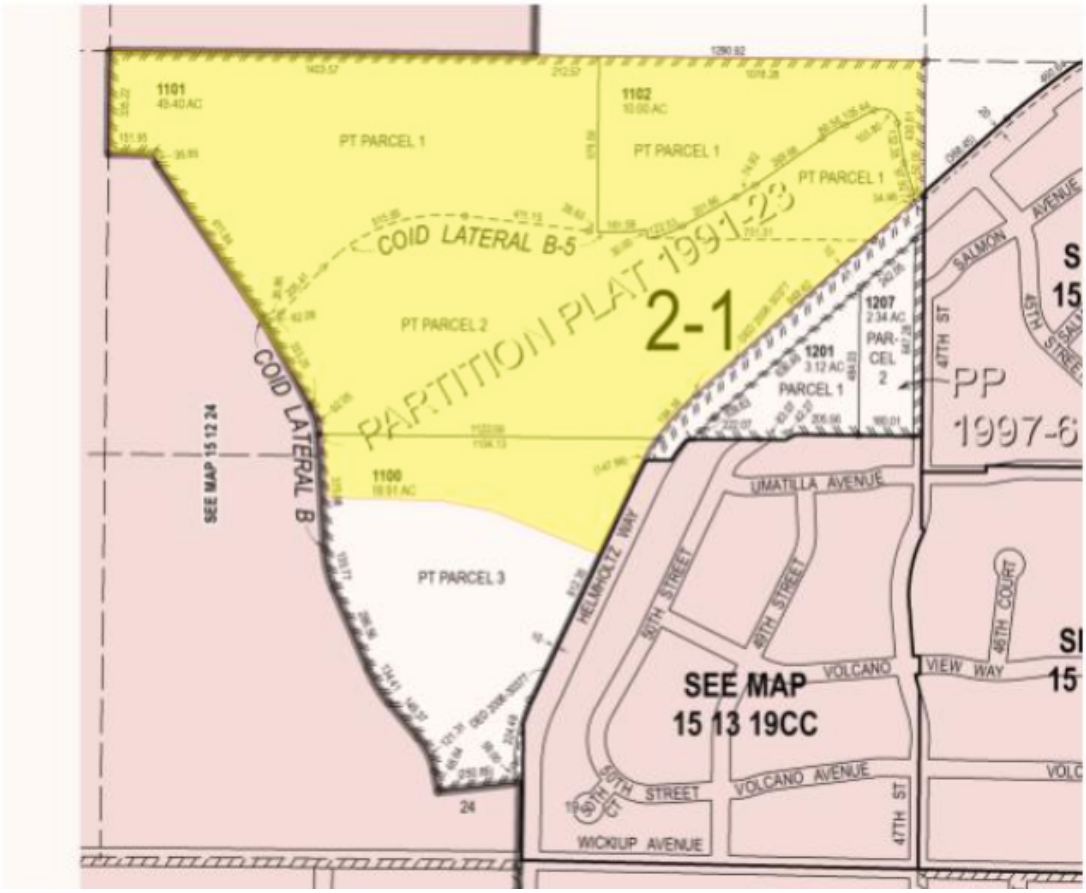
- Section 8.065: Establishment of Zones and Districts
- Section 8.080: Zone Boundaries
- Section 8.135: Table A, Residential Zones, Uses Permitted
- Section 8.140: Table B, Minimum Standards
- Neighborhood Meeting Requirements
- Section 8.605: General Conditions

Article III - Land Division Standards

- Section 8.2000: Title
- Section 8.2005: Purpose
- Section 8.2010: Interpretation
- Section 8.2100: Procedure
- Section 8.2200: Pre-Application Meeting
- Section 8.2202: Neighborhood Meeting
- Section 8.2215: Informational Requirements
- Section 8.2220: Phased Development Plan
- Section 8.2225: Approval of Phased Development Plan
- Section 8.2230: Development Following Approval
- Section 8.2235: Approval Criteria for Tentative Subdivision Plans
- Section 8.2240: Future Subdivision
- 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. General Facts:

1. LOCATION: The site is located in western portion of Redmond. It is situated on the west side of Helmholtz Way, just north of SW Wickiup Avenue.



2. ZONING AND COMPREHENSIVE PLAN DESIGNATIONS: The subject property is identified Limited Residential (R-3),General Residential (R-4), and High-density Residential (R-5) on the Redmond Urban Area Comprehensive Plan and Zone Map.

3. SITE DESCRIPTION AND SURROUNDING USES: The project site is comprised of roughly 78.31 acres and located in southwest Redmond. The site abuts SW Helmholtz Way to the east/northeast, the Little Texas Planned Unit Development to the north, and the Redmond Urban Growth Boundary (UGB) and Urban Reserve Area (URA) to the west and northwest. The site is developed with three existing single-unit dwellings, several outbuildings, and former agricultural uses. It also has Central Oregon Irrigation District (COID) laterals running along the western boundary and east-west bisecting the site.

The site has situs addresses of 2577 SW Helmholtz Way (taxlot: 1513190001101) and 2571 SW Helmholtz Way (Parcel 1, taxlot: 1513190001102). The current configurations of 1513190001102 and 1513190001101 are the result of a lot line adjustment, file number 12-02 (Deschutes County Official Record CS18402). As a

separate submittal, the applicant has submitted a lot line adjustment (File Number 711-25-000248-LLA) to move the common property line of 1513190001101 and 1513190001100, which is located south.

Surrounding area:

	Zoning	Land Use
Northwest	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential on large lots
Northeast	Limited Residential R-3, General Residential R-4, High Density Residential R-5	Future suburban residential subdivision development
East	Limited Residential R-2	Suburban residential subdivision development
South	Urban Holding UH-10	Single-family dwelling
West	Exclusive Farm Use – Tumalo/Redmond/Bend Subzone (EFUTRB)	Rural residential on a large lot Farmland

4. **PROPOSAL:** A 5 Phase residential subdivision consisting of 261 lots that are planned to accommodate:

- 244 single-unit dwellings
- 16 townhomes
- 14 cottage dwelling units

In addition to the lots for residential development, the proposal includes:

- A tract of land for a park
- Tracts of land that will accommodate irrigation elements
- A 30 foot wide Landscape Buffer Tract along SW Helmholtz Way
- A 20 foot wide Urban-Rural Interface Tract
- 20 feet of right-of-way dedication along SW Helmholtz Way
- Street improvements, to City Standards

5. **EXHIBITS:** In addition to this burden of proof statement, the applicant submits the following exhibits in support of this proposal:

- Application Forms & Fees
- Ownership Deed
- Title Report
- Traffic Report / TSAA Analysis
- Infrastructure Capacity Allocation Review
- Engineering Plan Set
  - Cover Sheet
  - Street Sections
  - Aerial Photograph
  - Existing Conditions Sheets
  - Phasing and Sewer Plan
  - Tentative Improvements Plans
  - Transportation System Plan

    - Zoning Plan
- Neighborhood Meeting Documentation

6. LAND USE HISTORY: The parcels of the subject site were annexed in 2008 via Resolution No. 2008-41. At that time, the subject properties were rezoned to R-3 Limited Residential, R-4 General Residential, and R-5 High Density Residential designations.

7. NEIGHBORHOOD MEETING: A Neighborhood Meeting was held on January 21, 2026. The meeting was held at the Deschutes Public Library – Redmond Branch. Prior to the meeting being held, notice was sent to neighboring property owners within 250 feet of the property and a sign was posted on the property for over 7 days. At the meeting, sign-in sheets were provided, project details were relayed, and the applicant heard questions and concerns from attendees. The meeting was held in conformance with RDC 8.0385; details of the meetings are included as an Exhibit.

8. PUBLIC NOTICE: The applicant understands that the City of Redmond Planning Division will send and publish notice of the application as required by the Redmond Development Code and Statutory requirements.

III. Compliance with the Redmond Development Code

ARTICLE I – ZONING STANDARDS

INTRODUCTORY PROVISIONS

Sec. 8.065. Establishment of Zones and Districts.
[…]

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.**

Applicant Response: The applicant is proposing a residential subdivision that includes approximately 47.12 acres of R-3 zoned land. The proposal includes single-family detached dwelling lots on the R-3 zoned land.

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.**

Applicant Response: The applicant is proposing a residential subdivision that includes approximately 17.62 acres of R-4 zoned land. The proposal includes single-family detached dwelling lots and townhouse lots, along with a small portion of the lot that is planned for a cottage cluster, on the R-4 zoned land.

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.**

Applicant Response: The applicant is proposing a residential subdivision that includes approximately 3.05 acres of R-5 zoned land. The proposal plans for a cottage cluster and townhouse lots on the R-5 zoned land[2].

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.**

Applicant Response: This provision is relevant to understanding zone boundaries amongst existing lot/parcel and other existing features; this section does not establish any requirements for the creation of lots. Although not applicable to the creation of new lots, it

[2] A very small area of lot 24 (which is planned for a detached single-family dwelling) is within the R-5 zoning area.

is noted that while the proposal does result in some lots that are split zoned, the design creates lots within the boundaries of the existing zones (not split zoned) to the greatest extent possible.

RESIDENTIAL USE ZONES

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

"O" means Permitted Outright
"C" means Permitted Conditionally
"N" means Not Allowed

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

…

Applicant Response: The applicant is proposing a residential subdivision on R-3, R-4, and R-5 zoned land. The proposal includes single-family dwelling lots, townhouse lots, and land for a cottage cluster. The planned uses are outright permitted in the R-3, R-4, and R-5 zones, thus permitted by this section.

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**

Applicant Response: Lot sizes are listed on the Tentative Plan. As detailed thereupon all of the townhouse lots exceed the 1,500 square foot minimum lot size requirement. Furthermore, for the non-townhouse lots, the lots in the R-3 zone meet or exceed the 7,500 square foot minimum lot size requirement and the lots in the R-4 and R-5 zoned areas, meet or exceed the 5,000 square foot minimum lot size requirement.

Regarding density, density calculations are included on the Sheet TP2.7, documenting the density as follows:

- R-3 = 4.94 units per acre[3]
- R-4 = 5.58 units per acre
- R-5 = 10.86 units per acre

The proposed densities conforms to both the minimum and maximum allowances of this section.

Planned Unit Developments (PUDs) densities in Section 8.275.
Minimum Setback Distance – Feet…
Setback:…
Maximum Building Height…

[3] Rounds to 5. Also, it is noted that the site provides a significant amount of open space, park, and a tract for the COID line, which will have a walkway and operate similar to a walkway in a right-of-way. As such the density (.06 les than 5) is expected to be acceptable.

Applicant Response: The proposal is for a land division, it is not a PUD and no structures are included at this time. The standards of these elements are not applicable to the currently proposed land division. Setbacks and building heights will be reviewed with subsequent development applications.

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

Applicant Response: Lot dimensions, including street frontages are depicted on the Tentative Plan sheets of the submittal package. As shown thereupon, standard lots[4] with frontage on standard streets have frontage of at least 40 feet. Also, the design includes cul-de-sacs and townhouse lots. As further depicted on the Tentative Plan sheets, the lots with frontage on a cul-de-sac, have at least 30 feet of frontage and all of the townhouse lots have more than 25 feet of frontage. The proposed lot configurations conform to the standards of Table B.

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

Applicant Response: While the proposal includes the creation of lots for future single-family dwellings, structural development is not proposed at this time. The standards of this section do not apply to the current application, instead they apply to structural development, which will be reviewed in the future, when development applications are submitted and reviewed.

Sec. 8.142. - Townhouse Development and Design Standards.

1. ***Procedure.*** **New townhouses shall be reviewed for conformance with the requirements listed in this Section.**

2. ***Table A: Minimum Standards.***

Standard:	**R-1**	**R-2**	**R-3, R-3A**	**R-4**	**R-5**
Maximum Density (Units/Net Acre)	**20**	**20**	**23.2**	**25**	**25**

[4] Not townhouse and not on a cul-de-sac.

Minimum Lot Size (Square Feet)	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**
Maximum Building Height (Feet)	**35**	**35**	**35**	**45**	**45**
Minimum Street Frontage (Feet)	**20**	**20**	**20**	**20**	**20**

…

Applicant Response: While the majority of the standards of this section apply to structural development, there are a few provisions that apply to lot design, and thus land division review. The elements that apply to land division review include density, lot size, and street frontage. These elements (of this section) reflect and reiterate the same (density, lot size and frontage) requirements of Table B above. Density and lot sizes are listed on the Tentative Plan and, as detailed thereupon, townhome density is less that 25 units per acre, all of the townhouse lots exceed the 1,500 square foot minimum lot size requirement, and all of the townhouse lots have more than 25 feet of frontage.

All of the other standards of this section apply to site and structural development and will be reviewed with future development applications.

Sec. 8.143. - Cottage Cluster Development and Design Standards.

1. ***Procedure.*** **New cottage clusters shall be reviewed for conformance with the requirements listed in this Section.**

2. ***Table A: Minimum Standards.***

Standard:	**R-1**	**R-2**	**R-3, R-3A**	**R-4**	**R-5**
Maximum Density (Units/Net Acre)	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Minimum Lot Size (Square Feet)	**9,000**	**9,000**	**7,500**	**7,000**	**7,000**
Maximum Building Height	**25 feet**				
Minimum Setback Distance (Feet)					

…

Applicant Response: While the majority of the standards of this section apply to structural development, there is one standard that applies to lot design, and thus land division review; minimum lot size. As detailed on the Tentative Plan, Lot 261, which is located in the R-5 Zone is planned to accommodate a cottage cluster development. This lot is proposed to be 51,762.3 square feet in size, which exceeds the 7,000 square foot minimum lot size requirement for cottage clusters, noted in this section.

All of the other standards of this section apply to site and structural development and do not apply at this time, instead they will be reviewed with future development applications.

SUPPLEMENTARY PROVISIONS

8.0305 Establishment of Clear Vision Areas…
8.0330 Exterior Lighting…
8.0340 Fences…
8.0350 Design Standards for all Residential Structures and Sites fronting both public or private streets and alleys…

Applicant Response: The proposal is for a Tentative Subdivision Plan. Structural development is not proposed at this time. Clear vision areas, exterior lighting, and fence standards apply to specific site development. These sections do not apply to the current proposal, but they will be reviewed in association with subsequent structural development applications.

8.0385 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.

Applicant Response: This section establishes a purpose. It does not contain any measurable development standards or approval criteria.

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.

Applicant Response: The Tentative Plan will accommodate a residential development project that will generate over 200 ADT and 20 p.m. peak hour trips; therefore a Neighborhood Meeting is required. The applicant held a Neighborhood Meeting on January 21, 2026.

3. Requirements and Procedures. The neighborhood meeting must be held after a predevelopment 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 inperson requirements. ADA accommodations when requested by attendee must be provided.

Applicant Response: The meeting was held at the at the Redmond Branch of the Deschutes County Library / 827 SW Deschutes Avenue, Redmond, OR 97756, which is a readily available and accessible location in the community. The location conforms to the requirements of this section.

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.

Applicant Response: Notice was mailed on January 9, 2026, over 10 days prior to the meeting. The notice was mailed to all property owners within 250 feet of the subject properties, as established in DIAL – Deschutes County Records. The notice included the

date, time and location of the meeting as well as a description of the proposal and the property location. The notice was completed as prescribed in this section.

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.

Applicant Response: Notice for the meeting was posted on the site on Friday, January 16, 2026. As detailed on the attached Exhibit, the notice included meeting date, time, and address as well as project contact information. The provided notice conforms to the requirements of this section.

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.

Applicant Response: The sign-in sheets, along with meeting materials that were presented at the meetings are included as Exhibits. As detailed on the Exhibits, the applicant showed a conceptual plan and described the major elements of the proposal. Furthermore, the applicant discussed the applicable elements of this section. Attendees were provided the opportunity to speak at the meeting and identify any issues that they had concerns with and/or should be addressed.

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.

Applicant response: All elements described in this section are included as an Exhibit to this 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.

Applicant Response: The meeting was held on January 21, 2026. The application is being submitted within 180 days of the Neighborhood Meeting; therefore the proposal complies with the requirement.

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.

Applicant Response: As detailed in the attached Exhibits, the applicant conducted the Neighborhood Meeting as required by the Code; therefore this section does not apply.

OFF-STREET PARKING & LOADING REQUIREMENTS

8.0500 Off-Street Parking…

Applicant Response: The proposal is for a Tentative Subdivision Plan. Specific site development is not proposed at this time. Parking standards apply to site development; therefore this section does not apply to the current proposal, but instead will be reviewed in association with subsequent development applications.

LANDSCAPING REQUIREMENTS

8.520. - Landscape Plan Standards.

1. *Applicability.* A landscape plan is required for proposal which includes any of the following:

A. New housing.

B. Development subject to Article IV Site and Design review.

C. Planned Unit Development.

D. New wireless broadcast communication facilities, as described in Section 8.415…

Applicant Response: The proposal is for a phased subdivision. The proposal is not for one of application types described above. This section does not apply.

8.530. - Landscape Design Standards.

1. ***Applicability.*** **Except where conflicting with the City of Remond Public Works Standards and Specifications, these landscaping design standards apply to any proposal which includes any of the following:**

   A. New housing.

   B. Development subject to Article IV Site and Design review.

   C. Planned Unit Development.

   D. New wireless broadcast communication facilities, as described in Section 8.415…

Applicant Response: The proposal is for a phased subdivision. The proposal is not for one of application types described above. This section does not apply.

ARTICLE III – LAND DIVISION STANDARDS

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.

Applicant Response: The applicant held a Pre-Development Review / Pre-Application meeting with the City on January 20, 2026 and had informal correspondence with City Staff prior to this submittal.

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.

Applicant Response: As detailed above (in a review of Section 8.385), the applicant held the required Neighborhood Meeting in accordance with the referenced section.

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.

Applicant Response: The application materials provided with the submittal packet include an application form, a filing fee, a tentative plat, improvement plans; all associated documents are referenced in the "Exhibits" section above. The packet is being submitted to the Community Development Department; thus the application packet is being submitted in accordance with this procedural provision.

8.2210 Scale of Tentative Subdivision Plat.

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

Applicant Response: As depicted on the Tentative Plan, the scales used on the Subdivision Plan Set are 1"=60' and 1"=100', which conform to this requirement. Should the City need a different scale to review the plans and/or other revisions, the applicant is willing and able to accommodate reasonable requests.

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 plat preparation, north and magnetic north and south, scale and gross area of the proposed subdivision.**
- **D. Appropriate identification of the drawing as a tentative plat for a subdivision. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.**
- **E. Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract, which binds the applicant in the event of tentative approval.**

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

2. *Information Concerning Existing Conditions*:

A. Location, names, and widths of existing improved and unimproved public or private streets and roads within and adjacent to the proposed subdivision.
B. Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
C. Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, and any natural features such as rock outcroppings, marshes, 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 fifteen percent, ten feet for slopes of fifteen to twenty percent, and twenty feet for slopes greater than twenty percent.
H. Zoning classification of land within and adjacent to the proposed subdivision.
I. Names and addresses of all adjoining property owners.
J. Existing covenants, conditions, and restrictions.
K. Conditions specified on the approved Transportation System Analysis prepared in accordance with Section 8.2815.

3. *Information Concerning Proposed Subdivision*:

A. Location, names, width, typical improvements, cross sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.
B. Location, width, and purpose of all propose easements or rights-of-way and relationship to all existing easements and rights-of-way.
C. Location of at least one temporary bench mark within the proposed subdivision boundary.

D. **Location, approximate area and dimensions of each lot, and proposed lot and block numbers.**

E. **Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed, and plans for improvements or development thereof.**

F. **Proposed use, location, approximate area, and dimensions of any lot intended for non-residential use.**

G. **An outline of the area proposed for partial recording, if contemplated or proposed.**

H. **Source, method, and preliminary plans, prepared by a licensed civil engineer, for domestic and other water supplies, sewage disposal, solid waste disposal, and all utilities.**

I. **Description and location of any proposed community facility.**

J. **Storm water, drainage facility and grading plans.**

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

L. **Statement from each utility company proposed to serve the proposed subdivision stating that each company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service.**

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

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

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

Applicant Response: The submittal packet includes the Exhibits referenced in above, in addition to this written narrative. Collectively, the submittal packet provides for all of the items listed in this section. This document is the written narrative and the trees are clearly identified on the Existing Conditions Sheet.

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.**

Applicant Response: The applicant is proposing a five-phased residential subdivision and is entitling the entire project at this time. The applicant has stated that Horizon Pointe is planned to be constructed over multiple years with the goal of finalizing all improvements as timely as possible, in an uncertain market.

The tentative phasing schedule includes: Phase 1 in starting in Spring 2026 and all phases by Winter 2032.

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.

Applicant Response: The applicant has submitted a tentative plan for a five-phased subdivision. As stated in this standard, the phased development plan can be reviewed through this Tentative Review process.

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.**

Applicant Response: This is a procedural provision.

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.

Applicant Response: ORS Chapter 92 is implemented though review procedures, criteria, and standards of the Redmond Development Code, along with Deschutes County surveyor requirements. As detailed throughout this narrative, the proposal complies with all applicable elements of the Redmond Development Code, including those addressing the zoning provisions. Furthermore, throughout the review and platting process, the applicant plans to comply with all platting provisions enforced by the City and the Deschutes County Surveyor. Compliance with local procedural requirements will ensure consistency with ORS Chapter 92.

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

Applicant Response: A comprehensive review of the sections referenced in this criterion are included below and as detailed herein, the proposal complies with the applicable sections. Given that the project complies the referenced sections and all applicable standards of the Development Code, the proposal complies with this approval criterion.

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

Applicant Response: The subject property is located within the R-3, R-4, and R-5 Zones. A complete review of the applicable standards of the R-3, R-4, and R-5 Zones was included above. As detailed in a review of those sections, the design conforms to all applicable standards of the R-3, R-4, and R-5 Zones; therefore the proposal complies with this approval criterion.

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

Applicant Response: The subject property is not located within an area plan, master plan, or framework plan.

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

Applicant Response: Existing easements are depicted on the Tentative Plan. The proposal divides the subject property into 261 lots. The proposal will not alter, impact, or conflict with existing public access easement in the area. Furthermore, the proposal includes the creation of rights-of-way, open space tracts (amongst and around COID facilities), and a park, along with pedestrian improvements that will extend throughout the site. The proposed design, including the planned right-of-way extensions and pedestrian improvements, is consistent with the City of Redmond TSP and applicable block length and perimeter standards of the Development Code. As proposed, the design is consistent with approved City plans and does not conflict with any public access easement within or adjacent to the subdivision area; therefore the proposal complies with this approval criterion.

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.

Applicant Response: Within the bounds of the property, the applicant proposes a well-connected system of local streets that will be built to City standards. Additionally, right-of-way dedication and improvements are planned on the west side of SW Helmholtz Way and SW 45th Street (along the development's frontages). In addition to street improvements, the design includes pedestrian paths as follows:

- Along the western property line (north/south)
- Within the irrigation tract, running east/west across the property. The path extends from the western path, past the park, to the northeast corner of the property.
- Short walkway connection from Local Road A – the SW Helmholz Way.

The planned streets and walkways are consistent with the TSP and the requirements of this section.

As detailed on the Tentative Improvement sheets, water and wastewater mains are proposed to extend to and through the site to serve each lot. From the mains, laterals will be extended to the lots. Extension of water and sewer mains and laterals are planned to comply with City specifications and standards. Phases 4 and 5 will require a sewer pump station; the plan accounts for utilization of a pump station in the Little Texas PUD if available, or providing a pump station on Lot 212, if the Little Texas pump station is not available.

Overall, the design provides a land-use pattern in the area that allows for efficient residential development of the site that is consistent with the Zoning and Comprehensive Plan designations. The proposal is well suited for the long term needs of the City. Furthermore, the design will fit in with the pattern of development and character of the surrounding area. Prior to development of public infrastructure, engineering plans will need to be submitted and approved by the City Engineering and Public Works Departments.

The proposal conforms with this approval criterion.

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.

Applicant Response: The application includes a comprehensive assessment of the proposed development's impact on public facilities. A detailed traffic assessment is submitted with this application. As detailed therein, the development (with planned improvements) will provide needed improvements and will ensure that adequate capacity is available to serve the entire subdivision area, including SW Helmholz improvements, SW 45th Street improvements, a well-connected internal grid, sidewalks, and an enhanced pedestrian walkway system. The design also includes the extension of water and sewer main lines, extending throughout the area right-of-way and the project the City has provided an analysis proving adequate capacity.

The Tentative Plan and utility extensions have been designed after consultation with the City of Redmond Engineering and Public Works Departments. All extensions are proposed to be in accordance with City Standards and Semi-Public utility provider specifications. Facilities are also planned to be located within rights-of-way and/or utility easements; thus the design conforms to the approval criterion.

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

Applicant Response: All water rights have been removed from the property. A water rights division plan is not needed at this time.

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.

Applicant Response: The proposed Tentative Plan includes 2 lots that are greater than twice the minimum lot size in the underlying zone, however these lots are planned for a park and a cottage cluster development. Future partitioning of these lots is not anticipated. As such, it is not anticipated that a future division plan will be needed at this time. That applicant understands that, in the event of future land division, any such land division would need to comply with all applicable land division requirements at that time.

FINAL SUBDIVISION PLAT

8.2300 Submission of Final Plat….

8.2305 Submission of Final Plats for Phased Development…

Applicant Response: Subsequent to approval of this Tentative Plan application, the applicant anticipates following the Final Plat filing procedures of these section.

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.

Applicant Response: The proposal includes a land division; therefore review of this section is applicable.

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.

Applicant Response: SW Helmholtz Way is classified as a Minor Arterial, therefore the block length standards of this section not apply to the block fronting that street. Block lengths are shown on the Plan Set and as detailed thereupon, the proposed block lengths conform to the standards of this section, to the greatest extent possible. Given the irregular shaped property's location at the UGB/URA periphery, the proposed design integrates well into the surrounding area, it provides opportunities for future connections to the north, west, and south, and it provides a reasonably spaced connection to SW Helmholz Way to the east.

Internally, the applicant has established the street design that provides a grid to the greatest extent possible. Given the location of the park, a desire for the park to have street frontages on 3 sides, and the block length requirements of this section, Roads E, J and I do not directly align. Alignment of these streets would forgo the opportunity for the preferred park location, street access, and design, along with compliance with the block length standards of this section. Slight street off-sets that are internal to this subdivision, which is located at the urban periphery are expected to be acceptable. The design conforms to Code requirements.

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 10 feet wide, with an all weather surface a minimum of 5 feet wide, constructed and centered within the right-of-way.

Applicant Response: As detailed on the Plan Set, the arterial street connection (Local Street D connection to SW Helmholtz Way) is spaced at least 1,320 from 45th Street, which conforms to this section. The design also includes a pedestrian walkway connection that lessens the block length for pedestrians. The proposed design conforms to the standards of this section.

C. A block shall have sufficient width to provide for 2 tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.

Applicant Response: As detailed on the Plan Set, the proposed design includes blocks that can accommodate two tiers of lots, with exception of areas where it may not be feasible, including areas abutting URA boundaries, the lots along the southern boundary line, and lots which are confined by SW Helmholtz Way, an arterial street. The proposed development meets the intent and requirements of this standard.

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 Community Development Director or Hearings Body 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:…

Applicant Response: Of the circumstances described in this section, the design includes 2 cul-de-sacs. The cul-de-sac have been included to allow for efficient development of the site, given its irregular shape and location at the urban periphery. Regarding the western cul-de-sac, this area is surrounded by land that is located outside of the Redmond UGB and URA, as such, pedestrian connections here are neither practical nor necessary. Regarding the eastern cul-de-sac, this right-of-way feature is used to allow for efficient development in this irregular shaped area, ensuring that minimum required densities can be met. The cul-de-sac lots abut lots to the east, effectively allowing for 2 tiers of lots, which is otherwise required by the Code. The surrounding area has block lengths that conform to Code standards. Given the location, purpose, and design of the eastern cul-de-sac and surrounding lots, a pedestrian connection extending from this cul-de-sac is not necessary.

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.

Applicant Response: The proposed design of the subdivision is primarily driven by the irregular property shape, the fact that the area to the west is located outside of the UGB/URA, Helmholz Way (Arterial Street) location to the east, and the stubbed streets to the north. Amongst the property, the proposal includes 216 lots, along with park and open space tracts that are sized to accommodate a variety of uses (single family dwellings, townhouses and a cottage cluster). As detailed above, the lot sizes, overall project density, and lot locations are consistent with the requirements of the R-3, R-4, and R-5 Zones. As depicted on the Tentative Plan, the proposed lots are generally rectangular in shape. Given the sizes, the fact that the proposal provides a variety of use types in the locations that are laid out on the Tentative Plan, the planned subdivision conforms to this section, and the referenced exceptions are not applicable.

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.

Applicant Response: Lot dimensions, including street frontages are depicted on the Tentative Plan sheets of the submittal package. As shown thereupon, standard lots (non-townhouse and non-cul-de-sac) with frontage on standard streets have frontage of at least 50 feet. Also, the design includes cul-de-sacs and townhouse lots. As further depicted on the Tentative Plan sheets, the lots with frontage on a cul-de-sac, have at least 30 feet of frontage and all of the townhouse lots have more than 25 feet of frontage. The proposed lot configurations conform to the standards of this section.

Furthermore, while individual lot access is not included at this time, the subdivision was designed to allow for conformance with the access standards of Section 8.2820, when such access is proposed. As proposed, the subdivision conforms to the requirements of this section.

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.

Applicant Response: As detailed on the Tentative Plan all of the side yard lot lines are proposed to be situated at, or near to, right angles to the abutting streets or radial curves, in conformance with this section.

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.**

Applicant Response: As detailed on the Plan Set, no through/double frontage lots are proposed. The eastern lots are separated from SW Helmholtz Way, by an open space tract.

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.**

Applicant Response: The design includes an open space tract between the proposed lots and SW Helmholtz Way. The proposed design does not result in any lots that abut an arterial or collector street; this standard does not apply.

7. ***Corner Lots and Parcels*****. Corner lots and parcels shall be 5 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.**

Applicant Response: As shown on the Tentative Plan the design includes corner lots and all corner lots will have widths that are at least 5 feet wider than the requirement for the underlying zones (R-3, R-4 or R-5). As designed, the Tentative Plan conforms to this standard.

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.**

Applicant Response: The Zoning Map and Development Code do not contain any Special Building Setback lines for the subject property; therefore additional setback lines are not required on the final plat.

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.**

Applicant Response: The proposed Tentative Plan includes 2 lots that are greater than twice the minimum lot size in the underlying zones (thus have the potential for re-division), however these lots are planned for a park and a cottage cluster development. Future partitioning of these lots is not anticipated. As such, it is not anticipated that a future division plan will be needed at this time. That applicant understands that, in the event of future land division, any such land division would need to comply with all applicable land division requirements at that time.

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.**

Applicant Response: This section establishes that curvilinear street designs are "encouraged" with new street/right-of-way development, however this section does not establish a requirement. With the irregular shape, curved streets are proposed, which is consistent with the encouragement noted in this section.

11. ***Flag Lots*****...**

Applicant Response: Flag lots are not proposed; therefore this section does 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.

Applicant Response: SW Helmholtz Way is classified as a Minor Arterial, therefore the block length standards of this section not apply to the block fronting that street. Block lengths are shown on the Plan Set and as detailed thereupon, the proposed block lengths conform to the standards of this section to the greatest extent possible. Given the irregular shaped property's location at the UGB/URA periphery, the proposed design integrates well into the surrounding area, it provides opportunities for future connections to the north, west, and south, and provides reasonably spaced connection to SW Helmholz Way to the east.

Internally, the applicant has established a street design that provides a grid to the greatest extent possible. Given the location of the park, a desire for the park to have street frontages on 3 sides, and the block length requirements of the Code, Roads E, J and I do not directly align. Alignment of these streets would forgo the opportunity for the preferred park location and design, along with compliance with the block length standards of the Code. Slight street off-sets, internal to this subdivision, at the urban periphery are expected to be acceptable, as they design conforms to Code requirements.

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.

Applicant Response: As shown on the Plan Set, the proposed subdivision includes streets, sidewalks, and pedestrian pathways that will connect to other streets, sidewalks, and pathways to existing and planned streets, sidewalks, and pathways outside of the development. Internal to the site, the proposed streets, sidewalks, and pedestrian pathways provide connections internally in a non-grid designed network. No bike lanes are required or proposed.

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).

Applicant Response: As shown on the Tentative Plan, the proposed subdivision's local streets will align and connect with planned street connections to the north and east (being

developed with the Little Texas PUD). Additionally, the subdivision proposes access via a new local street to the adjacent minor arterial, SW Helmholtz Way. The location of the proposed connection complies with the minimum intersection spacing standards for 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.

Applicant Response: Alternative street designs are not proposed; the completion of an established street grid will occur with the proposed development.

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.

Applicant Response: A complete review of Section 8.2820 is included below and as detailed therein, the proposed street connections conform to that section. Furthermore, compliance with the TSP and the Comprehensive Plan is achieved by a design that conforms to all Development Code standards. The proposed street design conforms to each of these elements; therefore the current plan conforms to this section.

2. ***Existing Streets*. Whenever existing streets, adjacent to or within a tract, are of inadequate width per City of Redmond 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 Hearings Body 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.**

Applicant Response: The only existing street that is adjacent to the proposed subdivision is SW Helmholtz Way, a minor arterial street, as identified in the Transportation System Plan. As shown on the Plan Set, right-of-way dedication is proposed to achieve a full 50 feet from centerline is proposed and the applicant proposes to improve the western half of SW Helmholtz Way, to minor arterial standards along Horizon Pointe's frontage. 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.**

Applicant Response: The only unpaved access easements adjacent to or within a tract will include the COID easements. COID has full control over how their easements are improved. Also, the City's Transportation System, notes that a paved multi-use path will be required within the COID easements. The proposed design includes paths are required by this section and/or allowed by COID.

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

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

Applicant Response: As detailed on the Plan Set, the applicant proposes to dedicate right-of-way along SW Helmholtz Way, bringing it into conformance with the Minor Arterial Standards of this section (50 feet to centerline). Furthermore, all internal streets are local streets and have been design with 60 feet of right-of-way. The proposal conforms to the standards of this section.

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.**

Applicant Response: As shown on the proposed tentative plan, five proposed streets will extend to the boundary of the subdivision area, allowing for future connections when adjacent properties develop (to the north, west and south). It is understood that Redmond

Fire and Rescue may require an approved turnaround for dead-end streets in excess of 150 feet.

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 Community Development Director or Hearings Body 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*.***

Applicant Response: The property abuts SW Helmholtz Way to the east (a Minor Arterial). The proposed design includes an open space buffer, that will separate lots from the Minor Arterial. No access will need to be taken from the SW Helmholtz Way, and to date, the City has not informed the applicant of the need for any additional treatments.

7. ***Streets Adjacent to Railroads, Freeways and Parkways*****…**

Applicant Response: The property is not adjacent to a railroad, freeway or parkway; therefore this section 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 Community Development Director or Hearings Body where such continuation is necessary to maintain the function of the street or desirable in the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern may be started that is solar oriented.**

Applicant Response: There are no existing street stubs abutting the proposed subdivision; however, the proposed subdivision layout includes, the continuation of the future street extensions of SW 51st Street and C Street from the adjacent Little Texas development (to the north). Additionally, needed right-of-way will be dedicated along with frontage improvements for the future extension of SW 45th Street. 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.**

Applicant Response: Street names have not been established at this time, but will be coordinated with Redmond Fire and Rescue and Deschutes County prior to final plat.

10. *Sidewalks*. Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition except that in the case of collectors, arterials, special industrial districts or in steep terrain, the Hearings Body 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.

Applicant Response: As shown on the Tentative Plan, all proposed streets will have sidewalks installed on both sides. Additionally, installation of sidewalks is planned along the property frontages of SW 45th Street and SW Helmholtz Way.

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

Applicant Response: As identified in the Transportation System Plan (project IDs B1 and B67), a multi-use pathway is planned within the COID B and B-5 lateral easements. These pathways will be designed according the COID and City's Standards and Specifications.

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 City of Redmond Public Works Standards and Specifications.

Applicant Response: As shown on the Tentative Plan, the proposed subdivision will include numerous street intersections, all of which are shown 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 Standards and Specifications.

Applicant Response: The provisions of this section indicate "whenever possible". With the proposed design, the applicant has established a street design that provides a grid to the greatest extent possible. Given the location of the park, a desire for the park to have street frontages on 3 sides, and the block length requirements of the Code, Roads E, J and I do not directly alight. Alignment of these streets would forgo the opportunity for the preferred park location and design, along with compliance with the block length standards of this section. Slight street off-sets, internal to this subdivision, which is located at the urban periphery, are expected to be acceptable, as the design conforms to Code requirements.

14. *Narrow Streets...*

Applicant Response: Narrow streets are not proposed. The standards of this section do not apply.

15. *Private Street…*

Applicant Response: No private streets are proposed. This section does 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 street lights at locations approved by the affected utility company.

Applicant Response: The applicant plans to provide underground wiring to City Standards as prescribed in this section.

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.

Applicant Response: The Plan Set indicates that the proposed subdivision will have multiple points of access to the subdivision. Specifically, direct access onto SW Helmholtz Way will be constructed during phase 1; a second access point to SW Helmholtz Way, via SW 45th, will be constructed during phase 3; and phases 4 and 5 will provide direct connections to the future Little Texas development to the north. Also, the applicant is proposing connection points to the adjacent property to the south in phase 1. 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.

Applicant Response: As depicted on the Utility Plan of the Tentative Plan, the proposal includes extending water and sewer mainlines to serve the development area. Furthermore, water and sewer laterals will be extended to each of the planned lots from the new mains. Water and sewer extensions will be constructed in conformance with City Standards, and are anticipated to be reviewed by the Public Works Department prior to construction, in accordance with this section.

4. ***Underground Utilities*****. All permanent utility 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 CDD Director or Hearings Body. The subdivider or partitioner or developer shall be responsible for complying with requirements of this section and shall:**

- **A. Obtain a permit from the Public Works Director or designee 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.**

Applicant Response: As detailed on the Plan Set, all new utility extensions are proposed to be located underground. The applicant has coordinated with all utility providers, who have indicated willingness to serve the development. Furthermore, the applicant plans to obtain all necessary permits and install underground utilities prior to curbing or paving, in accordance with this section.

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.**

Applicant Response: The site does not contain any protected natural features. Furthermore, efforts have been made to design the site to mitigate the amount of demolition necessary for development and that the location of the rock outcroppings influenced the placement of the proposed piped COID canal and home and street placement.

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.

Applicant Response: The Existing Conditions Map of the Tentative Plan identifies all trees of 10 inches DBH or greater. Grading activities will occur throughout the site in order to accommodate the necessary public infrastructure and to prepare the lots for development. The Plan Set indicates that no trees are being considered for preservation. Replacement trees are planned and they will have a minimum 1 ½-inch trunk diameter measured at 4.5 feet above ground at a one-to-one ratio. With the planned replacement trees, this standard is met.

7. *Easements*.

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

Applicant Response: If necessary, Public Utility Easements (PUEs) will be provided. Also, there is an existing Central Oregon Irrigation District (COID) B-5 sub lateral that bisects the subject property east to west, as well as two delivery ditches (B-5-1 and B-9) and the B lateral along the western edge of the property (plan set shows a 20-foot-wide ditch rider easement) is proposed through the backside of several lots along the development's western edge as well as through a planned open space area. The applicant has been coordinating with COID for the piping and requirements of working within and around the easements.

8. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: one half of the park dedicated to turf areas, benches, trees,

shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.

Applicant Response: The proposed subdivision is located in the R-3, R-4, and R-5 zones, all of which are considered medium and high-density zones. The applicant is proposing a total of 261 residential lots, which will require at least 31,320 square feet of pocket parks. The proposed park is 35,823.5 square feet and it is proposed to be developed in accordance with the requirements of this section.

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.

Applicant Response: The proposed development abuts the urban reserve area (URA) boundary to the west and northwest. This land zoned Exclusive Farm Use (EFU) and located outside the urban growth boundary and urban area reserve. The purpose of the County's EFU Zone is for preserving and maintaining agricultural lands.

The applicant has designed the proposed development in such a way that generally larger single-family lots are located along the development's west and northwestern edge, along with 20-foot-wide open space tract areas. Additionally, along the western boundary is COID's B Lateral of the Pilot Butte Canal, which includes a total easement of 70 feet in width – 45 feet of which lies within the subject property and in part includes the applicant's proposed open space tract. The combination of the COID B Lateral and the planned open space tract areas will provide adequate buffering between the existing rural farmland and the proposed urban development to the west and northwest.

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

Applicant Response: Throughout the development/preparation of the site for the proposed subdivision and future homes, the applicant proposes that all work will conform to the City of Redmond Public Works Standards and Specifications.

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 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.

8.2810 Acceptance of Improvements. Improvements shall be considered for acceptance after final inspection, after the improvements have been completed.

Applicant Response: The planned subdivision includes both public and private improvements. The applicant understands that work cannot commence until the plans are approved by the City Building and Public Works Departments. Furthermore, the applicant plans to include all required plans with the final plat and understands that improvements will be inspected by a City Inspector. Lastly, the applicant understands that "as-built" plans will need to be provided to the City and that public improvements will only be accepted after completing a final inspection.

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.

…

Applicant Response: The submittal is accompanied by a Traffic Report, prepared by Ferguson and Associates, Inc. The Traffic Report has been prepared for the development area, in accordance with this provision of this chapter. The applicant plans to complete each of the referenced items needed, thereby ensuring conformance with the Traffic Report requirements of this section.

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.

Applicant Response: As detailed on the Tentative Plan, all proposed lots will be accessed via local streets. No direct access will be provided via SW Helmholtz 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.

Applicant Response: The layout and design of the proposed subdivision's single-family and townhouse lots are such that only one access point to each lot will be permitted. Access for the cottage cluster lot (261) will be reviewed / analyzed when that lot develops.

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.

Applicant Response: The proposal includes new lots. No existing lots or existing access points will remain.

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.

Applicant Response: The applicant acknowledges this standard. 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.

Applicant Response: The applicant acknowledges this standard. 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.

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.

Applicant Response: 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.

Applicant Response: 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.

Applicant Response: 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**

Applicant Response: 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.

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).

Applicant Response: 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.

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.

Applicant Response: 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.

Applicant Response: 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.

8.2825 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…

Applicant Response: The proposal does not include the development of new streets outside of a land division process; therefore this section does not apply.

IV. Summary and Conclusion:

The preceding sections document that the proposed development conforms to the applicable approval criteria and the applicable development standards of the Redmond Development Code. Because the proposal conforms to all applicable criteria and standards, the applicant respectfully requests that the City approve the Subdivision, as proposed.

Burden of Proof Statement
Supplement
Horizon Pointe Subdivision

Applicant: Redmond Land Group LLC
389 SW Scalehouse Court #110
Bend, OR 97702

Summary: This supplement is being provided to address a request from City Staff on May 21, 2026, to address Section 8.080 – Zone Boundaries.

I. Applicable Criteria, Standards, and Procedures:

The following are the applicable sections from The City of Redmond Development Code:

Article I - Zoning Standards

- Section 8.080: Zone Boundaries

Article III - Land Division Standards

- Section 8.2215: Informational Requirements.
- Section 8.2235: Approval Criteria for Tentative Subdivision Plans

II. Compliance with the Redmond Development Code

ARTICLE I – ZONING STANDARDS

INTRODUCTORY PROVISIONS

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:…

Applicant Response: The original narrative addressed this Code section, stating the following:

This provision is relevant to understanding zone boundaries amongst existing lot/parcel and other existing features; this section does not establish any requirements for the creation of lots. Although not applicable to the creation of new lots, it is noted that while the proposal does result in some lots that are split zoned, the design creates lots within the boundaries of the existing zones (not split zoned) to the greatest extent possible.

In this supplement the applicant expanding on each provision:

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.**

Applicant Response: There is no uncertainty regarding the location of the zones on the subject property. Furthermore, there are no existing streets, canals, or rights-of-way on the property or near to the existing zone lines that could, should, or need to be used to confirm the location of the existing zones. This provision does not establish any rules related to the creation of new lots or parcels, it only applies to understanding a zone boundary when there is uncertainty and/or a dispute.

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.**

Applicant Response: There is no uncertainty regarding the location of the zones on the subject property. Furthermore, there are no existing section lines, lot lines or property ownership lines on the property or near to the existing zone lines that could, should, or need to be used to confirm the location of the existing zones. This provision does not establish any rules related to the creation of new lots or parcels, it only applies to understanding a zone boundary when there is uncertainty and/or a dispute.

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.**

Applicant Response: While the subject property is divided by zone boundaries, there is no dispute as to the locations of the zone boundaries. Therefore, there is no need to file a declaratory ruling.

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.

Response: The proposal does not result in any right-of-way vacation; this provision is not applicable.

For the aforementioned reasons, the above noted sections are not relevant or applicable to the current review. Furthermore, in the event that Staff is concerned about the subdivision creating uncertainty regarding the locations of the existing zone boundaries, the Plan Set and the plat could be enhanced to clearly and distinctly identify the locations of the current zone boundaries.

ARTICLE III – LAND DIVISION STANDARDS

TENTATIVE SUBDIVISION PLAN

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:

2. *Information Concerning Existing Conditions*:...

F. Zoning classification of land within and adjacent to the proposed subdivision…

Applicant Response: Zoning classifications of the subject property and the surrounding area are clearly depicted on the Plan Set and there is no dispute as to the location of any zone boundary.

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 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.**

Applicant Response: Section 8.080 – Zone Boundaries is not specifically listed as an applicable standard. To the extent that this section applies to the current subdivision review, it would fall under "7. Any other applicable standards." As noted above, the provisions of Section 8.080 – Zone Boundaries are relevant and applicable when there is dispute over the location of a zone boundary. With the current application, there is no dispute over a zone boundary, thus the referenced section is not an applicable standard.

This provision was more relevant in the days before GIS maps, when a reviewer needed to review a map on wall or a PDF image to understand the location of a zone boundary. With the granular level of data that currently exists in the public realm, disputes over a zone boundary rarely occur. As noted above, in the event that Staff is concerned about the subdivision creating uncertainty about the locations of the existing zone boundaries, the Plan Set and \ the plat could be enhanced to clearly and distinctly identify the locations of the current zone boundaries.

III. Summary and Conclusion:

We trust that this summary will address Staff questions. Should any other questions, comments, or concerns arise, please do not hesitate to let the development team know.

EXHIBIT F - APPEAL STAFF RESPONSE

CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, Oregon 97756
www.redmondoregon.gov

STAFF RESPONSE TO APPLICANT'S STATEMENT OF APPEAL
File No.: 711-26-000147-PLNG (A)
August 12, 2026

The following are Staff's statements in response to the appeal statement provided by the applicant in Appeal File No. 711-26-000147-PLNG (A) to the Staff Findings and Decision for Horizon Pointe Tentative Subdivision, File No. 711-26-000013-PLNG (SUB).

APPLICATION TIMELINE:

- Applicant's tentative subdivision application (711-26-000013-SUB) and materials submitted by applicant January 29, 2026
- Staff deemed the application incomplete January 26, 2026
- Staff deemed the application complete on March 26, 2026
- Administrative decision issued July 10, 2026
- Applicant's Appeal application received on July 20, 2026
- Applicant and interested parties notified of hearing on July 30, 2026
- Hearing on appeal scheduled for August 19, 2026 at 5:30 PM
- Final action 120-day deadline (ORS 227.178) is July 24, 2026

The following is the Applicant's statement of appeal as required by Section 8.1515(1) of the Redmond Development Code (RDC).

RDC 8.1505 – Who May Appeal

1. The following persons may file an appeal:
   a. A party on record;
   b. In the case of an appeal of an administrative decision without prior notice, a person entitled to notice; and
   c. A person entitled to notice and to whom no notice was mailed.
2. A person to whom notice is mailed is deemed notified, even if notice is not received.

STAFF RESPONSE: The Applicant is a "party of record" and therefore eligible to file an appeal under this section.

RDC 8.1510 – Filing Appeals

1. To file an appeal, an appellant must file a completed notice of appeal on a form prescribed by the Planning Division, accompanied by the required appeal fee, and a transcript preparation fee for any hearing appealed from.
2. The notice of appeal and appeal fee must be received at the offices of the City of Redmond Community Development Department no later than 5pm on the 12th day following mailing of the decision. Notices of Appeals may not be filed by facsimile machine.
3. If the City Council is the review authority and the Council declines review, a portion of the appeal fee may be refunded. The amount of any refund will depend upon the actual costs incurred by the City in reviewing the appeal.

Applicant Statement: Pursuant to Redmond Municipal Code Section 8.1515, the applicant in this matter, Luke Pickerill/Redmond Land Group, LLC submits its Noticed of Appeal along with the City prescribed Appeal Application.

Staff Response: The Appeal form is properly completed and noticed. The Staff Report for #711-26-00013-PLNG (SUB) was issued on July 10, 2026. The appeal period ends 12 days after issuance. The appeal and fee were received on July 20, 2026, which is within the appeal period.

RDC 8.1515 – Notice of Appeal. Notice of appeal shall include:

1. A Statement raising an issue relied upon for appeal with sufficient specificity to afford the hearings body an adequate opportunity to respond to and resolve each issue in dispute.
2. If the City Council is the review authority, a request for review by the City Council stating the reasons why the City Council should review the lower review authority's decision.
3. If the City Council is the review authority and de Novo review is desired, a request by the applicant for de Novo review shall state the reasons why the City Council should provide such review.

Staff Response: The applicant submitted a Notice of Appeal statement with sufficient specificity to afford the hearings body an adequate opportunity to respond and resolve each dispute. Specifically, the applicant is requesting revisions be made to several conditions of approval to File No. 711-26-000013-SUB and are presented below.

City Council is not the reviewing authority. Per Section 8.1535(1), the City has requested that the Urban Area Planning Commission review the applicant's appeal and shall be de novo.

Applicant Statement:

Condition 4: Condition 4 requires the installation of multi-use pathways on the west portion of the site. Portions of the required pathway in Phases I and 2 next to lateral B are in an easement benefitting COID. COID has stated explicitly that it does not approve of asphalt paths in that location. COID asserts that its private easement rights grant it the authority to not allow such paths. As such, the applicant cannot comply with the proposed condition. The city's alternative is that if COID will not allow asphalt, that the applicant create and dedicate a new open space tract that includes a pathway. The applicant does not believe that the city has legal authority to impose a condition that requires parties to alter private contract rights, particularly when one of the parties is not an application for the approval sought. Furthermore, the applicant understands that the city only has the authority to impose conditions of approval that are feasible. Based on COID's position, Condition 4 is not feasible and imposes an arbitrary and impossible condition in violation of the substantive due process clause. Finally, the city's alternative condition that the applicant dedicate a new open space lacks an essential nexus to any legitimate governmental interest that is related to the original pathway that it required over the COID easement. There are no findings identifying project impacts that justify a new open space. Thus, the alternative condition is a taking of private property. Creating a new open space outside of the COID easement will require a substantial redesign of the project eliminating valuable development property. The exaction is not roughly proportionate to the project impacts. There is an alternative location west of Road H in existing ROW that does not produce an unconstitutional result.

Staff's Response:

Staff met with applicant and revised the condition #4 as follows:

> ***Prior to plat of affected phases, a 10-foot wide, asphalt, separated multi-use path conforming to City of Redmond Standards and Specifications Standard Drawing 2-6 per Transportation System Plan (TSP) ID #B67 shall be installed.***
>
> ***a) Multi-use paths and landscaping located within the COID easement require COID approval.***
>
> ***b) The multi-use path may be partially located within the COID easement adjacent to and east of COID Lateral B, permitted it is located a minimum of 25-feet east of the canal. Slope easements may also be required where necessary for topography or***
> ***In the event that COID does not allow a multi-use path (in compliance with the standards herein) to be located within their easement, the multi-use path may be located adjacent to and west of Road H within existing right-of-way and the 10' Public Utility Easement, separated by a landscape strip that is a minimum of 4-feet wide from back of curb.***
>
> ***c) A public access easement is required to be recorded where the pathway is located on private property.***

d) Accessible curb ramps, advanced warning signage, continental striping, and illumination are required where the path intersects any roadways.

e) ***The path shall connect and align with the path proposed within the Little Texas Planned Unit Development located to the north.***

Applicant Statement: Condition 6 purportedly requires that applicant to construct at its sole expense an enhanced Pedestrian Crossing. The applicant does not believe that the city has demonstrated the required essential nexus and rough proportionality required to justify that condition. Assuming for arguments sake that the city can establish a legitimate governmental interest in pedestrian safety, it must demonstrate that impacts from the proposed project substantially impede that same governmental interest to the point that the city has a valid basis to deny the application.

The proposed project is one of several developments in the area that contribute pedestrians to the city pedestrian network, along with pre-existing pedestrian travel. Thus, the crosswalk that the city is demanding appears to address general pedestrian safety policies and not impacts from the proposed development. The applicant understands that the city attempted to impose the same of a substantially similar condition on a prior development. The supports the conclusion that the city's requirement/condition in this matter is not driven by the current proposal. In addition, the decision has no findings that even remotely respond to the required essential nexus/rough propo1tionality test.

Staff's Response: No changes have been made to condition #6. This condition was required due to the findings of the Transportation Impact Analysis completed by the applicants traffic engineer and was a condition of the Horizon Point TSAA approval dated April 15, 2026. Currently there are no other developments on the west side of SW Helmholtz that would benefit from a crossing at this location. It is for the sole benefit of residents in the proposed Horizon Pointe Subdivision. Developer has the option to apply for a Reimbursement District per City of Redmond Code Section 4.600 through 4.665 if they believe that adjacent properties will benefit from the construction of the enhanced pedestrian crossing.

Condition #6 remains:

> ***Prior to Phase 1 final plat approval, at the intersection of SW Helmholtz Way/Road D, an enhanced pedestrian crossing across SW Helmholtz Way shall be installed. The specific location of the crossing shall be determined at time of site plan submittal. This crossing shall include continental crosswalk striping, a raised pedestrian refuge island, a Rectangular Rapid Flashing Beacon to increase awareness of the crossing, and overhead illumination. The crossing shall connect to existing sidewalk on the east side of SW Helmholtz Way.***

Applicant Statement: Condition 7 requires a 20-foot dedication along SW 45th Street in Phase I even though that property is in Phase 3 and there will be no development in Phase 3 at the time that the city new requires the dedication. The applicant feels that the condition should be modified to be consistent with staff earlier position that the dedication is not required until the recording of the plat in phase 3. Not only is that consistent with common practice of requiring dedication to be made consistent with the approved phasing plan, requiring early dedication runs afoul Nollan/Dolan. Until Phase 3 develops, there will be no impacts from the proposal that will generate in impacts that substantially impede a legitimate governmental interest related to widening SW 45th Street in that area.

Furthermore, the dedication only makes sense if the Little Texas development proceeds. The purpose of the dedication is to connect the new improvements associated with Horizon Point to improvements in a phase of Little Texas. PUO, File 711-23-0002614-PLNG (CW), 711-28-000216-PLNG (PYO). Thus, to complete the anticipated improvements to SW 45th Street, the little Texas development must move forward to development.

Staff's Response:

Applicant's statement above includes standards found in Condition of Approvals #7 and #8.

Staff met with applicant and revised condition #7 as follows:

> ***Prior to plat approval of Phase 3 or Development of SW 45th Street with the Little Texas Planned Unit Development to the North, whichever comes first, twenty (20) feet public right-of-way shall be dedicated along SW 45th Street to achieve a minimum of sixty (60) feet total (30-ft. west of centerline) in coordination with Little Texas.***

Staff met with applicants and revised condition #8 as follows:

> ***Prior to plat approval of Phase 3 or when Little Texas North PUD is developed, SW 45th Street shall be improved to local street standards per COR Standard Drawing 2-1 along property frontage including, a total of 36-ft. minimum wide pavement (18-ft new pavement section west of centerline), curb, sidewalk and street trees on the west side, and storm drainage in coordination with neighboring Little Texas North PUD. A partial roadway standard or a payment in lieu of construction of half local street improvements may be allowed depending on timing of right of way dedication by others, at the discretion of the City Engineer. On street parking along SW 45th St. will not be permitted due to proximity to the future roundabout at SW 45th St. and SW Helmholtz Way. Therefore, "No Parking" signs may be required at the discretion of the City Engineer and Transportation Division.***

Applicant Statement: Condition 9 requires a pedestrian pathway in a dedicated ROW between Road A and Helmholtz Way, specifically between proposed lots 14 and 15. The first problem that the applicant sees is that its reading of the code as confirmed in the draft decision is that the minimum block length standard does not apply in this location. Thus, the applicant does not see any legal authority for the city to require any midblock crossing.

Because the block length standard does not apply, the city's imposition of this condition is a subjective, value laden decision that notwithstanding the lack of a clear and objective standard requiring it, the city believes that crossing should be constructed. That form of discretionary decision cannot be imposed on a housing application under ORS 197 A.400 which mandates that the city apply only clear and objective standards.

Staff's Response:

Staff met with applicants and revised the condition #9 as follows:

> ***Prior to Phase 3 plat approval, a PAE with a pedestrian pathway shall be located within the PUE north of lot 24.***

Applicant Statement: The applicant is appealing Condition 13 as a precaution until it has confirmed that the required 12-inch main that has excess capacity is eligible for SOC credits. It is not clear to the applicant that in a future SOC credit request, that the city cannot change its stated position that the improvement is creditable. If the city were to change its position on allowing SOC credits for that improvement, the Condition imposes a requirement that is not roughly proportionate to the project impact and requires the applicant to pay for improvements that address impacts unrelated to its project. As such it violates the 5th Amendment. The applicant request that the city confirm that the installation of the new 12-in water line is eligible for SOC credits and that that will not change when the applicant submits its SOC credit request.

Staff's Response:

Staff met with applicants and revised the condition #13 (a) as follows:

> ***Applicant shall provide a Fire Flow Analysis showing an 8-inch diameter water main is sufficient to meet Fire Flow requirements as outlined by Fire Code. If an 8-inch diameter water main is sufficient, the 12-inch diameter water main required for future development is eligible for system development charge credit per City Code Section 4.735 – Credits.***

Applicant Statement: Condition 17 - The decision lacks findings supported by evidence that the requested fee is roughly proportionate to project impacts considering existing impacts and impacts that will flow from developments that have been approved.

Staff's Response:

No changes have been made to condition #17.

Condition #17 remains:

> ***Prior to final plat approval, a total proportionate share of $88,696 is required for impacts to OR 126/SW 27th Street, based on the cost of the parallel route improvements at OR 126/SW 35th Street; a northbound right turn lane at SW***
>
> ***Helmholtz Way/SW Quartz Avenue; and a northbound right turn lane at SW Helmholtz Way/W Antler Ave. The proportionate share, or portions of the payment, will be required if the City adopts a separate funding mechanism that addresses the impacts in their entirety prior to plat of Phase 1. The total payment is either due prior to final plat approval or Phase 1 or $17,739.20 may be paid prior to final plat approval of each individual phase.***

Applicant Statement: Condition 22 was added after the city's Draft Decision. The condition imposes requirements inconsistent with the application of the code provision on the applicant of the adjacent property and thus results in disparate treatment contrary to the equal protection clause. It also results in an inconsistent frontage.

Staff's Response:

No changes have been made to condition 22.

Condition 22 remains:

> ***Urban Rural Interface (URI): Prior to respective final plat approvals,***
>
> ***a) Provide landscape plan(s) showing native vegetation characteristic of the local ecosystem, multi-use path and amenities for open space tracts, and***
>
> ***b) Construct a multi-use path within an open space tract along the URI which shall extend through lots 210 and 211, or***
>
> ***c) Apply for a Modification of Approval which shows 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."***

Megan Peninger, Associate Planner — August 12, 2026

Megan Peninger, Associate Planner — Date

Kyle Roberts, AICP, Planning Director — August 12, 2026

Kyle Roberts, AICP, Planning Director — Date

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NOTICE OF APPEAL

711-26-000013-PLNG (SUB)

Pursuant to Redmond Municipal Code Section 8.1515, the applicant in this matter, Luke Pickerill/Redmond Land Group, LLC submits its Notice of Appeal along with the City prescribed Appeal Application.

Nature of Decision: Approval of five phase residential development consisting of 261 lots to accommodate 244 single-unit dwellings, 16 townhomes and one lot for 14 cottage dwellings, with conditions.

Date of Decision: The decision was mailed on July 10, 2026

Date of Appeal: The appeal was submitted on July 20, 2026

Grounds for Appeal: The applicant is appealing the imposition of the following conditions and for the sated reasons:

1. **Condition 4**: Condition 4 requires the installation of multi-use pathways on the west portion of the site. Portions of the required pathway in Phases 1 and 2 next to lateral B are in an easement benefitting COID. COID has stated explicitly that it does not approve of asphalt paths in that location. COID asserts that its private easement rights grant it the authority to not allow such paths. As such, the applicant cannot comply with the proposed condition. The city's alternative is that if COID will not allow asphalt, that the applicant create and dedicate a new open space tract that includes a pathway. The applicant does not believe that the city has legal authority to impose a condition that requires parties to alter private contract rights, particularly when one of the parties is not an application for the approval sought. Furthermore, the applicant understands that the city only has the authority to impose conditions of approval that are feasible. Based on COID's position, Condition 4 is not feasible and imposes an arbitrary and impossible condition in violation of the substantive due process clause. Finally, the city's alternative condition that the applicant dedicate a new open space lacks an essential nexus to any legitimate governmental interest that is related to the original pathway that it required over the COID easement. There are no findings identifying project impacts that justify a new open space. Thus, the alternative condition is a taking of private property. Creating a new open space outside of the COID easement will require a substantial redesign of the project eliminating valuable development property. The exaction is not roughly proportionate to the project impacts. There is an alternative location west of Road H in existing ROW that does not produce an unconstitutional result.

2. **Condition 6**: Condition 6 purportedly requires that applicant to construct at its sole expense an enhanced Pedestrian Crossing. The applicant does not believe that the city has demonstrated the required essential nexus and rough proportionality required to justify that condition. Assuming for arguments sake that the city can establish a legitimate governmental

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interest in pedestrian safety, it must demonstrate that impacts from the proposed project substantially impede that same governmental interest to the point that the city has a valid basis to deny the application.

The proposed project is one of several developments in the area that contribute pedestrians to the city pedestrian network, along with pre-existing pedestrian travel. Thus, the crosswalk that the city is demanding appears to address general pedestrian safety policies and not impacts from the proposed development. The applicant understands that the city attempted to impose the same of a substantially similar condition on a prior development. The supports the conclusion that the city's requirement/condition in this matter is not driven by the current proposal. In addition, the decision has no findings that even remotely respond to the required essential nexus/rough proportionality test.

3. Condition 7: Condition 7 requires a 20-foot dedication along SW 45th Street in Phase 1 even though that property is in Phase 3 and there will be no development in Phase 3 at the time that the city new requires the dedication. The applicant feels that the condition should be modified to be consistent with staff earlier position that the dedication is not required until the recording of the plat in phase 3. Not only is that consistent with common practice of requiring dedication to be made consistent with the approved phasing plan, requiring early dedication runs afoul Nollan/Dolan. Until Phase 3 develops, there will be no impacts from the proposal that will generate in impacts that substantially impede a legitimate governmental interest related to widening SW 45th Street in that area.

Furthermore, the dedication only makes sense if the Little Texas development proceeds. The purpose of the dedication is to connect the new improvements associated with Horizon Point to improvements in a phase of Little Texas. PUD, File 711-23-0002614-PLNG (CW), 711-28-000216-PLNG (PVD). Thus, to complete the anticipated improvements to SW 45th Street, the little Texas development must move forward to development.

4. Condition 9: Condition 9 requires a pedestrian pathway in a dedicated ROW between Road A and Helmholtz Way, specifically between proposed lots 14 and 15. The first problem that the applicant sees is that its reading of the code as confirmed in the draft decision is that the minimum block length standard does not apply in this location. Thus, the applicant does not see any legal authority for the city to require any midblock crossing.

Because the block length standard does not apply, the city's imposition of this condition is a subjective, value laden decision that notwithstanding the lack of a clear and objective standard requiring it, the city believes that crossing should be constructed. That form of discretionary decision cannot be imposed on a housing application under ORS 197A.400 which mandates that the city apply only clear and objective standards.

5. Condition 13: The applicant is appealing Condition 13 as a precaution until it has confirmed that the required 12-inch main that has excess capacity is eligible for SDC credits. It

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is not clear to the applicant that in a future SDC credit request, that the city cannot change its stated position that the improvement is creditable. If the city were to change its position on allowing SDC credits for that improvement, the Condition imposes a requirement that is not roughly proportionate to the project impact and requires the applicant to pay for improvements that address impacts unrelated to its project. As such it violates the 5th Amendment. The applicant request that the city confirm that the installation of the new 12-in water line is eligible for SDC credits and that that will not change when the applicant submits its SDC credit request.

6. **Condition 17**: The decision lacks findings supported by evidence that the requested fee is roughly proportionate to project impacts considering existing impacts and impacts that will flow from developments that have been approved.

7. **Condition 22**: Condition 22 was added after the city's Draft Decision The condition imposes requirements inconsistent with the application of the code provision on the applicant of the adjacent property and thus results in disparate treatment contrary to the equal protection clause. It also results in an inconsistent frontage.