

2020
COMPREHENSIVE
PLAN

(updated April 2015)

INTRODUCTION

BACKGROUND

THE REDMOND URBAN AREA COMPREHENSIVE PLAN

Redmond's Comprehensive land use planning, required by Oregon law, creates goals and policies that support family-wage quality jobs and affordable homes, protects natural resources, and preserves historic buildings.

The Comprehensive Plan (Comp Plan) is a guide to the future growth, development and redevelopment of the Redmond urban area within a framework of goals and policies consistent with the physical characteristics, ideas and resources of the community.

The Goals and Policies respond to the needs and conditions which exist presently and will provide the initial guidance for future City programs, major capital projects and other funding decisions for the next 20+ years.

Redmond's planning challenge is to reinforce and strengthen the livability of our community in the face of rapid regional growth.

STATE OF OREGON LAND USE PLANNING REQUIREMENTS

Comprehensive land use planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100 (ORS Chapter 197). Under this Act, the Land Conservation and Development Commission (LCDC) was created and directed to adopt state-wide planning Goals and Guidelines. These Goals and Guidelines were adopted by LCDC in December 1974 and became effective January 1, 1975.

STATE OF OREGON LAND USE GOALS

To date nineteen Goals have been adopted by the State of Oregon; twelve of these apply to the Redmond Urban Area. The remaining goals apply to coastal areas or areas outside a designated urban growth boundary. The applicable Goals are:

1. **Citizen Involvement** - To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
2. **Land Use Planning** - To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.
5. **Open Spaces, Scenic and Historic Areas and Natural Resources** - To conserve open space and protect natural and scenic resources.
6. **Air, Water and Land Resources Quality** - To maintain and improve the quality of the air, water and land resources of the state.
7. **Areas Subject to Natural Disasters and Hazards** - To protect life and property from natural disasters and hazards

8. **Recreational Needs** - To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.
9. **Economic Development** - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
10. **Housing** - To provide for the housing needs of citizens of the state.
11. **Public Facilities and Services** - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
12. **Transportation** - To provide and encourage a safe, convenient and economic transportation system.
13. **Energy Conservation** - To conserve energy.
14. **Urbanization** - To provide for an orderly and efficient transition from rural to urban land use.
15. **Livability** - To identify goals and policies that will guide development and support community identity and pride.

COMPREHENSIVE PLAN MAP

The Comprehensive Plan Map shows the type, location and density of land development and redevelopment permitted in the future. The Comprehensive Plan Map is the same as the Zoning Map.

THE DEVELOPMENT CODE

The Development Code, while not part of the official Comp Plan. Rather, serves as the major implementation tool of the Comp Plan. LCDC Goals and Guidelines require "ordinances controlling the use and construction on the land, such as building codes, sign ordinances, subdivision and zoning ordinances" be adopted to carry out the Comp Plan.

REVIEW AND UPDATING THE PLAN

No comprehensive plan or map can remain completely relevant for twenty years. The attitudes and desires of people change, as well as economics and technology. Redmond's Comp Plan will periodically undergo a major review as required by state law to assure it remains an up-to-date and workable framework for development. If rapidly changing conditions warrant reconsideration of the Plan's Goals and Policies between the required Periodic Review periods, modifications may be initiated by the City Council or Planning Commission. Any citizen or group may request the Council or Commission initiate a Plan amendment, but formal direction for study may only come from these official bodies.

DEFINITIONS

Master Development Plan (MDP) A detailed development plan showing compliance with the applicable Great Neighborhood Planning Principles on land currently zoned Urban Holding-10 (UH-10). The MDP typically identifies proposed land uses, buildings locations, landscaping, potential art locations, access and internal circulation, and adequacy of infrastructure for a project where the development program may be planned to occur in phases over a period of several years. MDPs may include multiple land parcels. The MDP is a required urban planning step before annexation and rezoning property.

Partial Master Development Plan (PMDP) A land use plan including the same requirements as a Master Development Plan (MDP) but for only a portion of the subject property. The PMDP is a required urban planning step before annexation and rezoning property. Only the partially master planned portion of the property may be annexed unless otherwise approved by the City.

Chapter 1 CITIZEN INVOLVEMENT

OVERVIEW

Statewide Planning Goal 1 requires governing bodies charged with preparing and adopting a comprehensive plan to adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land use planning process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies shall coordinate their planning efforts with the affected governing bodies and make use of the existing local citizen involvement programs established by counties and cities.

GOAL

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

POLICIES

1. The City shall establish a citizen involvement program to provide for widespread citizen involvement.
2. The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process.
3. The City shall assign the Redmond Urban Area Planning Commission as its officially recognized committee for citizen involvement (CCI).
4. The City shall establish mechanisms to assure two-way communications between citizens and elected and appointed officials.
5. The City shall provide the opportunity for citizens to be involved in all phases of the planning process.
6. The City shall assure technical information is available to citizens in an understandable form.
7. The City shall assure recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy-makers.
8. The City shall allocate adequate human, financial and informational resources for the citizen involvement program.

Chapter 2

LAND USE PLANNING

OVERVIEW

Statewide Planning Goal 2, Land Use Planning requires that city, county, state and federal agency and special district plans and actions related to land use are consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

GOAL

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

POLICIES

1. All land use plans shall include identification of issues and problems, inventories and other factual information for each applicable statewide planning goal, evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs. The required information shall be contained in the plan document or in supporting documents.
2. The plan shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governments.
3. All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan.
4. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revisions of plans and implementing ordinances.
5. To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.
6. To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
7. To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.
8. To bring about general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

9. The City of Redmond will adopt a Comprehensive Plan Map (Comp Plan Map) that identifies planned uses for all land within the Redmond Urban Growth Boundary (UGB). The land use designations in Table 2.9.1 will be used on the Comp Plan Map to designate areas intended for the land uses described. The table also includes a list of City and County zoning designations that are compatible with the associated Comp Plan Map designation. All property added to the UGB from the URA is considered to have an urban holding area comprehensive plan designation and an Urban Holding-10 (UH-10) zone. Urban development consistent with the plan designation may not be approved until the land is annexed to the City of Redmond and rezoned consistent with the zoning categories listed below.

Table 2.9.1 Redmond Comprehensive Plan Land Use Map Designations

Map Label	Designation	Description	City Zones	County Zones
UHA	Urban Holding Area	Land that is not yet planned for urban uses	UH-10	UH-10
RL	Residential Low Density	Land designated primarily for single family homes on single lots.	R-1, R-2	UH-10
RM	Residential Medium Density	Land designated for a mix of housing types; single family, duplex, triplex, and multi-family	R-3, R-4	UH-10
RH	Residential High Density	Land designated for attached single family and multi-unit housing	R-5	UH-10
NC	Neighborhood Commercial	Areas planned for a mix of neighborhood commercial and residential land uses.	R-5, C-3, C-4, C-N	UH-10
MU-D	Mixed Use-Downtown	Downtown Redmond	C-2	UH-10
MU-E MMUU -m E	Mixed Use-Employment	Areas planned for a mix of industrial employment uses with supporting commercial uses	M-1, M-2, C-N, R-5	
MULW MU	Mixed Use- Live Work	Areas in which living units and work space may coexist		
MULW- SD	Mixed Use Live Work-Spec. Dist.	A portion of the MULW zone that allows existing uses to continue and potentially		
C	Commercial	Commercial uses planned outside centers	C-1, C-3, C-4, C-5	UH-10
I	Industrial	General industrial use areas	M-1, M-2,	UH-10
PF	Public Facility	Public and semi-public institutions	FG, A, PF	UH-10
OS	Open Space	Recreation and open space areas	OSPR, P	UH-10

10. The following purpose statements describe the predominant land uses designated on the Redmond Urban Area Comp Plan Map.
- a. Urban Holding Area (UHA) – This plan designation is applied to all areas added to the UGB that have not yet completed planning for urban uses. Agricultural, rural residential uses and other uses allowed in the UH-10 zone are allowed on an interim basis so long as their location and operation does not impair the future conversion of these lands from rural to urban use. New parcels less than 10 acres in size may not be created within areas designated UHA.
 - b. Residential Low Density (RL) – Areas designated RL are intended primarily for development as single family home sites. Planned urban densities are expected to average 3 dwelling units per acre with densities ranging from 2 units per net acre to 5 units per net acre. The Redmond Development Code (Development Code) may establish more than one zoning district for the RL designation to address local conditions and the need for different development review criteria.
 - c. Residential Medium Density (RM) – Areas designated RM are intended primarily for development as single-family home sites intermixed with attached housing products. Planned urban densities are expected to average more than four dwelling units per acre with densities ranging from four units per net acre to twelve units per net acre. The Development Code may establish more than one zoning district for the RM designation to address local conditions and the need for different development review criteria.
 - d. Residential High Density (RH) – Areas designated RH are intended primarily for development as multi-family development complexes, condominiums, congregate living facilities, and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre. The Development Code may establish more than one zoning district for the RH designation to address local conditions and the need for different development review criteria.
 - e. Neighborhood Center (NC) – Areas designated NC are intended for development as commercial service areas supporting surrounding residential neighborhoods. Neighborhood Centers may also be focused around a cultural activity or a school. Commercial uses and development form may not be of a type found in highway commercial and strip commercial development areas. NC areas also may include residential uses, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in NC areas may not take direct access from arterial or collector streets.
 - f. Mixed Use Downtown (MUD) – The MUD designation is for the area defined as the Redmond Downtown. Uses in the MUD area are subject to regulations contained in the Redmond Downtown Plan and related zoning districts.

- g. Mixed Use Employment (MUE) – Areas designated MUE are intended for development as employment centers developed as campus-type or light industrial with some limited commercial and residential development contained within the MUE area. Stand alone residential projects are not permitted within the MUE area. The City may provide for mixed use projects located within the MUE through planned developments. Commercial uses must be of a type and scale that is designed to support surrounding industrial and employment uses and may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments.
- h. Commercial (C) – Areas designated Commercial on the plan map are intended primarily for commercial retail and service uses for local or regional scale development. Highway commercial uses are allowed where transportation impacts can be managed in conformance with state and local requirements. Residential development may be permitted in the C designation, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in “C” areas may not take direct access from arterial or collector streets.
- i. Industrial (I) – areas designated “I” on the plan map are intended primarily for industrial and employment uses. Commercial uses may be permitted when they are of a type and scale that is designed to support surrounding industrial and employment uses. Industrial areas may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments. The Development Code may establish more than one zoning district for the “I” designation to address local conditions and the need for different development review criteria to serve different types of industrial uses, such as heavy industrial, light industrial, and campus industrial uses.
- j. Public Facilities (PF) – Areas designated PF on the Comp Plan Map are intended for development as public and quasi-public facilities serving local and regional needs. Uses may include municipal utility installations, electrical installations, schools, public recreational uses, government buildings and other uses. The Development Code may establish more than one zoning district for the PF designation to address different development review criteria for different types of public facilities.
- k. Open Space (OS) – Areas designated OS include areas not intended for urban development that are planned to remain in an undeveloped state for use as active or passive recreation or to avoid placing development in areas that may have development hazards. The Development Code may establish more than one zoning district for the OS designation to address different types of OS objectives, including areas where development is restricted altogether or permitted on limited bases subject to special review criteria.

- l. Mixed Use Live Work (MULW) – The purpose of the MULW zone is to: 1) provide a mixed use area that is appropriate for development which may include both living units and work space; 2) Provide flexibility for the development of live/work units; and 3) Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.
 - m. Mixed Use Live Work - Special District (MULW-SD) – The purpose of this Special District Overlay is to allow uses within a portion of the MULW Zone that exist at the time of the effective date of the adoption of this ordinance to be permitted as outright permitted uses. The Special District Overlay will allow existing uses and businesses to continue and potentially expand their operations in perpetuity, subject to the requirements of this Section.
- 11. The City of Redmond will adopt requirements to prepare and approve Master Development Plans (MDP(s)) or Partial Master Development Plans (PMDP(s)). These plans will be used to support rezoning land zoned Urban Holding-10 (UH-10), whether or not the land is inside City limits. City approval of a MDP or PMDP will require an amendment to the comprehensive plan map and zone change to reflect the new land use designations. Properties may be annexed concurrently with the City's approval of and MDP or PMDP unless otherwise approved by the City per Policy 12 below. However, properties previously annexed without master plan approval shall be zoned UH-10 until the City approves MDP or PMDP for a specific area.
 - a. MDPs/PMDPs may be approved through a City initiated or property owner initiated quasi-judicial approval process. MDPs/PMDPs must be consistent with the Redmond Urban Framework Plan or the Comp Plan map in order to be approved through a quasi-judicial process.
 - b. City approval of a MDP or PMDP will result in an amendment to the Comp Plan Map and/or the zoning map.
 - c. Properties designated UH-10 may be annexed when they are subject to an approved MDP or PMDP; annexation may occur concurrently with approval of an MDP or PMDP.
 - d. The City intends that MDPs/PMDPs cover as large an area and as many contiguous UH-10 zoned properties as possible. Minority property interests may be subject to a MDP or PMDP without consent of the property owner. However, they may not be rezoned and annexed to the City without consent of the property owner.
 - e. The City will only approve Comp Plan designations and zoning for a MDP or PMDP that is consistent with identified urban lands shown in the Redmond Framework Plan or adopted Area Plans.
 - f. Once approved, compliance with an MDP or PMDP is mandatory for all property subject to that Plan.
 - g. MDPs or PMDPs that are not substantially consistent with the City Framework Plan or adopted Area Plans may only be approved through a comprehensive plan amendment planning process.

12. Approval of a zone change from UH-10 to an urban zone may be granted without preparation of an MDP or PMDP pursuant to all of the following conditions.
 - a. The zone change request is for a land parcel that is less than 12 acres and does not include more than 3 acres of proposed residential development.
 - b. For land outside the City, the request is made in conjunction with a petition for annexation.
 - c. The request is made in conjunction with an application for a planned unit development (PUD).
 - d. The proposed urban zoning is consistent with the Redmond Framework Plan or an adopted Area Plan when the property is within the boundary of such plans, and addresses applicable Great Neighborhood Principles.

Chapter 3

AGRICULTURAL LAND

OVERVIEW

Statewide Planning Goal 3 requires the preservation and maintenance of agricultural lands for farm use, consistent with existing and future needs for agricultural products, forests and open space.

GOAL

To preserve and maintain agricultural lands.

POLICIES

1. Conversion of rural agricultural land to urbanizable land shall be based on the following factors:
 - a) Environmental, energy, social and economic consequences;
 - b) Demonstrated need consistent with LCDC goals;
 - c) Unavailability of an alternative suitable location for the requested use;
 - d) Compatibility of the proposed use with related agricultural land; and
 - e) The retention of Class I, II, III, IV soils in farm use.

Chapter 4

FOREST LAND

OVERVIEW

Statewide Planning Goal 4 requires the conservation of the forest land by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreation opportunities and agriculture.

There are no inventoried forest lands located within the Redmond urban growth boundary.

Chapter 5

OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

OVERVIEW

The State of Oregon requires all cities and counties to address State Land Use Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources. Programs shall be provided that will insure open space, protect scenic and historic areas, and natural resources for future generations and promote healthy and visually attractive environments in harmony with the natural landscape character.

The identification, protection and preservation of historic and cultural resources is important to the character and quality of life in Redmond. Without the preservation of these resources, citizens will forever lose their accessibility to the forces, people, and events that fashioned the character of Redmond today.

Long term public acceptance and support for historic preservation comes through public awareness and understanding. Historical resources are becoming a source of pride, education and enjoyment for residents and visitors alike. The economic aspects and benefits of preservation are also being explored. However, rapid growth and development still threaten the existing historic fabric in the downtown core and residential neighborhoods. Historical buildings continue to fall into disrepair and/or are being drastically altered from their historical appearance.

GOALS

1. To conserve open space and protect natural and scenic resources.
2. To preserve and retain historic structures, areas, sites and cultural resources throughout the city.

POLICIES

The Redmond Dry Canyon – Redmond's Community Park and Natural Resource Area

1. The 1984 Redmond Canyon Plan shall be adopted as a reference document to the Comp Plan.
2. The Redmond Canyon Plan shall review and updated periodically or as needed.

Areas Within the Redmond Dry Canyon

3. The majority of the canyon shall be preserved as natural open space. Land within the canyon shall be identified as "Enhancement Area", "Preservation Area", "Park Area", or "Public Facilities Zone".
4. "Preservation Areas" shall be designated on the Canyon Master Land Use Plan Map, and shall provide for the preservation of natural features, resources and amenities, including views and vistas, canyon walls, native juniper stands, lava tubes and exposed rock outcroppings.

5. Specific design standards shall be implemented by the City to preserve the open space character of the canyon and adjoining properties.
6. Consideration should be given to the natural canyon floor for all development in the canyon.
7. Development shall only be allowed as a Conditional Use within designated "Enhancement Areas" on the Canyon Master Land Use Plan Map, and shall, at a minimum, be subject to development criteria set forth in the implementing zoning ordinances in the City.
8. Development of recreational uses and community centers, theaters, museums or botanical gardens within the canyon shall occur only in the areas designated "Enhancement Areas" on the Canyon Master Land Use Plan Map.
9. Park development may occur within areas designated "Park Areas" on the Canyon Master Land Use Plan Map.
10. Uses within the canyon shall be reasonably accessible for people of all ages and social and economic groups and for all geographic areas of the community.
11. Public trail systems shall be permitted in all areas of the canyon.
12. The City should consider efforts to reclaim previously damaged sections of the canyon walls.
13. Other than for agricultural uses, fencing shall not be permitted in a "Preservation Area".
14. Agricultural fencing shall conform to City standards.
15. Fencing shall only be permitted in an "Enhancement Area" or a "Park Area" with Site & Design review.

Access into The Redmond Dry Canyon

16. No motor vehicles shall be permitted in the canyon except on designated public roadways and parking areas except that emergency/maintenance vehicles shall be permitted on trails.
17. Motor vehicles shall access the canyon only from existing routes or those designated in the 1998 Redmond Urban Area Transportation Plan Map.
18. The City shall engineer the design of a Maple Avenue canyon crossing by the first phase of the Capital Improvement Plan. Construction of the crossing will occur within the planning period.
19. The design of the Maple Avenue crossing shall consider various alternatives, including but not limited to, cuts on the canyon rim and fill on the canyon floor with the street built on the new grade, or a bridge which spans the canyon.
20. The final design of Maple Avenue canyon crossing shall be in the Capital Improvement Plan by 2002.

21. Unimproved public access into the canyon or dedicated right-of-ways into the canyon should be prioritized.
22. The City shall develop a trail system through the canyon from the waste water plant to Salmon Avenue in conformance with the adopted 1998 Redmond Urban Area Transportation Plan Map.

Restrictions Within the Redmond Dry Canyon

23. Except for development within a public facilities zone, persons shall not be permitted to fill, discard or store solid wastes, including but not limited to excavation, tailings, rubbish, auto bodies, junk and other similar materials.
24. Development must be coordinated with adjacent open space areas and other land uses so they enhance one another and together contribute to a satisfying park environment.
25. The sewer treatment facility shall not extend further south into the Dry Canyon than is shown on The Canyon Master Land Use Plan Map.
26. Water drainage over the canyon walls which results from future development shall be subject to Site & Design Review. Standards shall be developed and implemented, by the City, including an analysis of the impacts of such water on natural canyon vegetation, creation of insect growth, erosion, and pondage.
27. City owned property in the canyon or along the canyon rim shall not be sold. Such property shall be developed to provide public view opportunities.
28. Trees and natural rock formations within the canyon or within the required canyon rim setback area shall be preserved to the greatest extent possible.
29. Grading of property in the canyon or the required canyon rim setback shall be subject to design review.

Ownership Within the Redmond Dry Canyon

30. The City should consider developing a plan to acquire the remaining properties in the dry canyon.

The Redmond Caves

31. The Redmond Caves site is a natural area of significance. The majority of the caves shall be preserved as natural open space.

Trail Systems

32. Canals and the right-of-ways should be recreation linkages for bike paths, hiking and jogging trails throughout the urban area.
33. A trail system should be developed and, wherever possible, interconnect schools, parks and open spaces within the urban area.

Historical and Cultural

34. The City shall foster and encourage the preservation, management and enhancement of buildings, structures, objects, sites and/or districts that are of historic or cultural significance.

35. Emphasis shall be placed on the preservation of the site and/or exterior appearance of historic and cultural resources. Site and exterior changes proposed for designated historical landmarks shall be approved by the Redmond Historic Landmarks Commission prior to the commencement of any work.
36. The City shall protect all historic and cultural resources of statewide significance through preservation regulations, regardless of whether those resources are designated as local landmarks.
37. Areas of high archeological site potential shall be appropriately examined prior to ground disturbing activities or the designation for other uses.
38. The City shall ensure the preservation of designated historic and cultural resources through the land use process.
39. The City should encourage public knowledge, understanding, and appreciation of the City's past.
40. The City shall foster community pride and a sense of identity based on the recognition and use of City owned historic and cultural resources.
41. The exterior of historic buildings in the core area should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation.
42. The City shall encourage compatible exterior architectural designs of new structures within the downtown core.
43. Through the land use process, the City should inform property owners of potential historical importance and encourage them to maintain the existing exterior appearance of historical structures.
44. The Redmond Historic Landmarks Commission, with City representation, shall oversee the preservation, rehabilitation and restoration of historic and cultural resources within the City.

Open spaces and Scenic Resources

45. Subdivision development along major natural and scenic resources should be required to provide public access as deemed necessary.
46. Outdoor advertising signs as described in ORS 377.710 (23) should only be permitted within commercial and industrial zones.

Chapter 6

AIR, WATER AND LAND RESOURCE QUALITY

OVERVIEW

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water and land resources in the Redmond urban area.

GOAL

To maintain and improve the quality of the air, water and land resources of the City.

POLICIES

1. The City, County and DEQ shall investigate control of open burning, or other activities that can improve air quality within the urban area.
2. As a means of maintaining the highest water quality possible, no development shall be permitted without public or community water service, unless plans are approved for individual service with the applicable state agency. The applicable state and federal water quality standards shall be used to implement this policy and reference may also be made to the State Water Quality Management Plan.
3. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards.
4. In all water related issues, the City will comply with applicable State and Federal water quality standards.
5. The City, County and DEQ shall cooperate to perform more thorough monitoring of the air quality of the Redmond urban area, and shall work with DEQ to ensure that State and Federal ambient air quality standards shall not be exceeded.
6. The City and County shall develop a plan and program to mitigate any air quality problem which is identified.
7. Potential noise problems shall be dealt with when they are identified.

Chapter 7

NATURAL HAZARDS

OVERVIEW

Statewide Planning Goal 7 states that developments subject to damage or that could result in loss of life shall not be planned nor located in known areas of natural disasters and hazards without appropriate safeguards. Plans shall be based on an inventory of known areas of natural disasters and hazards.

Areas of natural disasters and hazards are areas that are subject to natural events that are known to result in death or endanger the works of man, such as stream flooding, ocean flooding, ground water, erosion and deposition, landslides, earthquakes, weak foundation soils and other hazards unique to local or regional areas.

GOAL

1. To protect life and property from natural disasters and hazards.

POLICIES

1. Areas subject to natural disasters shall be evaluated as to the degree of hazard present.
2. Plans taking into account known areas of natural disasters and hazards shall be considered as a major determinant, the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans shall not exceed the carrying capacity of the planning area.
3. When locating developments in areas of known natural hazards, the density or intensity of the development shall be limited by the degree of the natural hazard.
4. Natural hazards that could result from new developments, such as runoff from paving projects and soil slippage due to weak foundation soils, shall be considered, evaluated and provided for.

Chapter 8

RECREATIONAL NEEDS

OVERVIEW

Statewide Planning Goal 8 requires that Redmond show that its plan is consistent with these goals. The Parks Master Plan describes goals and policies that will guide the City in providing services related to the provision of parks, open spaces and recreational services. The policies reflect the importance of parks and recreational facilities in the urban area and offer measures to ensure that as the Redmond urban area population continues to grow, and the landscape is affected by human settlement, natural resources are protected and citizens are provided appropriate recreational opportunities and facilities close to where they live

GOALS

The Redmond Urban Growth Boundary park system should enhance the livability in the Redmond UGB by:

1. Providing quality green spaces, natural areas, and recreation sites for passive and active recreation through public and private park land throughout the community.
2. Neighborhood park, or park site, should be provided within one-half mile of every home.
3. Establishing a system of trails that are interconnected.
4. Coordinating the development of future park sites with school sites to serve the expanding urban area population.

POLICIES

Interagency Cooperation

1. An Intergovernmental Agreement between the City, Redmond Area Park and Recreation District (RAPRD) and Redmond School District 2J shall be implemented.

Park and recreation facilities acquisition and planning

2. Park sites should be planned and acquired in advance of need to assure the availability of proper location before the cost of acquisition becomes prohibitive.
3. Facilities should be provided first where population is concentrated rather than in outlying areas.
4. A program for the acquisition and development of park and recreation facilities shall be developed by the City.
5. The City shall develop a Public Facilities Plan and Capital Improvement Plan for park acquisition and development.
6. City or County land shall not be sold, traded or otherwise disposed of without first having been reviewed for suitability for park and recreation use or open space.

7. New concepts of mixing public recreational activities with revenue-generating commercial uses, such as recreation equipment rentals or concession activities, should be explored in order to help finance recreation programming, park acquisition and maintenance.
8. A neighborhood park should be located within one-half mile of each dwelling unit in the UGB.
9. As opportunities occur for development of small mini-parks not shown on the plan, consideration should be given to their incorporation into the park system.
10. Geologically, historically and culturally significant sites should be considered for incorporation into the park system.

School Play Fields

11. As additional school sites are developed over time, new play fields and school open space should be integrated into a joint community park plan for the benefit of all of the community.
12. The planning for future parks and schools should be done in cooperation with the School District and RAPRD to maximize the use of recreation facilities.
13. Where feasible, neighborhood parks shall be located adjacent to middle and elementary schools and playgrounds so that facilities may be shared and school sites enhanced as a central feature of a residential neighborhood.

Chapter 9

ECONOMIC DEVELOPMENT

OVERVIEW

The City of Redmond is experiencing a period of economic growth unparalleled in its history. The light industrial and service sectors have expanded significantly, with the bulk of new jobs since 1990 coming from small businesses. Factors which contributed to the development of these new businesses and jobs include a considerable inventory of vacant and competitively priced commercial and industrial lands; the location of Central Oregon's only commercial airport, Roberts Field, in Redmond; the availability of the State sponsored Enterprise Zone; the livability of the Central Oregon area, and the marketing of the community by the Redmond Economic Development Inc. (REDI) and Economic Development for Central Oregon (EDCO).

The following goal statements describe Redmond's future economic hopes. These goals provide the foundation for the economic policies in this chapter.

GOALS

1. Expand, improve and diversify the economy of the Redmond Urban Growth Boundary area while maintaining Redmond's quality of life.
2. Provide family wage employment opportunities for area residents.
3. Retain or create industrial, office, professional services, technology, medical, tourism, retail and other jobs through expansion and retention of existing businesses and recruitment of new businesses.
4. Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.
5. Allow mixed used employment and commercial uses in outlying areas of the community as neighborhood centers to provide opportunities for citizens to reside near employment and service destinations.
6. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside, visit, socialize, and celebrate the community
7. Preserve our historic legacy as reflected in place names, parks, art, buildings and traditions.
8. Protect industrial lands from being converted to commercial uses, while allowing limited service commercial uses that directly support industrial areas.

9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.
10. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Redmond Urban Growth Boundary.
11. Maintain Redmond's favorable employment to housing ratio by taking affirmative steps to ensure economic development and employment growth keeps pace with population growth, especially for industrial employment.
12. To build a strong and thriving regional economy by coordinating public investments, policies and regulations to support regional and state economic development objectives in Central Oregon as determined through the Central Oregon Large Lot Industrial Land Need Analysis.

POLICIES
INDUSTRIAL DEVELOPMENT

Lands

1. Sufficient vacant industrial lands with a diversity of sizes, types, and service levels for future industrial development shall be designated on the comprehensive plan/zoning map.
2. Publicly owned lands shall not be given a competitive advantage over private ownership through governmental land use regulations.
3. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas.

Appearance

4. Industrial developments along state highways shall be subject to development standards relating to setbacks, landscaping, signs, exterior lighting, parking, building height, massing and visual impacts, architectural styles and outside storage.

Campus Industrial Park

5. Mixed use employment zoning shall be provided for offices, professional services, medical uses, light industrial and supporting commercial (e.g., restaurants) and recreational uses (e.g., golf course). The City shall adopt a mixed-use employment zone at the time of the next Comp Plan update.

Airport

6. The Airport Master Plan for Roberts Field shall be adopted by reference as a part of the Comp Plan. Updates to the Airport Master Plan shall be treated as amendments to the Comp Plan, excepting changes to the Plan required by the Federal Aviation Administration (FAA), or insignificant changes such as (including but not limited to): changes to air carriers, amended passenger forecasts, changes to flight schedules, and other such changes that do not affect the overall airport operation as contemplated in the adopted Airport Master Plan. Not included among the exceptions are changes to Airport Layout Plan (ALP) that were not required by the FAA, or any physical changes that were not included or contemplated in the adopted Airport Master Plan. Notwithstanding these exceptions, all changes shall be included in the Airport Master Plan as the plan is updated on a periodic basis.
7. An Airport Zone shall be established for those lands committed for the airport and aviation uses.

The Environment

8. Uses within the industrial zones shall not significantly impair the quality of surface or ground water or air resources.

Infrastructure

9. The City should give a high priority to extending and improving the infrastructure needed for economic development.

Incentives

10. The City shall provide an incentive program encouraging the development of primary industry family wage jobs.
11. The City should provide incentives and innovative ways to encourage and promote an inventory of available industrial buildings and a pre-approved process to attract industrial uses.

COMMERCIAL DEVELOPMENT

General Objectives

12. The following shall be the general objectives of the Redmond urban area concerning overall commercial development to:
 - a) Protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.
 - b) Encourage landscaping and other forms of city beautification for the purpose of enhancing the physical character of commercial areas and the city overall.
 - c) Maintain alleyways as viable pedestrian walkways in the CBD area and to promote an atmosphere therein for pedestrian traffic.

- d) Solve the problems of parking within the CBD area and to prevent or minimize such problems in other and new commercial development.
- e) Increase customer convenience and accessibility to downtown businesses, minimize congested traffic conditions and pedestrian/auto conflicts, and generally promote the downtown area.
- f) Focus community efforts to improve the overall appearance of existing commercial areas and encouraged to all new developments.
- g) Encourage new commercial areas in developing neighborhoods to be clustered in mixed-use neighborhood commercial centers rather than as strips along major roads.
- h) Establish development standards for all commercial areas and particularly for those that are planned within mixed-use centers and in areas where commercial and industrial uses are adjacent to residential areas.
- i) Rehabilitate or re-develop older commercial areas in order to retain their values to the community, including the Downtown and Highway 97 corridor after the highway is re-routed to a limited access corridor.

Lands

- 13. Sufficient vacant commercial lands with a diversity of sizes, types, and service levels for future commercial uses shall be designated on the comprehensive plan/zoning map consistent with the Economic Opportunities Analysis and Buildable Lands Analysis.
- 14. Redmond shall evaluate, and potentially expand, the boundaries of the central business district as the community grows to ensure the downtown area is adequate to meet the needs of a growing population.

Appearance

- 15. The exterior of designated historic buildings should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation. Historically significant buildings shall be inventoried and documented with photographs.
- 16. The City shall develop standards relating to appearance and neighborhood compatibility.
- 17. Large retail development shall comply with design standards relating to appearance and neighborhood compatibility.

Central Business District (CBD)

- 18. Implement the 2006 Downtown Plan. The Plan outlines public, private and non-profit investment strategies, and establishes architectural design standards, a parking management plan, and business development plan within the downtown.
- 19. Within the CBD alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.

20. Downtown park plazas shall be developed and/or expanded.
21. Conflicts between parking and moving traffic, especially on 5th and 6th streets should be minimized.
22. Pedestrian access to, through, and within the CBD should be improved by providing safe, continuous sidewalks with well-marked street intersection crossings. Connections to the surrounding neighborhoods and the Dry Canyon should be prioritized.
23. Bicycle access to, through and within the CBD should be improved on roadways and alleyways and secure bike parking areas should be provided by businesses.
24. Secure and safe bike storage areas should be developed.
25. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
26. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
27. Commercial development should be based on the following goals, guidelines and principles:
 - a) Separation of pedestrian and through motor vehicle traffic.
 - b) Grouping of retail opportunities conducive to pedestrian shopping movement.
 - c) Convenient, identifiable and accessible parking.
 - d) Major highway traffic should be routed around the CBD but provide convenient access to commercial areas and their parking facilities.
 - e) Incorporate inter-parcel connectivity between adjacent commercial developments
 - f) Encourage wherever possible shared/joint access to adjacent commercial development from adjacent public streets.
 - g) By-pass industrial and truck traffic around commercial areas, particularly the CBD.
 - h) Improve CBD shopping environment through investment in public amenities such as pedestrian furnishings, public gathering spaces, lighting and signage.
28. The permanency of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.
 - a) Professional services
 - b) Product-oriented businesses such as grocery, variety, drugs, clothing, home furnishings, art galleries, hardware, specialty products, etc.
 - c) Service-oriented businesses such as laundry, beauty salons, barber shops, shoe repair, household repair and products, etc.
 - d) Entertainment facilities such as cafes, restaurants, brew pubs, theaters, guest lodging, and travel services.
 - e) Governmental service offices.
29. C-1 (strip commercial) commercial type businesses, big box retail/wholesale and drive-

thru businesses are incompatible with the CBD.

30. A concerted effort should be made to revitalize the CBD through rehabilitation or redevelopment of existing areas and buildings.

Neighborhood Commercial

31. Small neighborhood stores, which provide a limited number of products and services for adjacent and nearby residential areas, shall be recognized and provisions for such uses shall be provided in City development regulations.
32. Neighborhood commercial centers that serve the needs of people in the immediate area shall be provided for and regulated as mixed use districts. Neighborhood Commercial Centers should be appropriately spaced in the areas shown on the Redmond Urban Framework Plan and when appropriate, shown as Master Development Plans. These Centers should be planned to serve at least 5,000 residents. Higher residential densities are required in the vicinity of the Center and densities may decrease as distance increases from the Center. The intent is to have higher density close to the Center. Other Neighborhood Centers may be focused around a civic land use, such as a library, cultural activity, school, or public service facility.

Highway Commercial Development

33. Commercial development adjacent to arterial streets and State highways shall be subject to access restrictions.
34. C-1 commercial development along Highway 97 shall be encouraged to provide service access roads which feed into arterial and collector streets at designated points.
35. C-1 commercial developments shown on the plan along highways should not be extended.
36. At the time of the next Comp Plan update, the City should review and analyze the land uses occurring around the North "Y" and in the US Highway 97 corridor that are impacted by the highway re-location.
37. The City shall encourage "nodal" (compact, mixed use) commercial development and integrated shopping centers with consolidated access points and inter parcel connectivity as a means for reducing traffic impacts on the transportation system.

Tourist Commercial

38. The City shall encourage tourist-related commercial development aimed at attracting investment in businesses serving tourism, and recreation oriented businesses near the fairgrounds. Expand winter tourism activities and events.

Signs

39. Sign standards should be designed to enhance the appearance of the city and provide for the advertising needs of the business community.

Housing in Downtown and Neighborhood Commercial Areas

40. The City shall encourage and provide incentives for attracting housing in the downtown core area consistent with the requirements, goals and objectives of the Downtown Urban Renewal District and Downtown Design Plan.
41. Housing shall be permitted over ground floor commercial uses in the Downtown, Neighborhood Commercial and in Mixed Use Centers.
42. Housing of medium to high density should be encouraged and promoted close to and within the CBD and Neighborhood Commercial Centers.

Parking

43. Alternatives must be considered and deemed infeasible before any historically significant building is demolished to make way for a parking lot or garage in the CBD.
44. The public and private sector should work together to develop and implement a plan to provide an adequate supply of clearly signed and designated parking in the Central Business District for customers, patrons, employees and residents.

Central Oregon Large Lot Industrial Need Analysis

Background

During the 1990s, the Central Oregon region experienced a dramatic transformation from an economy concentrated largely on wood products into a service-based economy serving a growing and diverse tourism and household base. Accelerated in-migration and tourism growth gave way to rapid economic expansion, escalation in home prices, and a systematic shift in the local economy from goods producing activities to service oriented industries. While initially representing a diversification of the local economy, this shift led to an over-reliance upon these types of industries.

During the recent recession, the regional economy's vulnerabilities became apparent. Suitable land for today's industrial development forms emerged as one of Oregon's most severe development challenges. In 2010, 2011, and 2012, Deschutes, Crook and Jefferson counties and their respective cities, undertook an unprecedented regional evaluation of the economic opportunities and constraints associated with users of large industrial parcels in the Central Oregon region. The purpose of this evaluation was to aid in providing a more diversified economic base for the region that would accommodate industrial uses with a need for larger lots than possibly may be currently available in any of the Central Oregon cities. As part of that evaluation, Deschutes County hired a consultant to draft an analysis of Central Oregon's opportunities, competitiveness, ability and willingness to attract more basic industries. The analysis focused specifically on industries that require large lots. The result was a document called the Central Oregon Regional Opportunity Analysis, and was the basis for adopting Deschutes County Ordinance 2011-017, dated May 31, 2011.

Ordinance 2011-017 was appealed to the Land Use Board of Appeals by 1,000 Friends of Oregon ("1,000 Friends"). The appeal was stayed in early 2012 to allow Deschutes County, the Governor's Office, and 1,000 Friends to explore a settlement, which was ultimately reached in April, 2012. The settlement consisted of policy concepts focusing entirely on Central Oregon's

short-term need for large-lot industrial sites as well as a commitment from the Department of Land Conservation and Development (“DLCD”) to initiate rule-making that summer. The three counties, their respective cities, 1,000 Friends, and DLCD staff then engaged in drafting a proposed rule. In August, the final draft of the rule was then sent to the Oregon Land Conservation and Development commission (“LCDC”). As a result, in November, the LCDC adopted Oregon Administrative Rule (OAR) 660-024-0040 and 660-024-0045. That rule provides that the large lot industrial land need analysis agreed upon by all of the parties, once adopted by each of the participating governmental entities, would be sufficient to demonstrate a need for up to nine large industrial sites in Central Oregon. Six of the sites will be made available initially. Three more sites may be added under the rule as the original sites are occupied. After the adoption of the new OARs, Deschutes County (as the initiating entity for the REOA and the subsequent settle agreement and Central Oregon Large Lot Industrial Land Need Analysis), voluntarily repealed Ordinance 2011-017 and adopted a new ordinance, Ordinance 2013-002, in accordance with the OARs (which added the Central Oregon Large Lot Industrial Land Need Analysis and corresponding policies into their Comprehensive Plan). Following the lead of Deschutes County and under the direction of the settlement agreement and new Administrative Rules, the City of Redmond is adopting the Central Oregon Large Lot Industrial Land Need Analysis and corresponding policies in order to be considered for large lot industrial sites.

An additional necessary component is an intergovernmental agreement (“IGA”) between the region’s jurisdictions and the Central Oregon Intergovernmental Council (“COIC”). Through IGA, COIC will provide oversight of the short-term land supply of large-lot industrial sites to enable the region to become competitive in industrial recruitment.

Once each of the three counties and their respective cities adopt similar ordinances and enter into an IGA with COIC, the large lot sites will enable industrial recruitment opportunities to attract potential industrial users to consider the region that may not have otherwise without the availability of these large lots. Participating local governments will review the program after all nine sites have been occupied or after ten years, whichever comes first.

- 45. The City supports a multi-jurisdictional cooperative effort to pursue a regional approach to establish a short-term supply of sites particularly designed to address out-of-region industries that may locate in Central Oregon.
- 46. The City recognizes the importance of maintaining a large-lot industrial land supply that is readily developable in Central Oregon.
- 47. The Central Oregon Regional Large Lot Industrial Land Need Analysis (“Analysis”, dated November 20, 2012), adopted by Ordinance 2013-15 is incorporated by reference herein.
- 48. Within six months of the adoption of Ordinance 2013-15, in coordination with the participating local governments in Central Oregon, the City of Redmond will participate in an IGA with the COIC that specifies the process of allocation of large lot industrial sites among the participating local governments.

49. The City supports EDCO, a non-profit organization facilitating new job creation and capital investment to monitor and advocate for the region's efforts of maintaining an inventory of appropriate sized and located industrial lots available to the market.
50. The City will continue to collaborate with regional public and private representatives to engage the Oregon Legislature and state agencies and their commissions to address public facility, transportation and urbanization issues that hinder economic development opportunities in Central Oregon.

Chapter 10

HOUSING

OVERVIEW

Redmond has seen unprecedented residential development since 1990. 2,432 new dwelling units were built in the City of Redmond between 1990 and 1999. The City issued permits for an additional 2,559 dwellings between 2000 and 2004. A positive aspect of this housing boom is an increase in the variety of housing available and newer dwelling units have been built under better structural, electrical, plumbing, and energy codes. The types of housing built since 1990 include starter homes, moderate homes, high-end homes, duplexes, four-plexes, apartments, apartment complexes, manufactured homes, manufactured home parks and subsidized housing. The majority of this development occurred within the Redmond City limits. The area between the City limits and the UGB tends to remain relatively rural with large lots and some small family/hobby farms. Development on these lands has been primarily within single family subdivisions.

GOALS

1. Provide adequate buildable residential land to meet the projected 20-year housing need.
2. Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.
3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.
4. Disperse housing for the elderly, disabled, developmentally challenged and low income citizens of the community throughout Redmond's residential neighborhoods which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in areas.
5. Provide a broad range of accessible and affordable housing (affordable housing is defined as housing for which persons or families pay 30 percent or less of their gross income for housing, including necessary and essential utilities). Oregon Revised Statute 456.055)
6. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.
7. Strive to meet the needed housing mix of 60% single-family housing types and 40% multiple family housing types as a long-range target, and an average residential density of 7.5 dwelling units per net acre, or 5.9 dwelling units per gross acre over the 20-year planning period between 2005 and 2025.

POLICIES

Existing Housing

1. The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.

2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
3. The City shall take steps to assist lower income home owners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

Residential Compatibility

1. New developments in existing residential areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.
2. Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Accessory Dwellings

3. Accessory dwellings to homes, i.e. granny flats, shall be allowed in new subdivisions and existing neighborhoods.
4. Temporary improvements for medical hardships shall be permitted in residential areas.

Manufactured & Mobile Homes

5. Manufactured homes may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with state law to allow persons and families a choice of residential products.
6. The City shall establish clear and objective criteria and standards for the placement of a manufactured home on individual lots and for the design of manufactured dwelling parks in areas designated for residential use.
7. The City shall impose reasonable safety and inspection requirements for homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974 (as amended).

New Residential Development

8. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.
9. Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.
10. Garages should be accessed from alleys where alleys are provided.
11. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.

12. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and any approved Master Plans

Uses Permitted in Residential Areas/Zones

13. Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
14. Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.
15. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.
16. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.
17. Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan (TSP).
18. Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.
19. New fire stations and police substations may be located in close proximity to residential areas.
20. Schools and parks should be allowed as a conditional use in residential areas of the community to ensure there is adequate buffering between school and park activity areas and nearby dwelling units.
21. "Pocket Parks" or "tot lots" shall be incorporated into medium and high density residential subdivisions of twenty-five lots or greater and shall be sized consistent with City guidelines.

Multi - Family Housing Development

22. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses.
23. Criteria for the location of multi-family housing shall include proximity to the City core, neighborhood commercial centers, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

24. Higher density neighborhoods should complement the areas in which they are located. Development criteria should include:
- a) Buffering by means of landscaping, fencing or distance from conflicting uses.
 - b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.
 - c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.
 - d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.
 - e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.
 - f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.
 - g) The siting of buildings to minimize the visual impact of parking areas from public streets.
 - h) Access points for automotive, pedestrian, and bike traffic.
 - i) Signage.
 - j) Street connectivity.
 - k) Traffic impacts.

Affordable Housing

25. The City should encourage subsidized housing to be located at a variety of locations within city limits.
26. The City and the County should participate with Housing Works, NeighborImpact and/or other public, private, or non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location.
27. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.
28. Density bonuses should be considered in new developments if affordable housing is provided.

Density

29. Residential zones should allow for a wide variety of compatible housing types and densities.
30. The City and County shall consider providing incentives to develop higher densities of housing.

- 31. Interim development that occurs in advance of the availability of municipal water and sewer service shall not inhibit the future development of the land at planned densities. A redevelopment plan shall be required for all residential development on parcels greater than one-acre showing how the property will be redeveloped consistent with planned residential densities once primary urban services are available.
- 32. The City shall designate an appropriate amount of land in the residential plan designations to meet the housing mix and density identified in the housing needs assessment.
- 33. The City shall establish the following target density ranges for housing.

Map Label	Designation	Required Density	City Zones
R-L	Single Family Residential	Between 2.0 and 5.0 dwelling units per net acre	R-1, R-2
R-M	Residential Medium	Minimum 4.0 dwelling units per net acre	R-3, R-4
R-H	High Density Residential	Minimum 8.0 dwelling units per net acre.	R-5

Chapter 11

PUBLIC FACILITIES AND SERVICES

OVERVIEW

Public facilities are those improvements which provide various government services to the residents. These include domestic water, sanitary sewer, storm drains, transportation services, parks, schools, fire and police. Additional recognized public facilities in the Redmond area include the fairgrounds and the airport. Transportation and Parks are individual chapters in the Comp Plan.

This chapter describes existing public and private facilities and services, and known present and future needs based on projected growth. It does not present specific public improvements which may be needed. That information is in the City's adopted Public Facility Plan, a support document to the comprehensive plan, which describes in detail the water, sewer, transportation, and park facilities needed to accommodate the development anticipated in the comprehensive plan and includes rough cost estimates of facility improvements.

GOALS

1. To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
2. To achieve a balance of public costs vs. benefits/revenues in the provision of public facilities and services.
3. To provide public and private utility systems - water, sanitary and storm sewer, energy, communications, garbage and recycling - at levels necessary and suitable for existing and proposed uses.
4. High density residential development shall be permitted only in areas where necessary services can be provided.
5. Public facilities shall be available or under construction prior to the issuance of Building Permits.
6. The level of community facilities and services that can be provided shall be a principal factor in planning for various development densities.
7. Capital improvements programming and budgeting should be utilized by the City and Deschutes County to achieve full urban services levels of public facilities and services within the UGB.
8. Public facilities shall comply with all local, state and federal regulations.

POLICIES

Funding - All Development

1. The City shall prepare, adopt, and periodically update a long-term Capital Improvements Plan (CIP) for public facilities for the entire planning period. This Plan shall meet the requirements of Statewide Planning Goal #11.

2. The City should establish revenue sources to pay for its planned capital improvements.
3. The City Council should investigate funding alternatives to property taxes for funding public facilities and services.

Development

4. Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.
5. All developments shall comply with utility and facility plans intended to serve the area.

Sewer and Water

6. All sewer and water line extensions shall be extended the full width of the property being served, so as to provide for further connection of adjoining properties.
7. The City of Redmond shall plan to be the eventual provider of community sewer and domestic water services within the Redmond UGB.
8. The City shall operate and maintain its waste water treatment plant and system in conformance with State and regional water quality standards.
9. The City shall require all future development, within the city limits, to be served by the City's sewer system.
10. The City should continue to implement the Water and Sewer Master Plan for City of Redmond.
11. The City shall continue to develop, operate and maintain a water system, including wells, pumps and reservoirs, capable of serving all urban development within the UGB.
12. The City shall implement a community water conservation program to conserve water.
13. Sewer or water service will not be extended to any land for development outside city limits unless such areas are annexed to the City or a Consent to Annex form signed by the owners to receive those services, except as may be agreed by the City and Deschutes County.
14. The City shall coordinate the provision of sewer and/or water service with other providers within the UGB.

Storm Drainage Facilities

15. Storm drainage facilities such as dry wells, landscaping, retention ponds or storm drains shall be used to control surface drainage.

Solid Waste Disposal

16. The City shall encourage the County to protect the future of the Negus Landfill and Transfer Station.
17. The City and County shall encourage a continued cooperative recycling effort within the Redmond UGB.

18. The City and County shall explore methods to gain 100% disposal of waste at appropriate landfill sites and discourage the dumping of wastes on public and private lands.

Central Oregon Irrigation District

19. Irrigation water should not be used for domestic purposes.
20. The City should have a plan which demonstrates the City's ability to put its water rights to use in the future.
21. Irrigation water should be considered for irrigation systems within the UGB.

Other Urban Utilities

22. The City shall require that public and private utility installations be coordinated.
23. Utility lines and facilities shall be located within existing public rights-of-way or public utility easements.

Electric

24. Power substations and associated sub-transmission and distribution lines should be centrally located to the service area, as much as possible, to assure economical service and facilitate energy conservation.
25. Power substations and associated sub-transmission and distribution lines should be planned and designed in a manner which will minimize negative impacts on nearby properties and the public, as a whole.

Natural Gas

26. The City shall encourage Natural Gas providers to provide service throughout the UGB area.

Fire Protection

27. Property for future fire station locations should be planned for and purchased in advance in order to save costs of facility zoning construction. Attempts shall be made to combine future stations with other government entities in order to reduce infrastructure and operations costs.
28. New construction shall meet fire department requirements for accessibility and water supply.
29. New subdivision designs should provide for both an ingress and egress route for emergency vehicles and evacuation traffic.
30. Road and street names and building addresses shall be clearly displayed.

City Hall

31. Local government administrative offices should remain centralized in the downtown area.

Public Works

32. The City Public Works facilities shall be planned and zoned with a Public Facility designation.
33. The wastewater treatment plant, the City wells, and reservoir storage sites shall be zoned with a Public Facility designation.

School District No. 2J

34. Schools which serve students living within the Redmond UGB should be located within the UGB.
35. Sites for future schools should be acquired well in advance of need.
36. Acquisition of school sites should be coordinated with the City and County to further the joint acquisition and development of park and school sites and to permit the shared use of school and park facilities.
37. Future school sites may be developed in cooperation with other public entities, i.e. a police substation, parks, etc.
38. The City and County should work with the school district to secure properties for future school sites at the least cost possible to the taxpayers through property exchanges and other innovative techniques.
39. Each school should be located to provide the best possible access to the student population served.
 - a) Elementary Schools:
 - 1) Should be located in the center of existing or future residential neighborhoods within safe and reasonable walking distance of as many students as possible.
 - 2) Should, whenever possible, be on residential streets which provide sufficient access for buses and other necessary traffic but have a minimum of non-school-related vehicle activity.
 - b) Middle and Secondary Schools:
 - 1) Should have adequate, safe and direct access from the principal street network.
 - 2) Should be in locations central to the population served.
 - 3) Should be designed, sited and constructed to encourage the use of walkways, bikeways and public transit.
40. Both schools and properties adjacent to schools shall be developed in a manner which minimizes the negative impact on each other.
41. The Redmond School District should maintain and rehabilitate existing school facilities.

Deschutes County Fair

42. Deschutes County fairgrounds, convention, and conference facilities shall be served with adequate transportation access.

Weatherization

43. Weatherization and other energy saving programs shall be implemented for all new public buildings.
44. Weatherization and other energy saving programs should be continued and supported by the utility companies.

Public Facility Planning and Coordination

45. The City of Redmond and Deschutes County will identify roles and responsibilities for coordinating the preparation of a public facility plan in the Urban Growth Management Agreement for the Redmond urban growth boundary. The City of Redmond will have primary responsibility for coordinating public facility planning with participation and assistance from the following service providers:
 - a. Transportation – Deschutes County, Oregon Department of Transportation, Burlington Northern Santa Fe Railroad
 - b. Water – Brentwood Water Association, Avion Water, Central Oregon Irrigation District
 - c. Sewer
 - d. Storm Drainage – Deschutes County, Central Oregon Irrigation District
 - e. Parks – Deschutes County, RAPRD

Chapter 12

TRANSPORTATION

OVERVIEW

Traffic volumes on most roads in Redmond have risen over the years as the population has increased, neighborhoods have been built farther from services, and employment and household sizes have changed. In general, the existing street system will be unable to accommodate the growth in traffic projected for the year 2015. The increasing congestion and delays throughout the city would conflict with both local plans and state-wide planning goals.

One of the principal concerns of both residents and businesses is the congestion during peak periods as both long-distance highway and local traffic volumes continue to grow. These increasing volumes, which include a high percentage of trucks and other large vehicles, are changing the atmosphere of the downtown commercial district and causing an unsafe and unattractive environment for pedestrians and bicyclists.

GOALS

Within the Redmond UGB an urban area transportation system will be developed which enhances the livability of Redmond and accommodates growth and development through careful planning and management of existing and future transportation facilities.

1. Reduce through traffic, congestion, and improve circulation along Highway 97, especially along the 5th and 6th Street couplet.

Objectives:

- a) Develop a safe and efficient arterial and collector system which provides additional north-south routes, maintains the integrity of the downtown business district, and minimizes the impact on street-side parking.
 - b) Improve intersection operations by adding left-turn phases, installing additional traffic signals, actuating and coordinating traffic signals, and/or increasing sight distance as needed.
 - c) Protect residential and commercial areas from air quality, noise, and visual impacts resulting from truck traffic.
 - d) Provide signage directing vehicles to business, industrial, and recreational centers.
 - e) Identify transportation demand management measures which could reduce peak hour demand.
2. Enhance east/west circulation.

Objectives:

- a) Develop a safe and efficient east-west arterial and collector system.
- b) Enhance existing crossing and determine the best locations for additional crossings of Dry Canyon, Highway 97, Pilot Butte Canal, and BNSFRR line to link east and west Redmond.
- c) Enhance east-west circulation in the vicinity of schools, institutions, and major developments.

3. Identify roadway system needs to serve undeveloped areas so that steps can be taken to preserve rights-of-ways and maintain adequate traffic circulation.

Objectives:

- a) Integrate new arterial and collector routes into the existing city grid system.
 - b) Identify improvements to existing policies and standards that address street connectivity and spacing.
 - c) Address Forked Horn Butte access and circulation.
 - d) Develop an interim street standard that would allow, on a temporary basis, the City to provide connectivity in the street system to relieve the local traffic demands on the state highways. The interim street standard shall apply only on a discretionary basis, as determined by the City of Redmond, when needed to provide connectivity.
4. Increase the use of alternative travel modes through improved safety and service.

Objectives:

- a) Provide additional sidewalks and improve existing sidewalk pavement for pedestrian safety and access.
- b) Provide additional bicycle routes and plan regular maintenance of existing routes for bicyclist safety and access (per Redmond Bicycle Master Plan).
- c) Provide pedestrian and bicycle access, especially when direct motor vehicle access is not possible.
- d) Identify opportunities to expand transit service in conjunction with a Deschutes County Transit Study.
- e) Address linkages with the Deschutes County car pool program.

POLICIES

The following transportation policies are designed to implement the Redmond Urban Area Transportation Plan.

Transportation System Management

1. Plan or ordinance amendments which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and level of service of the facility. This shall be accomplished by either:
 - a) Limiting allowed land uses to be consistent with the present function, capacity, and level of service of the facility,
 - b) Amending the TSP and capital improvement programs to provide the transportation facilities adequate to support the proposed land uses, or,
 - c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
2. The City and County shall adopt land use regulations to limit the location and number of driveways and access points, and other access management strategies on all major collector and arterial streets.
3. The function of existing and planned roadways as identified in the Redmond Urban Area Transportation Plan shall be protected through the application of appropriate access control measures.

4. Land use decisions shall include a consideration of their impact on existing or planned transportation facilities for all modes.
5. The City may require a traffic study prepared by a qualified professional Traffic Engineer to determine access, circulation and other transportation requirements.

Transportation Demand Systems

6. The City shall maintain and enhance the function of the transportation system through the implementation of a program of Transportation Demand Management (TDM) measures to diminish use of the system by a single occupant vehicle at peak demand periods. A TDM program shall be implemented by the City. The TDM program shall include some or all of the following measures: staggering shift schedules, allowing flexible work hours, and encouraging carpooling, bicycling, walking, and telecommuting.

Pedestrian and Bicycle Systems

7. The bike path and canals on the Redmond Urban Area Transportation Plan Map shall be the basis for developing a trail system.
8. Before the vacation of any public easement or right-of-way the potential to establish or maintain its use as an access way, path, or trail and its maintenance shall be considered.
9. The City shall work to acquire and develop a trail system along the entire length of the Dry Canyon with tunnel crossings at major streets and highways.
10. The City shall work to acquire and develop a trail system which utilizes Redmond's irrigation canal system.
11. Pedestrian and bicycle access into the Dry Canyon shall be designated and protected where topography permits.
12. The City and County shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas, community centers, parks, open space and other public gathering spots.
13. Bikeways and pedestrian ways shall be considered as both a transportation and recreation element in the plan, and adequate facilities should be obtained for this purpose in all new development. Efforts should be made to extend bikeways and pedestrian ways through existing residential areas.
14. In areas of new development, the City shall identify existing and potential future opportunities for bicycle and pedestrian access ways, and shall incorporate, when in the Redmond Urban Area Transportation Plan, those existing and potential future pathways into the development plans.
15. Bikeways shall be included on all new arterial and major collector streets, except limited access roads, or where equivalent alternative pedestrian circulation is provided within the Urban Growth Boundary. Retrofitting existing arterial and major collector streets with bike lanes shall proceed on a prioritized schedule.

16. Sidewalks shall be included on all new streets except limited access roads or where equivalent alternative pedestrian circulation is provided in the UGB. Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
17. Bikeways and pedestrian access ways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities should follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
18. Maintenance and repair of existing bikeways and pedestrian access ways (including sidewalks) shall be given attention concurrently with the maintenance and repair of motor vehicle facilities.
19. Bicycle parking facilities shall be provided at all new residential multi-family (four units or more), commercial, industrial, recreational and institutional facilities.

State Highways

20. Wherever practical, access to the highway will be provided via frontage roads, alternative local roads, or other means, rather than direct access to the highway.
21. Signalized intersections on state highways should be spaced at a minimum distance of one-half mile. Consequently, when local road intersections with the highway meet signal warrants and are less than one-half mile to the nearest other planned signal location, or when operational or safety issues develop, solutions other than signalization will be implemented wherever possible. This will include consideration of turn restrictions, median closure, or other means.
22. A non-traversable median (motorized vehicles) should be installed on the highway when operational or safety issues warrant installation. Directional breaks in the median will be provided as needed to provide safe traffic operation.
23. The City of Redmond shall coordinate with the Department of Transportation (ODOT) to design for additional capacity improvements for the Yew Avenue interchange. This design shall include consideration for an additional north bound off-ramp that would allow for traffic access onto Airport Way to the Redmond Municipal Airport and the Deschutes County Fairgrounds.
24. Medians installed in the state highways should provide bicycle and pedestrian crossings at least every 1/4 mile.

Rights of Way

25. Local transportation systems within the UGB should be planned to utilize existing facilities and rights of way, where practical.
26. The City and County may require the dedication of rights of way for streets when necessary to improve traffic circulation, connectivity and to implement the Redmond Urban Area Transportation Plan Map and the City's grid policy.
27. Urban reserve land use regulations shall ensure that development and land divisions in exception areas and non-resource lands will not hinder the efficient transition to urban land uses and the orderly and efficient provision of urban services.

28. The City of Redmond shall encourage master planning of the Redmond Urban Reserve Area to identify the location of arterial and collector streets and future transportation corridors.
29. The City of Redmond will cooperate with Deschutes County to master plan the County owned property located east of Redmond. The master plan shall include, but is not limited to, the proposed transportation system, public utilities and services, land uses and open space and recreation. The jurisdictions shall consider the possible routes for future transportation corridors and will coordinate with the ODOT, the BLM and any other property owner or agency that indicates an interest in the planning process.

Street Systems

30. Building setback lines should be established along designated arterial streets to protect right of way needs from encroachment by buildings.
31. Motor vehicle access, where lots have more than one street frontage, should be provided from lower order streets or alleys.
32. Within the central business district service vehicles should be encouraged to use alleys for access to buildings.
33. Circulation and decreased congestion in the CBD should be improved by providing traffic with alternative routes to and from the CBD.
34. The City shall improve east-west and north-south traffic patterns in the central part of the community.

Design of Streets

35. Designs for local residential streets should meander where realignment is necessary to save natural features or significant trees.
36. Local residential streets should be designed to discourage through motor vehicle traffic and vehicles moving at excessive speeds.
37. Street standards should permit some local residential streets which move only local traffic to be built to narrower street widths with consideration given for adequate parking.
38. Alleys shall be an option in new residential areas, providing rear access and backyard parking.
39. Landscaping shall be provided and maintained along City streets with a preference for separation between curb and sidewalk with landscape strips and trees.
40. The City shall cooperate with Deschutes County and the ODOT with the planning, design and implementation for the extension of SE 19th Street to Quarry Avenue and/or Deschutes Junction.

41. New arterial and collector street and road right-of-ways established in the Redmond Urban Reserve Area shall meet the dimensional standards of the City of Redmond, be protected from encroachments by structures and buildings and may be accepted for dedication by the County.

Interim Road Standards

42. The City shall develop appropriate standards for limited access roads which shall be implemented through Standards and Specifications.

Parking

43. The City and County shall ensure that new development within the UGB provide off-street parking and loading facilities consistent with expected traffic generation, number of employees or multi-family residents
44. The City and County shall establish regulations which provide for the parking needs of various types of vehicles and people, including but not limited to trailers, campers, and over-size vehicles, and including handicapped persons.
45. Large continuous off-street parking surfaces shall be broken up with landscaping or other approved methods.

Financing for Street System Improvements

46. The City and County shall require that any on or off-site road improvements necessitated by the impacts of development shall be constructed in accordance with street classification standards, and financed proportionately by the developer.
47. The City will implement a CIP. The purpose of the CIP is to detail what transportation system improvements will be needed as Redmond grows and provide a process to fund and schedule the identified transportation system improvements.

Transit

48. The City shall cooperate with other City and County jurisdictions in the tri-county region, ODOT, COIC/CET, and any other transit service providers to complete an inter-City transit feasibility study to complete an inter-City transit feasibility study.
49. Existing or planned transit shall be protected by identifying potential transit corridors and encouraging transit-compatible land uses and site planning.
50. The City will consider transit needs in the design and operation of street infrastructure.
51. The City will support transit service operations through the creation of development regulations that consider transit needs in subdivision and site design, with regard to streetscape and pedestrian connectivity.
52. The City will work with local transit provider(s) to consider improvements to existing bike and pedestrian access, including ADA access and other transit supportive amenities, along designated transit corridors.
53. The City will encourage connectivity between different travel modes and ensure transit facilities are pedestrian and cyclist accessible.

54. The City will consider increases in residential densities along transit corridors to encourage increased use and ridership.

Air Transportation

55. The function of Roberts Field. Redmond's Municipal Airport, shall be protected through the application of appropriate land use designations to assure future land uses are compatible with continued operation of the airport.

Chapter 13

ENERGY

OVERVIEW

Statewide Planning Goal 13 requires land and uses developed on the land to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principals.

GOAL

To conserve energy.

POLICIES

1. City of Redmond, Deschutes County and the Department of Transportation shall work together in providing an efficient and adequate transportation network for the Redmond Urban Area.
2. The land planning and site design shall be encouraged to position buildings and use of vegetation to maximize effects of the sun and modify the effects of the wind.
3. The use of alternative energy sources such as solar, wind or geothermal should be encouraged.
4. New development is encouraged to utilize the best available energy conservation techniques in new construction.
5. Innovations in design in residential developments that utilize solar, common wall or clustering shall be encouraged.

Chapter 14

URBANIZATION ELEMENT

OVERVIEW

The purpose of this chapter is to identify the goals and policies that the City of Redmond, in cooperation with Deschutes County, has adopted to comply with Statewide Planning Goal 14, Urbanization.

Urbanization – To provide for an orderly and efficient transition from rural to urban land use.

To comply with Statewide Goal 14, the City of Redmond and Deschutes County have adopted:

- a) An Urban Growth Boundary (UGB);
- b) Policies concerning the regulation and management of land within the UGB; and
- c) An intergovernmental agreement that describes criteria and procedures for amending the UGB.

GOALS

1. To direct development within the Redmond UGB at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to public water, sewer and urban streets.
2. To establish and maintain a UGB that provides adequate land to accommodate projected population and employment growth during the 20-year planning period.
3. To cooperatively designate Urban Reserve Areas with Deschutes County to identify priority lands to include within the Redmond UGB on a phased basis to meet documented needs for additional urban land. The Urban Reserve Areas are intended to provide a longer-term (30 to 50-year) tool to direct and manage urban growth in the Redmond area while the UGB provides a 20-year land supply.

POLICIES

Urban Growth Boundary and Urban Reserve Areas

1. The establishment and change of the UGB shall be a cooperative process between the City of Redmond and Deschutes County.
2. The City of Redmond and Deschutes County will coordinate the development and adoption of population and employment forecasts to use as the basis for 20-year planning. The following population and employment forecasts have been adopted for City of Redmond in the year 2025:

Population:	45,724
Employment:	22,070

3. The City will update its buildable lands inventory and evaluate the UGB every three (3) to seven (7) years to ensure that that boundary contains sufficient buildable land to meet projected urban growth needs for the succeeding 20-year period in conformance with Oregon Revised Statutes 195 and 197.
4. In anticipation of the need to expand the UGB to accommodate population and employment forecasts for the year 2025 and beyond, the City of Redmond and Deschutes County have jointly agreed to establish an Urban Reserve Area (URA) consistent with state law. Designating an urban reserve area achieves the following objectives:
 - a) It identifies appropriate lands to be reserved for eventual inclusion in the UGB.
 - b) It protects urban reserve area lands from development patterns that would impede long-term urbanization. This will be accomplished through Deschutes County adoption of policies and regulations for the Redmond Urban Reserve Area.
 - c) It provides more certainty for jurisdictions, service districts and property owners to undertake longer-term planning for public facilities and services such as transportation, sewer and water, schools and parks.
5. The City and County have jointly determined that the City should include a 30-year supply of land within the urban reserve beyond the 20-year time frame used to establish the UGB.
6. Urban Reserve Area lands will be included within the UGB on a phased basis as the need for urbanizable land warrants an expansion. The City and County may establish a strategy and priority for expanding the UGB based on factors such as proximity to existing urban development and ability to extend public facilities and services in an orderly and efficient manner.
7. Property owners have the opportunity to request that land within a designated Urban Reserve Area be included within the UGB, based on consideration of the following factors outlined in Statewide Goal 14:
 - a) Demonstrated need to accommodate urban population growth requirements;
 - b) Need for housing, employment opportunities and livability;
 - c) Orderly and economic provision of public facilities of services;
 - d) Maximum efficiency of land uses;
 - e) Retention of agricultural land;
 - f) Compatibility of urban uses with nearby agricultural activities; and
 - g) Environmental, energy, economic and social consequences.
8. The City and County will favor UGB additions that are of sufficient size and scale to be integrated into the urban area as complete neighborhoods or other community elements rather than isolated individual parcels. Privately initiated requests for UGB amendments should include a minimum of 150 acres and shall be based on demonstrated land needs to maintain a 20 year supply of urbanizable land within the UGB.
9. When land is brought into the UGB, it shall be designated Urban Holding Area (UHA) on the comprehensive plan map. Land that is inside the City may be zoned Urban Holding-10 (UH-10).

10. The UH-10 plan designation may be changed when the land is annexed and approved for urban zoning through a Master Plan approval process or, in limited cases, through a site planning and development review process (see below).
11. Land that is designated UH-10 on the Comp Plan Map shall be planned for urban development using a Master Development Plan or Partial Master Development Plan. Such plans may be approved through a quasi-judicial land use process and should be prepared so that contiguous UH-10 zoned parcels are covered by the plan. Minority property holdings that abut or are surrounded by a proposed Master Development Plan or Partial Master Development Plan may be included in the plan without landowner consent, but City annexation and rezoning may be delayed until requested by the landowner.
12. Development Plans (MDPs) or Partial Master Development Plans (PMDPs) shall address the following requirements and in accordance with the Development Code.
 - a) Narrative. A narrative shall set forth the goals and objectives of the master plan and describe the urban characteristics of the planned area.
 - b) Development Plan Map. A map of the plan area and surrounding vicinity shall indicate planned uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall include a list of all affected properties with ownership, parcel size, and other information that is pertinent to the plan.
 - c) Land Use Diagram. The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
 - d) Significant Resources Inventory. An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the master plan shall include a management plan to protect resource sites.
 - e) Parks and Open Space. Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan), and adopted Area Plans. In particular, where the Park Plan or adopted Area Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use.

- f) Air, Noise, and Water Resources. Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, state, and federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for the management of urban storm water that is discharged into the ground.
- g) Natural Hazard Areas. Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
- h) Residential Uses. Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, an adopted Area Plan and the Comp Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plan. Applicants may propose new zoning districts (including overlay districts) when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
- i) Employment Uses. Identify areas planned for employment use and/or mixed uses and proposed zoning districts for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land Urban Framework Plan or adopted Area Plans.
- j) Transportation Analysis and Diagram. Prepare a transportation impact analysis including a street plan that is consistent with grid street spacing and connectivity guidelines in the Redmond TSP, adopted Area Plans. Show the proposed classification for all streets down to collector roadways. Show the location of approved TSP improvement projects and any capital improvements that may need to be added to the TSP in order to serve the plan area. Show proposed bicycle, pedestrian, and trail routes. Show how planned transportation facilities will connect to grid transportation facilities in adjacent urban areas.
- k) Public Facilities Analysis and Diagram. The plan shall include a conceptual layout of public facilities (including at least sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the city's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.

- l) North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance. The Master Plan shall comply with the following policies: Any property to be master planned within newly annexed areas within the IAMP area shall have:
 - 1) Direct Access to a local public street other than a state highway for all or part of the Master Planned area consistent with the Local Street Connectivity Plan; and,
 - 2) Any property to be annexed to the City shall relinquish all direct access rights to a state highway as a condition of development approval (when a legal alternative access exists).

 - m) Great Neighborhood Principles. MDPs shall address applicable Great Neighborhood Principles in Policy 16 below.
13. The City of Redmond will adopt and implement IGAs with Deschutes County and other agencies to facilitate long-range transportation planning and master planning of the Redmond Urban Reserve Area.
 14. The City will encourage the preparation of Framework Plans for urban reserve area(s) prior to *approving* an UGB amendment consistent with the City/County Urban Area Management Agreement.
 15. The City of Redmond will cooperate with Deschutes County to prepare a Framework Plan for the County-owned property east of Redmond outside of city limits. The jurisdictions shall consider the possible routes for future transportation corridors and will coordinate with the ODOT, the BLM and any other property owner or agency that indicates an interest in the planning process.
 16. Great Neighborhood Principles. All types of MDPs as well as major land division and site development plans, phased development plans, subdivisions, and site plans, shall address the applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to those specifically provided in the Area Plan.
 - a. Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops.
 - b. Housing. A mix of housing types and densities should be integrated into the design of new neighborhoods.
 - c. Open spaces, greenways, recreation. All new neighborhoods should provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be shown in appropriate locations consistent with polices in Redmond's Parks Master Plan.

- d. Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the MDP. Plans may integrate design themes with adjacent developed or planned areas.
- e. Diverse mix of activities. A variety of uses is encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes.
- f. Public art. Public art is encouraged at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.
- g. Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter within scenic corridors.
- h. Urban-rural interface. Urban development shall interface with rural areas through open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall transition higher density development to lower density development at the urban-rural interface, or utilize other appropriate and equivalent transitional elements.
- i. “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 1,500 square feet in size, and privately maintained unless the City maintains the park site.
- j. Canal trails. If canals or laterals are present, multi-use trails, at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District’s review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations.
- k. Green Design. Environmentally friendly and energy efficient design is encouraged for public and private architecture and building orientation, open spaces and natural areas, and transportation facilities. In addition, the planting of native, drought-resistant trees is encouraged to provide shade and to minimize water usage.

Redmond Framework Plan and Urban Character Guidelines

- 17. The City will adopt an Urban Framework Plan for future urban areas in the UGB and Urban Reserve Area. The Redmond Urban Framework Plan will be used as a conceptual guide for future urban land uses in urban reserve areas and areas within the UGB. The Framework Plan is not parcel-specific and is intended to provide general guidance as to community form and design, and to be used as the basis for preparation of Area Plans.
- 18. The City will work to achieve the Redmond Urban Framework Plan objective to establish “Neighborhood Commercial Centers” located on the City’s street network and away from State highway corridors in order to maintain a high degree of mobility within and through the city.

19. Centers shall be designed to be pedestrian and bike friendly with development oriented toward public spaces. Master Plans for centers will include integrated design elements, such as gateway features, street lighting, pedestrian amenities, public areas and other features that enhance each center's character and identity.
20. The City will adopt zoning regulations for centers that allow a mix of employment, commercial services and housing. Centers will feature a well-connected street system to the surrounding neighborhoods.
21. Neighborhoods surrounding Centers will provide a variety of housing types and choices with densities gradually increasing as one nears the center. It is envisioned that at least 5000 residents – the equivalent of around 2200 dwelling units -- will be located within approximately ¼ mile of each Center to provide a customer base for area merchants and opportunities for city residents to live in close proximity to services and employment.

Special Interest Areas

22. The City will adopt a Downtown Plan that recognizes its function as a regional service center and that supports expansion of businesses as well as housing opportunities in the downtown area.
23. The Airport/Fairgrounds area will be planned to serve specialty land uses, such as the Community College, the Deschutes County Fairgrounds, industrial uses, and recreation and tourist destination uses. Zoning will be flexible to allow for development of service businesses that support area employers and workers.
24. The City will update and implement the Dry Canyon Master Plan to balance the preservation of this existing natural resource while providing additional recreational amenities for the community.

Urbanization Element

25. The City of Redmond and Deschutes County will work cooperatively to ensure that interim development in Urban Reserve Areas does not interfere with the future extension of urban services. This is accomplished by identifying future urban transportation and utility corridors and regulating uses adjacent to those corridors to prevent encroachment by interim development.
26. Urban development that occurs adjacent to designated Urban Reserve Areas shall be planned with the adjacent land's future urban use in mind. Urban development should be sensitive to adjacent rural uses but the development pattern should not be altered to the point it fails to achieve desired urban characteristics or interferes with future urban expansion.
27. Urban development on the edge of the UGB that is adjacent to land planned for long-term rural use should buffer urban uses with open spaces, when feasible, or lower density residential development, or other appropriate transitional uses.

Central Oregon Large Lot Industrial Land Need Analysis

28. The Central Oregon Regional Large Lot Industrial Need Analysis ("Analysis", dated November 20, 2012), adopted by Ordinance 2013-15 is incorporated by reference herein.).

29. The City of Redmond will amend its Comp Plan and land use regulations, including the UGB, in order to designate a site in accordance with the requirements of OAR 660-024-0045 and the IGA.
30. Upon designation and adoption of a site, the City will apply a regional large lot industrial zone or overlay zone to the site in order to comply with OAR 660-024-0045 and to protect and maintain the site for regional large lot purposes.
31. Upon addition of such a site, the City will consider the site in any subsequent urban growth boundary evaluation conducted to determine local industrial land needs and the adequacy of land available to meet local industrial land needs.
32. The City will participate with the other local Central Oregon governments in reviewing the analysis after the regional supply of six sites has either been replenished by three additional sites or after ten years, whichever comes first.

Chapter 15

LIVABILITY

OVERVIEW

The purpose of this chapter is to identify the “Livability” goals and policies that the City of Redmond will use to guide and manage growth. It is important to define livability and set specific goals and policies so that community aspirations can be met over the life of the plan.

Livability is a term used to describe the variety of surroundings and human experiences that shape Redmond and convey an image of a future that is enduring, vibrant, responsible, and offers a desirable quality of life. Community livability also refers to actions that improve the City’s ability to respond to changing social, economic, or environmental events.

GOAL

The City of Redmond shall create and maintain livability. The City of Redmond shall guide development and support community identity and pride by implementing policies that improve livability and are innovative creating a high quality of life, ample family wage jobs, and a safe environment in which to raise and educate families.

POLICIES

1. Redmond shall plan and invest in the community to provide a high quality of life for both current generations of residents and businesses and future generations of residents and businesses.
2. Redmond shall plan and invest in neighborhoods that provide a high quality of life for residents incorporating the Great Neighborhood Principles in both existing neighborhoods and new neighborhoods.
3. Redmond shall create well-balanced and aesthetically pleasing neighborhoods that provide a variety of housing types for all income levels.
4. Redmond shall adopt urban planning and building design strategies that create a positive and lasting first impression.
5. Redmond shall support energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
6. Redmond shall strive to be the safest city in the state.
7. Redmond shall plan to become an interconnected community of parks and open spaces.
8. Redmond shall plan for a variety of transportation choices.
9. Redmond shall plan for and promote attractive streetscapes free from clutter, confusion, and blight.

10. Redmond shall develop safe, reliable, and economical transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health.
11. The City of Redmond shall develop and maintain the environment that promotes and supports a strong, healthy, and diverse economic base.
12. Redmond shall promote economic competitiveness through sustainable choices for housing, transportation, education, cultural diversity and enrichment, and recreational opportunities as well improve reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers.
13. Redmond shall help existing businesses within the City to grow and thrive.
14. Redmond shall help to create and foster new businesses of all types.
15. Redmond shall provide well planned and maintain high-quality infrastructure to provide a competitive advantage for business and community growth.
16. Redmond shall work to educate, attract, and retain a highly educated, skilled, and competitive workforce capable of fulfilling a variety of 21st century employer needs.
17. Redmond shall improve community aesthetics; strengthen its identity and sense of place by recognizing and enhancing its unique cultural and environmental resources (e.g., historic structures, improved viewsheds, urban landscape, authenticity, heritage, and architectural styles).
18. Redmond shall provide diverse family friendly entertainment for all Central Oregon residents and visitors.
19. Downtown Redmond shall offer diverse districts with mutually supportive functions, including a pedestrian focused core that attracts residents and visitors for entertainment, shopping, dining, civic activities, and community events.
20. Redmond shall develop strategies that improve diversity of systems and reduce the potential negative impact to the whole city of the failure of any on particular system. Increasing the diversity of systems means that Redmond should maximize the diversity of different business types, institutions, sources of food, and industries, etc.

Appendix

Text amendments

May 10, 2005; Ord. No. 2005-07; adds policies relating to master planning and transportation in the URA
August 22, 2006; Ord. No. 2006-09; adds UGB management policies
June 8, 2007; Ord. No. 2007-08; adds policies related to US 97 access management, local street connectivity and transportation projects
November, 8, 2011; Ord. No. 2012-12; updates Historic Landmarks Inventory
January 8, 2013; Ord. No. 2013-02; updates Historic Landmarks Inventory
September 24, 2013; Ord. No. 2013-10; updates Policy 6 Chapter 9
December 10, 2013; Ord. No. 2013-15; updates goals and polices Chapters 9 and 14
March 25, 2014; Ord. No. 2014-04; adds transit policies
November 25, 2014; Ord. No. 2014-20; adds livability goal

Plans added by amendment

Ord. No. 596, Aug. 14, 1984, Dry Canyon Master Plan

Ord. No. 2005-16, Sept. 13. 2005, Redmond Airport Master Plan

Ord. No. 2007-08, June 8, 2007, North Redmond US 97 Interchange Area Management Plan

Ord. No. 2007-15, Aug. 28, 2007, Northwest Area Plan

Ord. No. 2007-16, Aug. 28, 2007, Highway Area Plan

Ord. No. 2008-07, May 13, 2008, City of Redmond Public Facilities Plan – Buildout 2030

Ord. No. 2008-08, June 10, 2008, Redmond Transportation Plan Update

Ord. No. 2012-06, May 22, 2012, amended TSP, Chapter 7, to include “Reinventing the Wheel: Redmond’s Bicycle Refinement Plan”

Ord. No. 2013-10, Sept. 24, 2013, revised Airport Master Plan, Airport Layout Plan

Ord. No. 2013-15, Dec. 10, 2013, Central Oregon Large Lot Industrial Land Need Analysis

Ord. No. 2014-17, Sept. 9, 2014, Southwest Area Plan