

**2020**  
**COMPREHENSIVE**  
**PLAN**

# INTRODUCTION

## **BACKGROUND**

### **THE REDMOND URBAN AREA COMPREHENSIVE PLAN**

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

The Comprehensive 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 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.

### **LAND USE GOALS**

To date nineteen Goals have been adopted; 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.

#### **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 is not a part of the Comprehensive Plan. Rather, it is the major implementation tool of the Comprehensive Plan. LCDG 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 Plan.

#### **REVIEW AND UPDATING THE PLAN**

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

# 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 that technical information is available to citizens in an understandable form.
7. The City shall assure that 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 be 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.

## 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. Slowly, the citizens of Redmond are beginning to realize that the preservation of their past is important. 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 Redmond Urban Area Comprehensive Plan.
2. The Redmond Canyon Plan shall reviewed and up-dated 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 Deschutes County Historical 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 Deschutes County Historical 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 and Recreation 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, Central Oregon Parks and Recreation District, 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 Central Oregon Parks & Recreation District 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 Assistance Partnership (REDAP) 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 jobs through expansion and retention of existing businesses and recruitment of new businesses.
4. Improve the appearance of the community, particularly along Highways 97, 126 and other major arterial streets.
5. Allow commercial uses in outlying areas of the community as neighborhood centers.
6. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside and visit.
7. Preserve historically significant buildings within the downtown.
8. Protect industrial lands from being converted to commercial uses.
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.

**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.
4. Concurrent with the development of SW 19<sup>th</sup> Street, and as a means to protect the Deschutes County Fairgrounds from incompatible heavy industrial land uses, the City shall consider the re-designation of the adjacent lands to the west from heavy industrial to light industrial.

**Appearance**

5. 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**

6. Campus industrial zoning shall be provided for new industry in a park-like setting.

**Airport**

7. The Airport Master Plan for Roberts Field shall be adopted by reference as a part of the Comprehensive Plan.
8. An Airport Zone shall be established for those lands committed for the airport and aviation uses.

**The Environment**

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

**Infrastructure**

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

## **Incentives**

11. The City and County shall provide an incentive program encouraging the development of primary industry family wage jobs.
12. The City and County 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**

13. The following shall be the general objectives of the Redmond urban area concerning overall commercial development:
  - a) To 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) To encourage landscaping and other forms of city beautification for the purpose of enhancing the physical character of each area and the overall City.
  - c) To maintain alleyways as viable pedestrian walkways in the CBD area and to promote an atmosphere therein for pedestrian traffic.
  - d) To solve the problems of parking within the CBD area and to prevent or minimize such problems in other and new commercial development.
  - e) To increase customer convenience and accessibility to downtown businesses, minimize hazardous traffic conditions and conflicts, and generally promote the downtown area.
  - f) Concerted community efforts should be made to improve the appearance of existing commercial areas and similar considerations encouraged to all new developments.
  - g) New commercial areas in outlying sections should be developed as centers rather than as strips along major roads.
  - h) Development standards should be established for all commercial areas and particularly for those which will be adjacent to residential areas. A limited number of neighborhood commercial developments should be permitted in residential areas as a convenience to the residents and these uses should conform to the character of the areas in which they are located.
  - i) Concerted efforts should be made to rehabilitate or re-develop older commercial areas in order to retain their values to the community.

### **Lands**

14. 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.

### **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.

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.
18. The City shall develop standards relating to appearance and neighborhood compatibility.

### **Central Business District (CBD)**

19. Within the Central Business District alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.
20. Downtown park plazas shall be developed.
21. Conflicts should be minimized between parking and moving traffic, especially on 6th and 5th streets.
22. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.
23. Bicycle and pedestrian access to the Central Business District from the surrounding areas should be improved.
24. Secure and safe bike storage areas should be considered.
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) By-pass industrial traffic around commercial areas, particularly the CBD.
  - f) Improve CBD shopping environment and amenities.
  - g) Provide for future CBD growth needs.

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, hardware, specialty products, etc.
  - c) Service-oriented businesses such as laundry, beauty salons & barber shops, shoe repair, household repair & products, etc.
  - d) Entertainment facilities such as cafes, restaurants, taverns, etc., except those with associated tourist accommodations.
  - e) Governmental service offices.
29. C-1 commercial type businesses are incompatible with the CBD.
30. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas.

### **Neighborhood Commercial**

31. The need for small neighborhood stores which provide a limited number of products and services to adjacent and nearby residential areas shall be recognized and provisions for such shall be provided. Home occupations should be permitted on a limited basis within specified types of residential areas and should only be permitted in accordance with specified limitations and conditions.
32. Neighborhood commercial centers are small developments which serve the frequent needs of the people in the immediate area and should consist of uses such as a mini-mart, barber or beauty shop or a laundromat. Neighborhood Commercial Districts should be no closer than 3/4 miles apart.

### **Highway Commercial Development**

33. Commercial development adjacent to arterial streets and highways shall be subject to access restrictions.
34. C-1 commercial development 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. The City shall, at the time of the next regularly scheduled periodic review, review and analyze the types of land uses occurring around the South "Y".
37. The City shall, at the time that the proposed re-location of US Highway 97 is determined, review and analyze the land uses occurring around the North "Y".

38. The City shall encourage “nodal” type C-1 commercial development as a means to consolidate commercial land uses to reduce traffic impacts on the transportation system.

#### **Tourist Commercial**

39. The City shall encourage appropriate commercial development aimed at attracting tourist-related commercial activity.

#### **Shopping Centers**

40. New commercial developments along major streets should be developed as centers rather than as strips along major streets.

#### **Signs**

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

#### **Housing in Commercial Areas**

42. The City shall encourage and provide incentives for attracting housing in the downtown core area that is consistent with the requirements, goals and objectives of the Downtown Urban Renewal District and Downtown Design Plan.
43. Residential uses should be permitted over commercial ground floors.
44. Housing of medium to high density should be encouraged and promoted close to and within the Central Business District.

#### **Parking**

45. Consideration should be given before any historically significant building is demolished to make way for a parking lot or garage in the CBD.
46. The public and private sector should work together to develop and implement a plan to provide an adequate supply of parking in the Central Business District for customers, patrons and employees.

# Chapter 10

## HOUSING

### **OVERVIEW**

Redmond has seen unprecedented residential development in the 1990s. Forty-five percent of the housing in Redmond has been built between 1990 and 1999. This includes 2,432 new dwelling units which were built in the City of Redmond, and 89 dwellings which were built in the area between the Redmond city limits and the UGB. A positive aspect of this housing boom is that not only is there greater variety of housing available but these newer dwelling units have been built under better structural, electrical, plumbing, and energy codes. The types of housing built during the ten year period 1989 through 1998 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. Where development occurred on these lands it was primarily within single family subdivisions.

### **GOALS**

1. Provide adequate buildable residential land to the year 2020.
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 to the year 2020.
3. Establish residential areas 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 means 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.

### **POLICIES**

#### **Existing Housing**

1. Deteriorated housing, within the community, should be identified and efforts made through redevelopment programs or incentives to rehabilitate housing units.
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.



### **Residential Compatibility**

3. 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.
4. Private and public nonresidential uses for the convenience or safety of the 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**

5. Accessory dwellings to homes, i.e. "Granny flats", shall be allowed in new subdivisions and existing neighborhoods.
6. Temporary developments for medical hardships shall be permitted in residential areas.

### **Manufactured & Mobile Homes**

7. Mobile homes shall be located in mobile home parks.
8. The City shall provide for mobile home or manufactured dwelling parks within the urban growth boundaries to allow persons and families a choice of residential settings.
9. The City shall establish clear and objective criteria and standards for the placement and design of mobile home or manufactured dwelling parks.
10. 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.
11. A mobile home or manufactured dwelling park shall not be established on land zoned for commercial or industrial use.

### **New Residential Development**

12. Development code regulations which may create obstacles to providing needed types of housing within the Redmond UGB shall be reviewed and revised.
13. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage and natural features and vegetation.
14. Multi-modal access should be provided internally and to adjacent development.
15. Garages should be accessed from alleys where alleys are provided.
16. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.
17. 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.

### **Uses Permitted in Residential Areas/Zones**

18. Neighborhood commercial shopping areas, churches, parks, schools and other public uses and services 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 which should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
19. Certain private recreational uses 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.
20. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestations of the business other than signage permitted by ordinance.
21. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.
22. Recycling centers for residents should be permitted within neighborhoods, so long as they are contained and maintained.
23. Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan.
24. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings.
25. New fire stations and police substations should be located in close proximity to residential areas.
26. Schools and parks should be distributed throughout the residential areas of the community and dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.

### **Multi - Family Dwellings and Manufactured Home Parks**

27. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses and maintaining the character of existing residential areas.
28. Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.
29. Site plans shall provide for adequate yard space for residents and play space for children which have distinct area and definite shape, and are not just the residue left after buildings are placed on the land.

30. Multi-family dwellings and manufactured home parks should be located to minimize the adverse impacts on the residents and adjacent properties. 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 apartment buildings and houses.
  - c) On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenience shopping.
  - d) The siting of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.
  - e) Access points.
  - f) Signage.
  - g) Street connectivity.
  - h) Traffic impacts.

### **Affordable Housing**

31. The City and County should encourage subsidized housing to be located at a variety of locations within the UGB.
32. The City and the County should participate with Central Oregon Regional Housing Authority, COCAAN and/or other public or private 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.
33. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.

### **Density**

34. Residential zones should offer a wide variety of compatible housing types and densities.
35. The City and County shall consider providing incentives to develop higher densities of housing.
36. Interim development shall not inhibit the ultimate development of the land at planned densities. A redevelopment plan shall be required for such development showing how a property will or can develop once primary urban services are available.

# 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 Redmond Urban Area Comprehensive 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 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 Urban Growth Boundary.
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 Sanitary 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 right-of-ways 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 urban growth boundary.
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 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.



## 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 Urban Growth Boundary 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, or
  - 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 measures to diminish use of the system by a single occupant vehicles at peak demand periods. A Transportation Demand Management 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 car pooling, 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 Urban Growth Boundary. 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.

### **Right of Ways**

25. Local transportation systems within the Urban Growth Boundary should be planned to utilize existing facilities and right of ways, where practical.
26. The City and County may require the dedication of right of ways 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 Oregon Department of Transportation, the Bureau of Land Management 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 Central Business District (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 Oregon Department of Transportation (ODOT) with the planning, design and implementation for the extension of SE 19<sup>th</sup> 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 Urban Growth Boundary 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 Capital Improvement Program (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.

#### **Inter-City Transit**

48. The City shall cooperate with the County, the City of Bend, and ODOT 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.

#### **Air Transportation**

50. 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 encourage 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 policies that the City of Redmond, in cooperation with Deschutes County, has adopted to comply with the following Statewide Planning Goal:

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

To accomplish this Goal, the City of Redmond and Deschutes County have adopted:

- a) An Urban Growth Boundary ;
- b) Policies concerning the regulation of land within the Urban Growth Boundary;
- c) Policies concerning annexation of unincorporated urbanizable land to the City of Redmond; and,
- d) An intergovernmental agreement between the City of Redmond and Deschutes County concerning lands located outside of the City limits but within the Urban Growth Boundary.

### GOALS

1. To direct development within the Redmond Urban Growth Boundary 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 an Urban Growth Boundary which provides adequate land to accommodate the population growth during the planning period.

### POLICIES

#### **Expansion of the Urban Growth Boundary**

1. The Urban Growth Boundary should be expanded only to satisfy growth and transportation needs.
2. The City shall establish, and should review and revise every five (5) to fifteen (15) years an Urban Growth Boundary (UGB) containing buildable land of a quality and quantity adequate to meet urban growth for the succeeding 20-year period in conformance with *Oregon Revised Statutes Chapters 195 and 197*.
3. To establish or change the Urban Growth Boundary, the following factors must be considered:
  - a) Demonstrated need to accommodate urban population growth requirements;
  - b) Need for housing, employment opportunities and livability;
  - c) Orderly and economic provisions of public facilities and services;
  - d) Maximum efficiency of land uses;
  - e) Retention of agricultural land;
  - f) Compatibility of urban uses with nearby agricultural activities;
  - g) Environmental, energy, economic and social consequences; and
  - h) Establishment and change of the UGB shall be a cooperative process between the city and county.



### **Conversion of urbanizable lands to urban lands.**

4. Future versions of the Comprehensive Plan for the Redmond UGB should include sufficient urbanizable land to accommodate the needs for further urban expansion for 20 years, taking into account, among many other factors:
  - a) The growth policies of the City;
  - b) Population needs
  - c) The capacity of water, sewer and transportation system
  - d) Open space and recreation needs
  - e) An orderly and efficient transition from urbanizable to urban use
  - f) Orderly, phased growth from the center of the community without leap frog type growth.
5. The size of the parcels of urbanizable land that are converted to urban uses should be of such dimensions as to maximize the utility of the land resources and enable the logical and efficient extension of urban services.
6. The City should work with the Bureau of Land Management (BLM) to identify urbanizable land south of the Redmond Municipal Airport and the Deschutes County Fairgrounds. If the need for additional lands is found to exist, expansion of the UGB for industrial or fairground related activities would be encouraged.
7. Plans should provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open space land uses.
8. The Comprehensive Plan should provide for a safe and coordinated transportation system, and a level of population density which will tend to maximize the utilization of City public utility and transportation systems while providing a level of livability which is acceptable to the residents within the UGB.
9. Undeveloped areas in close proximity to urban services should be developed before more remote areas are developed to facilitate the orderly and economic delivery of public services and minimize energy consumption.
10. The type, location and phasing of public facilities and services are factors which should be utilized to direct urban expansion.

### **Buildable Lands Inventory**

11. The City shall periodically update its buildable lands inventory.

### **Development Standards**

12. Development standards should retain and enhance desirable existing areas, and revitalize, rehabilitate or redevelop less desirable existing areas. Standards should encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for development.
13. Future development standards shall recognize and respect the character of existing developed areas.

14. Residential developments shall be located so they are as convenient to places of employment and shopping facilities as is reasonable and feasible, and they should be developed in ways which are consistent with the character of the topography and soils on the site.
15. To ensure orderly growth from the community center to the Urban Growth Boundary and to prevent urban sprawl, the following standards shall be met prior to approval of any development:
  - a) Compliance with the Comprehensive Plan as is required by ORS Chapter 197 for any type of development.
  - b) All lots created by subdividing and partitioning shall be served by sewer, water, utilities and streets.
  - c) Developments which will exceed carrying capacities of sewer, water, and/or streets shall not be permitted unless those carrying capacities are adequately addressed and assured.
  - d) Improvements within the UGB shall conform to applicable City specifications.
16. The quality of new residential development is a matter of public concern from the standpoint of economical, social and environmental factors, and therefore should be based upon the following criteria:
  - a) Consideration of the impact and compatibility of the residential development with bordering or neighboring land uses.
  - b) Incompatible land uses shall include consideration of buffer areas. Such buffers do not necessarily demand absolute open space or public reserves, but can include such considerations as transitional uses or graduated densities in the immediately adjoining areas of incompatible uses.
  - c) Preservation and enhancement of aesthetics through landscaping.
  - d) Alternatives to the typical grid pattern layout shall be permitted when topography, previous development or other physical barriers prohibit the grid pattern.
  - e) Buildings should be oriented to take advantage of the natural energy saving elements such as the sun, landscape, and land forms.
  - f) Site development should utilize plant materials and land forms to enhance resource conservation.
  - g) Usable open space shall be provided with distinct and definite shape, not just the residue left after buildings are placed on the land.
17. Standards for development within the Urban Growth Boundary shall be uniform between the City and County.
18. An overall master development plan shall be submitted for all developments affecting land under the same ownership for which phased development is contemplated.

### **Streamlined Process**

19. The City shall provide to all developers the opportunity to have an expedited land use process for site and design review and the subdivision of land.

### **Community Design - All Development**

20. Alternative development concepts including Planned Unit Developments, mixed use, and traditional neighborhoods shall be permitted.
21. Alternatives to the typical grid pattern layout shall be permitted when topography, previous development or other physical barriers prohibit the grid pattern.
22. New development shall meet access standards for emergency vehicles.
23. Building sites, streets and other improvements should be designed and permitted in a manner which will minimize excessive cuts and fills.
24. New development should contain its storm and surface water runoff on site.
25. Incompatible land uses shall be separated by buffer areas. Such buffers do not necessarily demand absolute open space or public reserves, but can include such considerations as transitional uses or graduated densities in the immediately adjoining areas of incompatible uses.
26. Buildings should be oriented to take advantage of the natural energy saving elements such as the sun, landscape, and land forms.

### **Landscaping - All Development**

27. New street trees shall be those which are suitable to the microclimate and temperate zone of the area, add color and beauty to the community and have a root system which does not interfere with underground utilities, curbs and sidewalks.
28. Natural tree cover should be retained along streets and throughout new developments, insofar as possible, to retain the natural character of the area.
29. Landscaping in new commercial, industrial and multi-family developments shall be well maintained.
30. A landscaping plan should be submitted with all new development.

### **Parking - All Development**

31. New off-street parking lots shall be landscaped.
32. Large continuous off-street parking surfaces shall be broken up with landscaping or other approved methods.
33. The required amount of parking should be reduced for uses in areas where pedestrian accessibility is good and land use patterns encourage walking, biking, transit and other non-auto trips thereby reducing the needed parking.

34. The required amount of parking may be reduced where parking can be shared among uses.
35. Standards should be created establishing a maximum number of parking spaces for uses.
36. The City and County shall ensure that new development within the Urban Growth Boundary provide off-street parking and loading facilities consistent with expected traffic generation, number of employees or multi-family residents.
37. Industrial, commercial and multi-family development shall have adequate traffic circulation, off-street parking, loading and service areas.
38. 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.

#### **Sewer or Water Service Outside City Limits**

39. Sewer or water service shall not be extended to any land for development outside City limits unless such areas are annexed to the City, or a form is signed by the owners to receive those services, except as may be agreed to by the City and Deschutes County.

#### **Sewer or Water - All Development**

40. 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.
41. Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.
42. All developments shall comply with utility and facility plans intended to serve the area.
43. An overall master development plan shall be submitted for all developments affecting land under the same ownership for which phased development is contemplated.

#### **Appearance - All Development**

44. If non-residential uses are in or abut residential areas, those uses shall be subject to development standards which regulate setbacks, landscaping, sign regulations, exterior lighting, parking, building height, massing, visual impacts and architectural styles.
45. Commercial, industrial and multi-family uses shall be subject to development standards relating to setbacks, landscaping, sign regulations, exterior lighting, parking, building height, massing and visual impacts, and architectural styles.
46. Utilities shall be underground in new development.
47. Above-ground installations, such as water and sewer pumping stations, power transformer yards or natural gas pumping stations, shall be screened and designed to blend with the character of the area in which they are located.

**Lighting - All Development**

48. All outside lighting shall be shielded to prevent light pollution.
49. New techniques of providing adequate lighting, such as ornamental yard lights, should be considered as alternate or supplemental facilities to the normal street lights at intersections, as long as City standards are met.
50. Street lighting shall be provided in new subdivisions at the time of development.