

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

**ADDENDUM**

# Chapter 1 PREFACE

## ACKNOWLEDGMENTS

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The Redmond Urban Area Comprehensive Plan is the product of hundreds of citizens from the private and public sector who participated in the Redmond Vision 2020 planning process. An advisory committee, the Vision 2020 Committee, representing a broad cross section of the community, was appointed by the Redmond City Council and the Deschutes County Board of Commissioners to undertake a major update of the 1979 adopted Redmond Urban Area Comprehensive Plan. This was due to several factors, including rapid population growth, an expanding and changing local economy, and changes to state law requirements for housing and transportation planning.

The Vision 2020 Committee met from March, 1996 to February, 1999. During this time it identified the major trends affecting Redmond, crafted a statement of community values, established a vision of Redmond in the year 2020, and drafted goals and policies for the Comprehensive Plan. Over 4,000 person hours were generously contributed by committee members and additional hours were donated by Planning Commissioners, City Councilors, and numerous individuals who provided information and collaborated with the Committee to make this project successful.

### VISION 2020 COMMITTEE MEMBERS

Fred Becker	Bob Gill	Tom Pilling
Connie Broedeuhl	Michael Houser	Randy Povey
Lucy Burton	Barry Jordan	Don Smith
Carrie Caramella	Don Lee	Jerry Stichler
Stanley Clark	Ron Leep	Rob Trout
Kevin Faught	Dave Markham	Annette Turpin
Russell Flint	Max Mills	Alan Unger
Sandy Garner	Jack Nelson	Jean Wood
Steve Gazeley	Norman Peterson	

### REDMOND CITY COUNCILORS 1996 - 1999

Jan Anderson	Bob Green	Jay Patrick
Jim Diegel	Karena Houser	Randy Povey
Ed Fitch <sup>1</sup>	Don Lee	Jerry Thackery <sup>2</sup>
Duane Gilbert	Mike Newell	Elaine Young

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<sup>1</sup> Mayor, 1999 -

<sup>2</sup> Mayor, \_\_\_\_ - 1999

## **REDMOND URBAN AREA PLANNING COMMISSIONERS 1996 - 1999**

Fred Becker	Steve Gazeley	Jerry Stichler
Connie Broedehehl	Ron Leep	Annette Turpin
Garth Cook	Don Smith	Alan Unger
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Mike Byers, Long Range Planner, City of Bend  
Ron Caramella, Redmond Bicycle Advisory Committee  
Jim Carlton, Redmond Police Chief  
Jerry Colonna, Superintendent, Redmond School District  
Cyndy Cook, Director, Central Oregon Regional Housing Authority  
Don Cooper, Parks, Redmond Public Works  
Gordan Detzel, Redmond School District  
Elton Gregory, President, Deschutes County Fair Board  
Katie Hammer, General Manager, Central Oregon Parks & Recreation District  
Paul Hathaway, Redmond Parks Commission  
Caroline Harding, General Manager, Central Oregon Parks & Recreation District  
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Ron Nelson, Manager, Central Oregon Irrigation District  
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Eric Sande, Executive Director, Redmond Economic Development Assistance Partnership  
Clark Satre, Manager, Pacific Power/PacifiCorp  
Reid Seastrand, Redmond Bicycle Advisory Committee

Peter Seitz, Redmond Parks Commission  
Dr. Roger Stack, Redmond Parks Commission  
Karen Swirsky, Chairperson, State of Oregon Bicycle Advisory Committee  
Damian Syrnak, Associate Planner, Deschutes County  
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## Chapter 2

# PLANNING FOR THE FUTURE

### OVERVIEW

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On November 9, 1979 the Redmond City Council adopted a Comprehensive Plan for the Redmond Urban Area, including Goals, Policies and a Plan Map, to guide the future development and redevelopment within the Redmond Urban Growth Boundary. The Comprehensive Plan was intended to be dynamic, able to guide growth in the Urban Area while also responding to change through amendment and refinement. Since adoption, the Goals and Policies of the Plan have been amended to respond to new circumstances, special studies, new technology and changes in state land use regulations. This document contains the latest revisions to the Comprehensive Plan to reflect changing conditions brought on by growth within the Redmond Urban Area. It covers a 20+ year planning period that ends in the year 2020. This time frame was used to satisfy state requirements for evaluating a 20 year need for some land uses and because it is the outside limit for reasonable planning forecasts. The Plan contains a Vision of Redmond in the Year 2020. It forecasts population and economic growth to the year 2020, and establishes land use categories and plans for this growth.

The City of Redmond's Comprehensive Plan and land use regulations were adopted as follows:

- |    |  |                |
|----|--|----------------|
| 1. | Comprehensive Plan, Ordinance No. 513    | (11 - 9 - 79)  |
| 2. | Zoning Ordinance, Ordinance No. 529      | ( 9 - 9 - 80)  |
| 3. | Historical Ordinance, Ordinance No. 31   | ( 9 - 9 - 80)  |
| 4. | Site and Design, Ordinance No. 555       | ( 7 - 14 - 81) |
| 5. | Subdivision Ordinance, ordinance No. 563 | (12 - 1 - 81)  |
| 6. | Sign Ordinance , Ordinance No. 564       | (12 - 15 - 81) |
| 7. | Canyon Plan, Ordinance No. 564           | (12 - 15 - 81) |
| 8. | Tower Ordinance, Ordinance No. 601       | (12 - 11 - 84) |
| 9. | Transportation Plan, Ordinance No. 607   | ( 6 - 25 - 85) |

The City's Comprehensive Plan and implementing ordinances were acknowledged to be in compliance with the statewide planning goals on March 20, 1981.

The following amendments have been made to the Redmond Comprehensive Plan and Comprehensive Plan Zoning Map.

- |    |                   |                |
|----|-------------------|----------------|
| 1. | Ordinance No. 551 | ( 5 - 26 - 81) |
| 2. | Ordinance No. 553 | ( 8 - 11 - 81) |
| 3. | Ordinance No. 562 | (11 - 10 - 81) |

## **THE PROCESS**

The review and updating of the Redmond Urban Area Comprehensive Plan had several phases: surveying community values; identifying key community strengths and weaknesses; reviewing trends; creating probable scenarios for the community if (1) no changes were made; and, (2) changes were made; creating a community vision for Redmond in the year 2020; identifying goals; developing policies; reviewing buildable land within the urban area; and, making changes to the Redmond Urban Area Comprehensive Plan Map.

The following community strengths and weaknesses were identified in a community survey conducted in 1995.

### **Key Strengths**

- Clean fresh air
- Panoramic views
- The Redmond Dry Canyon
- In-town parks
- Small town feeling; friendliness
- Roberts Field - Redmond's Municipal Airport
- Older neighborhoods with diverse landscaping and architecture
- Mature street trees downtown
- A diversifying economy
- Highways which add great access and distribution opportunities
- A large reserve of industrial lands
- The canal, which could provide a cross-town corridor for pedestrian and bike use

### **Key Weaknesses**

- Bicycle and pedestrian unfriendly town
- Miles of one block wide strip commercial development
- Monotonous looking residential development which looks like "suburbia"
- Lack of landscaping in new neighborhoods which makes for "sterile" looking neighborhoods
- Overhead power lines, especially downtown
- Lack of alternate route/bypass creates congestion downtown
- Lack of parking downtown
- Existing trees are not protected from removal
- Current zoning creates a need to drive to services
- No public transportation
- Increase in crime

## TRENDS

National, state, regional and local trends that will likely have a major impact on the Redmond area over the next 20+ years were examined<sup>3</sup>. These in turn provided a base of information for the community to make informed choices about the future.

### National Trends

- Growing and aging population
- Increasing social and cultural diversity
- Advances in science, technology and telecommunications
- Shifting from a manufacturing to a service economy
- Shifting from a domestic to a global economy
- Growing political and institutional “decentralization”
- Shifting of financial burden to local governments

### Regional Trends: Western United States

- Fastest growing region of the country
- Highest level of population in-migration (people moving in)
- Fastest growing youngest (1-5 years) and oldest (65+ years) groups
- Highest rate of “metropolitanization” (migration to urban centers)
- Strongest links to Pacific Rim trade economy
- Most dramatic changes in workforce (more women and minorities)
- Increased environmental threats (air quality, water quality/supplies, natural habitats)

### State of Oregon Trends

- Growing, aging, diversifying population
- Increasing school age population (through 2010)
- Economic restructuring (relative decline of resource industries)
- Job displacement and retraining needs
- Growing demand for skilled workers
- Increasing societal disintegration and crime rates
- Increasing need for social services and intervention
- Increased land-use conflicts

### Local Trends within the Redmond area

- Continued rapid population growth for the foreseeable future
- Older population will grow relatively larger
- Population expected to triple by the year 2020.
- Net migration into the area will continue to be from urban areas in California, Oregon and Washington.

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<sup>3</sup> Sources: Steven Ames Planning, World Watch Institute, WestTrends (Western Region, Council of State Governments), Oregon Commission on Futures Research, Oregon Economic Development Department, David Pearce Snyder, Snyder Family Enterprises, Trends Research Institute

## **CREATE A COMMUNITY VISION**

In the process of “visioning” Redmond in the year 2020 a list of 94 vision statements were developed. These ideas originated in a community-wide vision workshop in 1996 and were then reviewed and refined by the Redmond City Council, the Redmond Urban Area Planning Commission and the Vision 2020 Committee.

### **Urban Form and Community Design**

1. The Urban Growth Boundary has been expanded only to satisfy growth and transportation within state mandates.
2. Minimum densities are established to require development at greater densities. Maximum densities are established to maintain livability in neighborhoods.
3. Small pedestrian-friendly commercial services are located within residential neighborhoods.
4. Design and uses in neighborhood commercial districts assure compatibility with surrounding neighborhoods.
5. Sidewalks with landscape strips next to the curb exist along Highway 97.
6. The downtown business area and all residential areas are connected with pedestrian and bicycle paths to the Redmond Canyon.
7. Distinctive gateway features are developed at the four highway entrances.
8. Permanent public art is displayed throughout the City.
9. An ordinance regulates sign size and design.
10. The historic design of downtown is maintained.
11. Billboards are eliminated.
12. The canal system is used as open space with public access for bicyclists and pedestrians.
13. Landscaping for all new development is required: residential, commercial and industrial.
14. The Urban Renewal District has been used in developing a downtown plan.
15. Utilities are retrofitted to be underground throughout the city, but particularly in the downtown neighborhood.
16. Shielded decorative street lighting is installed in both commercial and residential neighborhoods.



17. Alleys are an option in some new residential areas, creating better streetscapes by providing rear access and backyard parking.
18. Community gardens have been developed throughout the city.
19. Design standards have been strengthened for all commercial and industrial buildings, improving their appearance and their neighborhoods.

### **Transportation**

20. The Highway 97 alternate route is built.
21. “Old” stretch of Highway 97 has landscaping and turn lane strips for local traffic.
22. There are vehicle access points to the canyon, including the Maple Avenue street crossing. There is parking at some of the access points.
23. Off street parking is provided near downtown.
24. Downtown is pedestrian and shopper friendly due to improved parking and multi-transport type facilities.
25. Some local service streets which move only local traffic are built to narrower street widths with consideration given for adequate parking.
26. Landscape strips and street trees are planted next to curbs in public right-of-ways throughout the city.
27. Road right-of-ways for future roadway expansions and new road construction have been protected through setbacks and advance right-of-way acquisitions by the City.
28. The Bikeway Master Plan has been fully implemented.
29. Public transit in Redmond and other Central Oregon cities is available.
30. A park and ride program exists in Redmond.
31. Passenger rail service exists in Redmond.
32. A continuous road network is built near the edge of Redmond’s Urban Growth Boundary with adequate linkages to city arterials and collectors.
33. A parallel runway has been built at the airport.
34. The street grid system is implemented.

35. Frontage roads are used for access to strip development when needed for safety reasons.
36. Good access exists from the alternate Highway 97 route to downtown.
37. Through truck traffic is routed out of downtown.

### **Public Facilities and Infrastructure**

38. A second swim center has been built (in a neighborhood or in a larger recreational area).
39. A park with a youth recreation area has been built as part of an expansion of an existing facility or as a new center of activities such as tennis, swimming, rollerblading, biking.
40. A museum (e.g. a High Desert Museum satellite) is in the Canyon.
41. New development is served only with underground utilities.
42. Converting overhead utilities to underground is a priority in the downtown area.
43. The North County COCC campus has been built near the Airport. It has grown in line with community and industry training and education needs.
44. A City/County/State government services facility provides a unified one-stop shop in a campus-like setting.
45. Advanced telecommunications infrastructure is in place in most community facilities and available to homes.
46. A comprehensive waste reduction/recycling center is located in Redmond.
47. The Fairground has multiple activities and facilities as well as a conference center for meetings and conventions.
48. Treated effluent is used in water features throughout the City.
49. Adequate medical emergency and fire facilities have been strategically located in relation to urban growth.
50. The City and the Redmond School District have identified future school sites prior to urban development.
51. Public schools are development within neighborhoods.
52. Public schools serve as multi-use community centers for families, adults and kids.

## **Commercial and Industrial Lands, Development & Jobs Commercial**

53. A variety of parking options exist, including small parking lots and bicycle/motorcycle parking.
54. Residential units are permitted above commercial and industrial uses in certain areas.
55. The downtown core is lively, has outdoor café seating and pedestrian walking is the norm
56. The historic character of the downtown core has been maintained and enhanced through historic renovation and restoration.
57. Some areas between the downtown core and the Canyon have mixed uses.
58. “Big box” commercial developments comply with presentation guidelines.
59. Convention center and hotel development has occurred near the airport.

## **Industrial**

60. An industrial park campus zone is established and serviced.
61. There is a 10-year supply of affordable industrial land.

## **Jobs**

62. A full range of industrial districts has been created.
63. The development process is streamlined.

## **Housing and Neighborhoods**

64. Mixed housing types, including single family, multi-family and secondary dwelling units (“granny flats”) are built within neighborhoods.
65. Some garages are now accessed from alleys and some garages are set back further than the house on the lot, creating a streetscape not dominated by garages.
66. Incentives are in place to promote infill residential development which increases density.
67. Affordable housing that retains its value over time is developed.
68. Affordable housing, including mobile home parks and subsidized housing, is within the Urban Growth Boundary.
69. The County and the City have flexible standards, permitting smaller lot sizes and smaller houses within the Urban Growth Boundary.
70. Recycling centers have been decentralized with satellite stations within neighborhoods.

71. Older neighborhoods have been preserved and revitalized.
72. Transit stops are built in neighborhoods.

### **Parks, Recreation and Open Space**

73. Parks are located throughout the greater Redmond area providing a variety of park activities.
74. Juniper Golf Course is operating somewhere.
75. Redmond is designated an “arbor city”. A tree planting, education program and protection of mature trees is in effect.
76. A joint City/Bureau of Land Management interpretative center at the Redmond Caves is open to the public.
77. Trails in the Redmond Canyon and along the canal are used.
78. Redmond parks and Central Oregon Parks and Recreation District are responsive to the needs of the community and are cost effective.
79. Development of the “ old ” fairgrounds includes a city park and public facilities.
80. A centrally located downtown park plaza, including public restrooms, has been developed.
81. The Redmond Canyon has been developed in accordance with the Canyon Master Plan, which has a Maple Street crossing touching the grade of the canyon.
82. Ray Johnson Park has been relocated from its former site on Highway 97.
83. Appropriate public lands are preserved for recreation.
84. The Bureau of Land Management’s available lands are integrated into greater Redmond’s park and recreation planning.
85. There is a neighborhood park within walking distance of every home.
86. The park system includes: mini-parks, neighborhood parks, community parks, regional parks, and special use parks.
87. Redmond has a significant park water feature.
88. The City identifies and acquires sites for parks through the subdivision process.
89. Parks throughout Redmond have structures for public gatherings.

90. Parks and schools are linked to neighborhoods with trails.

### **The “Old Fairgrounds” Site on Highland Avenue<sup>4</sup>**

91. The “old” Fairgrounds has a transition “mixed use” zone between the C-2 and R-5 zoning.

92. The canal within the “old” fairgrounds site has been diverted, creating a water feature within the site.

93. Critical street connections (re 9th Street) to the “old” fairgrounds have been maintained, providing through traffic circulation and access.

94. Open green space exists on the “old” fairgrounds site.

## **IDENTIFY GOALS AND DEVELOP POLICIES**

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- Goals and policies were developed for the City in these areas:
- Urban Form and Community Design
- Housing and Neighborhoods
- Commercial/Industrial Land Development and Jobs
- Parks, Recreation and Open Space
- Historic and Cultural Resources
- Transportation
- Public Facilities and Infrastructure

## **REVIEW BUILDABLE LANDS**

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All lands within the Redmond Urban Growth Boundary were studied to determine if there are adequate supplies of residential, commercial, industrial, public facilities, and open space lands to support the 35,845 persons projected to be living here by the year 2020. Chapter 3, Housing and Neighborhoods, and 4, Commercial and Industrial Lands, Development and Jobs provide a detailed analysis of land needed within the UGB during the planning period, 1999 to 2020.

## **MAKE CHANGES TO THE REDMOND URBAN AREA COMPREHENSIVE PLAN MAP**

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To insure that the inventory of residential, commercial, industrial, public facilities and open space lands are available for development during the next 20+ years changes were made to the Redmond Urban Area Comprehensive Plan Map.

## **IMPLEMENTATION**

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The Redmond Urban Area Planning Commission and the Redmond City Council will be working over the next few years to set the action steps necessary to implement the Goals and Policies in motion.

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<sup>4</sup>This category was considered an area of concern at the time of the visioning process.