

City of Redmond

Comprehensive Plan Text Amendments Legislative Action for Amending the Comprehensive Plan Related to Urban Growth Management and Housing Policies and Procedures

A Proposal Submitted to
Department of Land Conservation
and Development



Prepared for:

City of Redmond
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I. PROPOSAL SUMMARY INFORMATION

File No: TA 06-01; PA 06-03
Applicant: City of Redmond
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Applicant's Representative: City of Redmond

Request: To amend the Redmond Comprehensive Land Use Plan to add policies regarding how land may be added to the UGB from designated urban reserve areas, add an Urban Holding plan designation, adopt a framework plan for guiding the character, design, and direction of future urban growth in the urban growth boundary, and policies for master planning land brought into the UGB. Also modify housing policies to promote more efficient use of land that already is inside the UGB.

Location: Area wide implications

Legal Description: The Redmond Urban Growth Area

II. INTRODUCTION

Background

The City of Redmond is submitting this Plan Amendment proposal to do the following:

- Replace the Economy Technical Element of the Comprehensive Plan
- Replace the Housing technical element of the Comprehensive Plan
- Amend the Comprehensive Plan's Land Use Planning, Economy and Housing policies.
- Replace the Comprehensive Plan's Urbanization Policies to:
 - Establish procedures for bringing adopted Urban Reserve Areas (URA) into the UGB;
 - Establish procedures for securing development approval of land in the UGB that is designated URBAN HOLDING AREA on the comprehensive plan map.
 - Establish a Framework Plan concept for community design and character for urban reserve areas and land added to the UGB;
- Amend the Urban Growth Management Agreement with Deschutes County regarding how land is annexed to the Redmond Urban Growth Boundary.

The City of Redmond and Deschutes County established urban reserve areas (URA) in 2005. The adopted URA includes 5,664 acres and, when added to undeveloped land inside the existing Redmond UGB, is expected to meet future residential, commercial, and industrial land needs for the City of Redmond for the next 50 years. The URA designations were established through amendments to the City of Redmond Comprehensive Plan policies and maps and to Deschutes County's Comprehensive Plan policies, maps, Transportation System Plan, and zoning codes. The URA adoption process met state land use and transportation regulations. For a map showing the adopted Urban Reserve Areas, go to:

<http://www.co.deschutes.or.us/download.cfm?DownloadFile=528079F5-BDBD-57C1-9B436B9F47F86222>

That same year, the city completed an urbanization study that demonstrated a need for adding more than 2000 acres of land to the Redmond Urban Growth Boundary (UGB) to meet identified housing, commercial, open space, and public facilities needs consistent with the city's 20-year coordinated population forecast. Related map amendments are adding land to the UGB to meet the identified housing needs and to improve the balance between the location of employment land and housing. Only lands designated as urban reserve are proposed for annexation to the UGB. The text amendments proposed herein enable the management of land being annexed to the UGB and promote more efficient use of land that already is within the UGB.

III. CITY OF REDMOND COMPREHENSIVE PLAN AMENDMENTS

Overview

The Redmond Comprehensive Plan is being amended in several fundamental ways to accommodate the rapid growth that is occurring in the region. The first step in this process occurred in 2005 when the city and county designated 5664 acres of land as urban reserves for the purpose of managing urban expansion for a 50-year planning horizon. The next step is to establish a process for bringing land from urban reserve areas into the UGB and adopt procedures for the orderly conversion of that land from rural to urban use. The proposed comprehensive plan amendments accomplish this by doing the following.

- Amend Section 2 and Section 14 of the Comprehensive Plan to include policies that outline a process for bringing land into the Urban Growth Boundary (UGB);
- Amend the Urban Growth Management Agreement to include the process for amending the UGB between the city and county;
- Amend Section 14 of the Comprehensive Plan to include the Greater Redmond Area Framework Plan as an element of the planning process for managing urban expansion;
- Adopt an URBAN HOLDING plan designation and related city zoning for land that is brought into the UGB;
- Amend Sections 2 and 14 of the Comprehensive Plan to include policies that enable the city and county to manage land in the Redmond UGB using a two map system: a Comprehensive Plan Map, and city / county zoning maps;
- Amend Sections 2 and 14 of the Comprehensive Plan to include a policies that require master planning for land that is brought into the UGB in advance of development approval;
- Amend policies in Chapters 9, 10, 11, and 12 of the Comprehensive Plan to be internally consistent and relate more directly to goal topics.
- Amend various parts of the city's development code to establish land use procedures and decision criteria for approving UGB amendments, interim zoning, master plans, and site plans for properties brought the UGB. The anticipated sequence is that all land brought into the UGB will retain county zoning or, if annexed into the city, be rezoned using a urban holding zone until master planning is completed that establishes how the land will be converted from rural to urban uses.

Redmond currently uses a one-map system where the comprehensive plan map and the zoning map are one in the same. This has been possible in part because the UGB and city limits are one and the same. With the addition of county land to the UGB, that will no longer be the case. The city and county intend to change from a single map to a two map system for the Redmond UGB so that land with rural zoning can remain consistent with plan designations for future uses, such as land in the county that is zoned EFU but is designated for urban uses on the plan map. The Comprehensive Plan Map shows general land use designations for major land use categories, like Residential, Commercial, Industrial, and Open Space. The City and Deschutes County implement the plan map using zoning districts that regulate the development of land consistent with adopted plan designations. The comprehensive plan designations, therefore, are consistent with both city and county zoning districts.

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Chapter 2 LAND USE PLANNING

9. The City of Redmond will adopt a Comprehensive Plan Map that identifies planned uses for all land within the Redmond Urban Growth Boundary. The land use designations in Table 2.9.1 will be used on the Comprehensive Plan Map to designate areas intended for the land uses described. The table also includes a list of city and county zoning designations that are compatible with the associated comprehensive plan map designation. All property in the Redmond UGB is considered to have the status of an urban holding zone. County zoning may be retained on any parcel brought into the UGB, regardless of its plan designation, but urban development consistent with the plan designation may not be approved until the land is annexed to the City of Redmond and rezoned consistent with the zoning categories listed below.

Table 2.9.1 Redmond Comprehensive Plan Land Use Map Designations

<u>Map Label</u>	<u>Designation</u>	<u>Description</u>	<u>City Zones</u>	<u>County Zones</u>
UHA	<u>Urban Holding Area</u>	<u>Land that is not yet planned for urban uses</u>	<u>UH-10</u>	<u>EFU, RR-10</u>
RL	<u>Residential Low Density</u>	<u>Land designated primarily for single family homes on single lots.</u>	<u>R-1, R-2</u>	<u>EFU, RR-10</u>
RM	<u>Residential Medium Density</u>	<u>Land designated for a mix of housing types; single family, duplex, triplex, and multi-family structures are permitted.</u>	<u>R-3, R-4</u>	<u>EFU, RR-10</u>
RH	<u>Residential High Density</u>	<u>Land designated for attached single family and multi-unit housing structures.</u>	<u>R-5</u>	<u>EFU, RAR-10</u>
NC	<u>-Neighborhood Commercial</u>	<u>Areas planned for a mix of neighborhood commercial and residential land uses.</u>	<u>R-5, C-3, C-4, C-N</u>	<u>EFU, RR-10</u>
MU-D	<u>Mixed Use - Downtown</u>	<u>Downtown Redmond</u>	<u>C-2</u>	<u>EFU, RR-10</u>
MU - E	<u>Mixed Use - Employment</u>	<u>Areas planned for a mix of industrial employment uses with supporting commercial uses</u>	<u>M-1, M-2, C-N, R-5</u>	
C	<u>Commercial</u>	<u>Commercial uses planned outside centers</u>	<u>C-1, C-3, C-4, C-5</u>	<u>EFU, RR-10</u>
I	<u>Industrial</u>	<u>General industrial use areas</u>	<u>M-1, M-2,</u>	<u>EFU, RR-10</u>
PF	<u>Public Facility</u>	<u>Public and semi-public institutions</u>	<u>FG, A, PF</u>	<u>EFU, RR-10</u>
OS	<u>Open Space</u>	<u>Recreation and open space areas</u>	<u>OSPR, P</u>	<u>EFU, RR-10</u>

10. The following purpose statements describe the predominant land uses designated on the Redmond Urban Area Comprehensive Plan Map.
- a. Urban Holding Area (UHA) – This plan designation is for areas within the urban growth boundary that have not yet completed urban planning and are as yet not fully compliant with city, county, and state land use planning

Comment [WS1]: The Planning Commission wants to review this after discussing EFU zoning with the Deschutes County PC.

requirements. Agricultural, rural residential uses and other uses allowed in the UH-10 zone are allowed on an interim basis so long as their location and operation does not impair the future conversion of these lands from rural to urban use. New parcels less than 10 acres in size may not be created within areas designated UHA.

- b. Residential Low Density (RL) – Areas designated RL are intended primarily for development as single family home sites. Planned urban densities are expected to average 3 dwelling units per acre with densities ranging from 2 units per net acre to 5 units per net acre. The Redmond Development Code may establish more than one zoning district for the RL designation to address local conditions and the need for different development review criteria.
- c. Residential Medium Density (RM) – Areas designated RM are intended primarily for development as single-family home sites intermixed with attached housing products. Planned urban densities are expected to average more than four dwelling units per acre with densities ranging from four units per net acre to twelve units per net acre. The Redmond Development Code may establish more than one zoning district for the RM designation to address local conditions and the need for different development review criteria.
- d. Residential High Density (RH) – Areas designated RH are intended primarily for development as multi-family development complexes, condominiums, congregate living facilities, and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre. The Redmond Development Code may establish more than one zoning district for the RH designation to address local conditions and the need for different development review criteria.
- e. Neighborhood Center (NC) – Areas designated NC are intended for development as commercial service areas supporting surrounding residential neighborhoods. Commercial uses and development form may not be of a type found in highway commercial and strip commercial development areas. NC areas also may include residential uses, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in NC areas may not take direct access from arterial or collector streets.
- f. Mixed Use Downtown (MUD) – The MUD designation is for the area defined as the Redmond Downtown. Uses in the MUD area are subject to regulations contained in the Redmond Downtown Plan and related zoning districts.
- g. Mixed Use Employment (MUE) – Areas designated MUE are intended for development as employment centers developed as campus-type or light industrial with some limited commercial and residential development contained within the MUE area. Stand alone residential projects are not permitted within the MUE area. The City may provide for mixed use projects located within the MUE through planned developments. Commercial uses must be of a type and scale that is designed to support surrounding industrial and employment uses and may not be used for commercial development that serves a regional retail function, such as large merchandize retailers, home improvement centers, and mini-mall developments.

Comment [WS2]: This additional description is needed because the PC took out MUC's and replaced that designation with NC (Neighborhood Center).

- h. Commercial (C) – Areas designated Commercial on the plan map are intended primarily for commercial retail and service uses for local or regional scale development. Highway commercial uses are allowed where transportation impacts can be managed in conformance with state and local requirements. Residential development may be permitted in the C designation, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in “C” areas may not take direct access from arterial or collector streets.
 - i. Industrial (I) – areas designated “I” on the plan map are intended primarily for industrial and employment uses. Commercial uses may be permitted when they are of a type and scale that is designed to support surrounding industrial and employment uses. Industrial areas may not be used for commercial development that serves a regional retail function, such as large merchandize retailers, home improvement centers, and mini-mall developments. The Redmond Development Code may establish more than one zoning district for the “I” designation to address local conditions and the need for different development review criteria to serve different types of industrial uses, such as heavy industrial, light industrial, and campus industrial uses.
 - j. Public Facilities (PF) – Areas designated PF on the comprehensive plan map are intended for development as public and quasi-public facilities serving local and regional needs. Uses may include municipal utility installations, electrical installations, schools, public recreational uses, government buildings and other uses. The Redmond Development Code may establish more than one zoning district for the PF designation to address different development review criteria for different types of public facilities.
 - k. Open Space (OS) – Areas designated OS include areas not intended for urban development that are planned to remain in an undeveloped state for use as active or passive recreation or to avoid placing development in areas that may have development hazards. The Redmond Development Code may establish more than one zoning district for the OS designation to address different types of OS objectives, including areas where development is restricted altogether or permitted on a limited bases subject to special review criteria.
11. The City of Redmond will adopt a master planning process for completing the land use planning process for areas inside the UGB that are designated Urban Holding or for Urban Reserve Areas that are being considered for inclusion in the UGB. Changing the land use plan for Urban Holding areas requires amending to the comprehensive plan; consequently, master plan approval and related comprehensive plan amendments for UH areas may only be approved through a legislative review process. Annexation will occur concurrently with Master Plan approval or after the City has approved a Master Plan, comprehensive plan designation(s) and zoning for property and / or parcels being brought into the City. Compliance with an approved Master Plan is mandatory for property subject to the approved Plan.

Chapter 9 - Economic Development

The City of Redmond has undergone rapid economic change since 2000. A recently completed Urbanization Study prepared by ECONorthwest, Inc. evaluated land available for development and redevelopment and economic development trends in Redmond. As a result of that analysis, the following policy amendments are recommended to the comprehensive plan. In addition, it is recommended that the city replace the 2020 Comprehensive Plan Addendum Chapter 5 – Economic Element. The proposed new chapter addresses economic development issues and trends through the year 2025. It is attached as Exhibit A.

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 Corporation and Economic Development for Central Oregon (EDCO). The following goal statements describe Redmond's future economic hopes. These goals provide the foundation for the economic policies in this chapter.

GOALS

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

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Comment [WS3]: Commissioner Evans' language.

8. Protect industrial lands from being converted to commercial uses, while allowing limited service commercial uses that directly support industrial areas.
9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.
10. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Redmond Urban Growth Boundary.
11. Maintain Redmond's favorable employment to housing ratio by taking affirmative steps to ensure that economic development and employment growth keeps pace with population growth, especially for industrial employment.

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 19th 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. Mixed use employment zoning shall be provided for offices, professional services, medical uses, light industrial and supporting commercial (e.g., restaurants) and recreational uses (e.g., golf course). The City shall adopt a mixed use employment zone at the time of the next comprehensive plan update.

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 to:
 - a) Protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.
 - b) Encourage landscaping and other forms of city beautification for the purpose of enhancing the physical character of commercial areas and the overall City.
 - c) Maintain alleyways as viable pedestrian walkways in the CBD area and to promote an atmosphere therein for pedestrian traffic.
 - d) Solve the problems of parking within the CBD area and to prevent or minimize such problems in other and new commercial development.
 - e) Increase customer convenience and accessibility to downtown businesses, minimize congested traffic conditions and pedestrian/auto conflicts, and generally promote the downtown area.
 - f) Focus community efforts to improve the overall appearance of existing

commercial areas and encouraged to all new developments.

- g) Encourage new commercial areas in ~~outlying sections~~ developing neighborhoods to be ~~developed—clustered as—in~~ mixed-use neighborhood commercial centers rather than as strips along major roads.
- h) Establish development standards for all commercial areas and particularly for those ~~which will be~~ that are planned within mixed-use centers and in areas where commercial and industrial uses are 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) Rehabilitate or re-develop older commercial areas in order to retain their values to the community, including the Downtown and Highway 97 corridor after the highway is re-routed to a limited access corridor.

Lands

- 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 consistent with the Economic Opportunities Analysis and Buildable Lands Analysis.
- 15. Redmond shall evaluate, and potentially expand, the boundaries of the central business district as the community grows to ensure the downtown area is adequate to meet the needs of a growing population.

Appearance

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

Central Business District (CBD)

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

21. Downtown park plazas shall be developed and/or expanded.
22. Conflicts between parking and moving traffic, especially on 5th and 6th streets should be minimized.
- ~~23. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.~~
23. Pedestrian access to, through, and within the Central Business District should be improved by providing safe, continuous sidewalk with well marked curb extensions at street intersection crossings. Connections to the surrounding neighborhoods and the Dry Canyon should be prioritized.
24. Bicycle access to, through and within the CBD should be improved on roadways and alleyways and secure bike parking areas should be provided by businesses.
25. Secure and safe bike storage areas should be ~~considered~~ developed.
26. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
27. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
28. Commercial development should be based on the following goals, guidelines and principles:
 - a) Separation of pedestrian and through motor vehicle traffic.
 - b) Grouping of retail opportunities conducive to pedestrian shopping movement.
 - c) Convenient, identifiable and accessible parking.
 - d) Major highway traffic should be routed around the CBD but provide convenient access to commercial areas and their parking facilities.
 - e) Incorporate inter-parcel connectivity between adjacent commercial developments
 - f) Encourage wherever possible shared/joint access to adjacent commercial development from adjacent public streets.
 - g) By-pass industrial and truck traffic around commercial areas, particularly the CBD.
 - h) Improve CBD shopping environment ~~and through investment in public amenities~~ such as pedestrian furnishings, public gathering spaces, lighting and signage.

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Comment [WS4]: Evans

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~~e) Provide for future CBD growth needs.~~

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29. The permanency of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.

- a) Professional services
- b) Product-oriented businesses such as grocery, variety, drugs, clothing, home furnishings, art galleries, hardware, specialty products, etc.
- c) Service-oriented businesses such as laundry, beauty salons, barber shops, shoe repair, household repair and products, etc.
- d) Entertainment facilities such as cafes, restaurants, brew pubs, theaters, etc., ~~except those with associated tourist accommodations guest lodging, and travel services.~~
- e) Governmental service offices.

30. C-1 (strip commercial) commercial type businesses, big box retail/wholesale and drive-thru businesses are incompatible with the CBD.

31. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas and buildings.

Neighborhood Commercial

32. ~~The need for s~~ Small neighborhood stores, which provide a limited number of products and services ~~to~~ for adjacent and nearby residential areas, shall be recognized and provisions for such uses shall be provided in City development regulations.

33. ~~Neighborhood commercial centers are small developments which that 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 shall be provided for and regulated as mixed use districts. Neighborhood Commercial Districts Centers should be appropriately spaced in the areas shown on the Framework Plan with at least 5000 residents Higher residential densities are required in the vicinity of the Center and densities may decrease as distance increases from the Center. The intent is to have higher density close to the Center.~~

Comment [EWM5]: What does this have to do with neighborhood commercial?

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Highway Commercial Development

34. Commercial development adjacent to arterial streets and State highways shall be subject to access restrictions.

35. C-1 commercial development along Highway 97 shall be encouraged to provide service access roads which feed into arterial and collector streets at designated points.

36. C-1 commercial developments shown on the plan along highways should not be extended.

37. ~~At the time of the next Comprehensive Plan Update, the City should review and analyze the land uses occurring around the North "Y" and in the US Highway 97 corridor. The City shall, at the time that the are impacted by the proposed highway re-location of US Highway 97 is determined, review and analyze the land uses occurring around the North AY@~~

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38. The City shall encourage ~~Anodal@ type C-1~~ "nodal" (compact, mixed use) commercial development and integrated shopping centers with consolidated access points and inter parcel connectivity as a means to consolidate commercial land uses to reduce for reducing traffic impacts on the transportation system.

Tourist Commercial

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

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Shopping Centers

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

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Signs

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

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Housing in Downtown and Neighborhood Commercial Areas

41. 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.

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42. ~~Housing shall be permitted over commercial ground floor commercial uses in the Downtown, Neighborhood Commercial and in Mixed Use Centers~~

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43. Housing of medium to high density should be encouraged and promoted close to and within the Central Business District and Neighborhood Commercial Centers.

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Parking

44. ~~Consideration should be given~~ Alternatives must be considered and deemed infeasible before any historically significant building is demolished to make way for a parking lot or garage in the CBD.

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45. The public and private sector should work together to develop and implement a plan to

provide an adequate supply of clearly signed and designated parking in the Central Business District for customers, patrons, employees and residents.

Chapter 10 – Housing

The City of Redmond has undergone rapid growth since 2000. The June 2005 City of Redmond Urbanization Study prepared by ECONorthwest, Inc. evaluated land available for residential development inside the Redmond UGB and housing development trends and needs through the year 2025. As a result of that analysis, the following policy amendments are recommended to the comprehensive plan. In addition, it is recommended that the city replace the 2020 Comprehensive Plan Addendum Chapter 4 – Housing Element. The proposed new chapter addresses housing issues and needs through the year 2025. It is attached as Exhibit B.

Chapter 10 HOUSING

OVERVIEW

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

GOALS

1. Provide adequate buildable residential land to meet the projected 20 year housing need.
2. Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.
3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, services, parks, shopping and employment centers.
4. Disperse housing for the elderly, disabled, developmentally challenged and low income citizens of the community throughout Redmond's residential neighborhoods

which are close to schools, services, parks, shopping and employment centers rather than concentrating these dwellings in areas.

5. Provide a broad range of accessible and affordable housing. (Affordable housing 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.
7. Strive to meet the needed housing mix of 60% single-family housing types and 40% multiple family housing types as a long-range target, and an average residential density of 7.5 dwelling units per net acre, or 5.9 dwelling units per gross acre over the 20-year planning period between 2005 and 2025.

POLICIES

Existing Housing

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

1. The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.
2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
3. The City shall take steps to assist lower income home owners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

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Deleted: affordable housing opportunities continue to exist

Residential Compatibility

4. 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.
5. Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Accessory Dwellings

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

Manufactured & Mobile Homes

8. ~~Mobile~~ Manufactured homes shall may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with ORS 197.303(1)(d) to allow persons and families a choice of residential products.
9. ~~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 of a and design of mobile home on an individual lots and for the design of manufactured dwelling parks in areas designated for residential use.
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 (as amended).
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.~~
11. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.
12. Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.
13. Garages should be accessed from alleys where alleys are provided.
14. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.
15. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and approved Master Plans

Uses Permitted in Residential Areas/Zones

16. ~~Neighborhood commercial shopping areas, e,~~ Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.

17. ~~Certain private recreational uses~~ Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.
18. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.
19. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.
20. Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan.
21. Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.
22. New fire stations and police substations may be located in close proximity to residential areas.
23. Schools and parks should be ~~distributed throughout the~~ allowed as a conditional use in residential areas of the community and to ensure there is adequate buffering between school and park activity areas and nearby dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.

Multi - Family Housing Development ~~Dwellings and Manufactured Home Parks~~

24. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses ~~and maintaining the character of existing residential areas.~~
25. 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.
26. ~~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.~~
26. Higher density neighborhoods should complement the areas in which they are located. ~~and manufactured home parks.~~ Development criteria should include:
 - a) Buffering by means of landscaping, fencing or distance from conflicting uses.
 - b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.
 - c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.

- d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.
- e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.
- f) ~~as well as~~ Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.
- g) ~~The siting of buildings to minimize the visual impact the visual effects of of parking areas from public streets and to increase the availability of privacy and natural surveillance for security.~~
- h) Access points for automotive, pedestrian, and bike traffic.
- i) Signage.
- j) Street connectivity.
- k) Traffic impacts.

Comment [EWM6]: I am assuming that these paragraphs are not yet written?

Affordable Housing

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

Density

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

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

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

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Chapter 11 - Public Facilities

Redmond does not currently have a policy that defines roles and responsibilities for carrying out public facility planning in the Redmond Urban Growth Boundary, as required by state land use planning rules. The following policy is recommended to be added to Chapter 11 – Public Facilities and Services.

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Chapter 11 PUBLIC FACILITIES

Public Facility Planning and Coordination

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

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Chapter 12

TRANSPORTATION ELEMENT

OVERVIEW

The purpose of this chapter is to amend the transportation element of the Redmond Urban Area 2020 Comprehensive Plan Addendum and the Redmond Urban Area Transportation System Plan to make corrections to the Comprehensive plan and the Transportation System Plan map.

Goal 12. Transportation – To provide and encourage a safe, convenient and economic transportation system.

To comply with Statewide Goal 12, the City of Redmond is adopting the following:

A. The following are designated as Minor Arterial Streets:

1. SW Canal Boulevard from the existing City limits southwest to the intersection with Helmholtz Way.
2. Helmholtz Way from the intersection with Canal Boulevard north to the intersection with Maple Avenue.
3. Maple Avenue from the intersection with Helmholtz Way east to the existing City limits.
4. Northwest Way / 27th Street from the existing City limits north to the proposed intersection with Pershall Way.
5. Pershall Way from the intersection with Northwest Way east to the intersection with State Highway 97.

B. The following are designated as Major Collector Streets:

1. Spruce Avenue from existing City limits west to the UGB boundary.
2. 35th Street from the intersection of Quartz Avenue north to the UGB boundary.
3. Hemlock Avenue from the intersection of 35th Street west to the intersection with Helmholtz Way.
4. Elkhorn Avenue from the intersection of Helmholtz Way east to the intersection with 19th Street.

Chapter 14 - Urbanization

The following text is proposed to replace the existing Chapter 14 (Urbanization Element) of the City of Redmond's Comprehensive Plan. Proposed changes to the existing chapter include:

- Adding a goal that calls for collaborative establishment of Urban Reserve Areas for 30 to 50 years of growth;
- Focusing on policies for the establishment and amendment of UGBs and URAs;
- Documenting population and employment projections coordinated between the County and City;
- Removing policies that relate to development standards and leaving that discussion to the City's Development Code;
- Providing more guidance on master planning for areas being prepared to be urbanized; and
- Revising the Community Design section to emphasize urban form concepts, especially in planned neighborhood centers.

Chapter 14 URBANIZATION ELEMENT

OVERVIEW

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

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

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

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

GOALS

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

longer-term (30 to 50-year) tool to direct and manage urban growth in the Redmond area while the Urban Growth Boundary provides a 20-year land supply.

POLICIES

Urban Growth Boundary and Urban Reserve Areas

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

Population:	<u>45,724</u>
Employment:	<u>22,070</u>
3. The City will update its buildable lands inventory and evaluate the UGB every three (3) to seven (7) years to ensure that that boundary contains sufficient buildable land to meet projected urban growth needs for the succeeding 20-year period in conformance with Oregon Revised Statutes 195 and 197.
4. In anticipation of the need to expand the UGB to accommodate population and employment forecasts for the year 2025 and beyond, the City of Redmond and Deschutes County have jointly agreed to establish an Urban Reserve Area (URA) consistent with state law. Designating an urban reserve area achieves the following objectives:
 - a) It identifies appropriate lands to be reserved for eventual inclusion in the UGB.
 - b) It protects urban reserve area lands from development patterns that would impede long-term urbanization. This will be accomplished through Deschutes County adoption of policies and regulations for the Redmond Urban Reserve Area.
 - c) It provides more certainty for jurisdictions, service districts and property owners to undertake longer-term planning for public facilities and services such as transportation, sewer and water, schools and parks.
5. The City and County have jointly determined that the City should include a 30-year supply of land within the urban reserve beyond the 20-year time frame used to establish the UGB.
6. Urban Reserve Area lands will be included within the Urban Growth Boundary on a phased basis as the need for urbanizable land warrants an expansion. The City and County may establish a strategy and priority for expanding the UGB based on factors such as proximity to existing urban development and ability to extend public facilities and services in an orderly and efficient manner.
7. Property owners have the opportunity to request that land within a designated Urban Reserve Area be included within the Redmond Urban Growth Boundary, based on consideration of the following factors outlined in Statewide Goal 14:

- a) Demonstrated need to accommodate urban population growth requirements;
 - b) Need for housing, employment opportunities and livability;
 - c) Orderly and economic provision of public facilities of services;
 - d) Maximum efficiency of land uses;
 - e) Retention of agricultural land;
 - f) Compatibility of urban uses with nearby agricultural activities; and
 - g) Environmental, energy, economic and social consequences.
8. The City and County will favor UGB additions that are of sufficient size and scale to be integrated into the urban area as complete neighborhoods or other community elements rather than isolated individual parcels. Privately initiated requests for UGB amendments should include a minimum of 200 acres and shall be based on demonstrated land needs to maintain a 20 year supply of urbanizable land within the UGB.
9. When land is brought into the UGB, it shall be designated URBAN HOLDING AREA (UHA) on the comprehensive plan map, unless the land being added to the UGB also has Master Planning in place that meets the requirements outlined in Urbanization Policy 12. Land that is designated UHA and under county jurisdiction may be zoned for exclusive farm use (EFU) or RR-10. Land that is designated UHA that is inside the city may be zoned Urban Holding-10.
10. The Urban Holding Area plan designation may be replaced when the land is approved for urban development through a master planning process, rezoning or, in limited cases, through a site planning review process (see below).
11. Master plan approval for properties designated UHA may be carried out through city initiated legislative action or a property owner initiated quasi-judicial approval process. Master planning for land not designated UHA may be carried out through city initiated action or by property owners through a quasi-judicial review process.
12. Master plans for areas designated Urban Holding (UH) on the Comprehensive Plan Map may be prepared for contiguous properties greater than 100 acres and must address all of the following requirements.
- a) Plan Objectives. A narrative shall set forth the goals and objectives of the master plan.
 - b) Plan Area and Context. A map of the plan area and surrounding vicinity shall set the context for the master plan. Include a list of all affected properties with ownership, parcel size, etc. and other information that is pertinent to the plan.
 - c) Land Use Diagram. The land use diagram shall indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities. The plan shall show proposed comprehensive plan designations and zoning.
 - d) Significant Resources Inventory. An inventory of significant natural resources, scenic and historic resources, and open space areas that have the potential to qualify for protection under Redmond's Goal 5 resource protection program.

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Comment [WS7]: This policy still has the issue of EFU zoning which needs to be resolved.

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When significant resources are present, the master plan shall include a management plan to protect resource sites;

- e) Parks and Open Space. Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park and Recreation Master Plan (Park Plan). In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use;
- f) Air, Noise, and Water Resources. Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, state, and federal regulations. This requirement is particularly important for the management of urban storm water that is discharged into the ground;
- g) Natural Hazard Areas. Inventory areas subject to natural hazards, particularly steep slopes;
- h) Site Design and Development Standards, if different from normal City standards.
- i) Residential Uses. Identify areas planned for housing development and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan. The Framework Plan includes policies that specify the housing densities that shall be achieved in order to meet future housing needs. Where proposed land uses differ from those shown in the framework plan, the master plan shall result in an alternative development concept that achieves the housing objectives outlined in the Framework Plan or shall show a different plan and gives reasons why that plan will result in development that is better than the Framework Plan. Affordable housing allowances shall be addressed in all Master Plans.)
- j) Employment Areas. Identify areas planned for employment use and/or mixed uses and proposed zoning districts for them. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district meets the same or greater housing and employment densities in the zoning district most closely related to the use envisioned in the Redmond Framework Plan.
- k) Transportation Analysis and Diagram. Prepare a traffic impact analysis and local street plan that is consistent with street spacing and connectivity guidelines in the Redmond Transportation System Plan. Show the proposed classification for all streets down to collector. Show the location of all approved TSP improvement projects and any capital improvements related to the project that may need to be added to the TSP. Show proposed bicycle routes and pedestrian facilities and trails. Show how streets, bike routes, and pedestrian facilities will connect with adjacent urban areas and be extended to adjacent un-planned urban areas. Typical street cross-sections must be shown unless approved city street cross sections are used. Address on street and off street parking.

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- l) Public Facilities Analysis and Diagram. The plan shall include a conceptual layout of public facilities (including at least sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis should address overall capacities and funding strategies for public facilities and must be consistent with the city's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the plan that may require amending the PFP.
- m) Public, Semi/Quasi-Public Buildings. Identify if and where public and/or semi-public buildings are located in the neighborhood, such as public or private schools and community centers.
13. Master plans for areas designated Urban Holding Area (UHA) on the Comprehensive Plan Map shall be prepared for contiguous properties between 10 and 100 acres and must address all of the requirements in 12 above and integrate into existing established, platted or master planned neighborhoods.
14. The City of Redmond will adopt and implement Intergovernmental Agreements with Deschutes County and other agencies to facilitate long-range transportation planning and master planning of the Redmond Urban Reserve Area.
15. The City will encourage the master planning of urban reserve area(s) by all property owners, including Deschutes County, prior to approving an Urban Growth Boundary amendment.
16. The City of Redmond will cooperate with Deschutes County to master plan the County-owned property located east of Redmond. 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.
17. All Master Plans shall observe and incorporate the Great Neighborhood Principles below. Creative approaches to implementing the principles is encouraged, particularly in ways that respect Redmond's location, climate, topography, geology, culture and history:
- a. Walkable and bikable. Connect people and places through a complete street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops.
 - b. Interconnected grid streets designed to balance the needs of all users. Streets shall be intergraded within the neighborhood and to adjoining existing neighborhoods or planned areas and shall comply with the City's grid street policies.
 - c. A mix of housing types and densities should be integrated into the design of new neighborhoods.
 - d. Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities within walking distance, and integrated and connected greenways throughout the neighborhood and to the larger community. Central parks and plazas shall be provided to create public gathering places. incorporate significant geological features such as rock

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outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood parks are required within ½ mile (5 minute walking distance) of all neighborhoods.

e. Tot lots shall be required for subdivisions consisting of 25 lots or more in the R-M and R-H designated areas.

f. Diverse mix of activities. A variety of uses will be required in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes.

g. Canal trails. If canals or laterals are present in the neighborhood, multi-use trails at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall also be identified and provided at logical locations.

h. Public art. Public art is encouraged to be provided at the gateways to neighborhoods or in and around the center of neighborhoods to provide focal points.

i. Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter within scenic corridors.

j. Environmentally friendly and energy efficient design is encouraged to be incorporated in all facets of the Master Plan, including public and private infrastructure, architecture and building orientation, open spaces and natural areas, and provide transportation choices such as walking and biking. In addition, encourage the planting of native, drought-resistant trees to provide shade and to minimize water usage.

k. Urban – rural interface. Urban development shall interface with rural areas through open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface.

l. Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct place in the community, and unique character of the specific area in which the Master Plan is proposed.

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Development Approval without Master Planning

18. In some instances, approval of a development plan may be granted without going through a master planning process. This can occur for any parcel that is not designated for housing use in the framework plan provided site approval is secured through a PUD process, unless the land is to be used for a public use, such as for a park or school or some other public facility. Land that lies in an area planned for residential use may only obtain development approval without going through a master planning process when:

a. The parcel is less than 10 acres in size;

b. The site development plan conforms with the density guidelines established for the area in the framework plan;

c. The submission includes a local street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas;

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- d. Significant Goal 5 resources, as defined in Redmond Comprehensive Plan, Chapter 5, are identified and managed in accordance with Redmond’s Goal 5 resource protection program.
- e. The parcel can be annexed to the city of Redmond.
- f. The development application meets all other required elements for one of the city’s land use planning approval processes.

Redmond Framework Plan and Urban Character Guidelines

19. The City will adopt a Framework Plan for future urban areas in the UGB and the UHA. The Framework Plan will be used as a conceptual guide for future land uses in urban reserve areas and areas within the UGB designated Urban Holding on the comprehensive plan map. The Framework Plan is not parcel-specific and is intended to provide general guidance as to community form and design.

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20. The City will work to achieve the Framework Plan objective to developing “Neighborhood Commercial Centers” located on the City’s street network and away from State highway corridors in order to maintain a high degree of mobility within and through the city.

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21. Centers shall be designed to be pedestrian and bike friendly with development oriented toward public spaces. Master Plans for centers will include integrated design elements, such as gateway features, street lighting, pedestrian amenities, public areas and other features that enhance each center’s character and identity.

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22. The City will adopt zoning regulations for centers that allow a mix of employment commercial services and housing. Centers will feature a well-connected street system to the surrounding neighborhoods.

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23. Neighborhoods surrounding centers will provide a variety of housing types and choices with densities gradually increasing as one nears the center. It is envisioned that at least 5000 residents – the equivalent of around 2200 dwelling units - will be located within a five-minute walk of each center to provide a stable customer base for area merchants and opportunities for city residents to live in close proximity to services and employment.

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Special Interest Areas

24. The City will adopt a Downtown Plan that recognizes its function as a regional service center and that supports expansion of businesses as well as housing opportunities in the downtown area.

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25. The Airport/Fairgrounds area will be planned to serve specialty land uses, such as the Community College, the Deschutes County Fairgrounds, industrial uses, and recreation and tourist destination uses. Zoning will be flexible to allow for development of service businesses that support area employers and workers.

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| 26. The City will update and implement the Dry Canyon Master Plan to balance the preservation of this existing natural resource while providing additional recreational amenities for the community.

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