



REDMOND, OREGON

SUSTAINABLE CITY YEAR APPLICATION
2015/2016

City of Redmond, Oregon

Mailing Address:

716 SW Evergreen Avenue
Redmond, OR 97756

City Manager:

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Proposal / Project Manager:

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PARTNERS:

Redmond School District
Redmond Chamber of Commerce
Redmond Economic Development, Inc.
Redmond Downtown Association
Redmond Area Park and Recreation District
Redmond Parks Foundation
Oregon Department of Transportation
State Historic Preservation Office



CITY MANAGER'S LETTER:



CITY OF REDMOND City Manager's Office

716 SW Evergreen Ave
Redmond, OR 97756

(541) 923-7711
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www.ci.redmond.or.us

January 28, 2015

ATTN: Mark Schlossberg and Nico Larco

Dear Mr. Schlossberg and Larco:

The City of Redmond is honored to submit our application to the 2015 SCYP yearlong partnership with the University of Oregon's Sustainable Cities Initiative (SCI). The opportunity to harness the intellectual and analytical acumen of the students and faculty from across the University will bring great benefit to our city.

We pride ourselves on being an open and collaborative government and believe our values of innovation, particularly in our approach to comprehensive sustainability and livability, are perfectly suited to the goals of the SCI program.

The City of Redmond has approximately 145 employees, with an annual budget of about \$95 million dollars. We take our responsibilities of delivering services to our population of 27,000 very seriously. In 2015 Redmond is tackling multiple public policy issues and investments as we address growth related issues of wealth/job creation, poverty, transit, housing, public infrastructure, mobility, public safety and our role in contributing to the Central Oregon region.

Our application represents our willingness to recommend the Redmond City Council approve a budget of \$250,000 - \$300,000 for the SCI in the FY 2015/16 Adopted Budget. Confirmation of this will occur through Council action in May/June 2015 as part of the annual budget process. We also commit to devoting the staffing resources to make this proposal a success.

Thank you for consideration of our application.

With warm regards;

A handwritten signature in black ink, appearing to read 'Keith Witcosky', is written over a horizontal line.

Keith Witcosky
City Manager
Redmond, Oregon

MAYOR'S LETTER OF SUPPORT:



CITY OF REDMOND
Office of the Mayor

716 SW Evergreen Ave
Redmond, OR 97756

(541) 923-7710
george.endicott@ci.redmond.or.us
www.ci.redmond.or.us

January 28, 2015

ATTN: Mark Schlossberg and Nico Larco

Dear Mr. Schlossberg and Larco:

As Mayor of the City of Redmond this letter represents the City Council's enthusiastic support for the City's application to participate in the SCYP for the 2015/16 Academic Year.

On December 9, 2014, City staff made a presentation to the Redmond City Council at a City Council meeting, outlining the purpose of the program and how Redmond can benefit from the breadth and depth of talent presented by University of Oregon students and professors. The presentation was received very positively by all members of the City Council, and staff was provided direction to proceed forward with an application.

We look forward to this partnership helping our community advance critical initiatives.

Thank you for offering us this opportunity.

Sincerely,

George Endicott
Mayor
City of Redmond, Oregon

INTRODUCTION TO REDMOND:

THE COMMUNITY

The City of Redmond was established in 1910 and is commonly referred to as “The Hub” since it is geographically the center of Central Oregon. With a population of approximately 26,800, Redmond sits at the western edge of Oregon’s High Desert in Deschutes County, just four miles from the Deschutes River, a half-hour from the Cascade Mountains and within minutes of several lakes. This high desert community rests on a flat plateau at an elevation of 3,077 feet above sea level. The climate is semi-arid, with average annual precipitation of only nine inches – the majority of which falls in the winter and spring months. Redmond receives on average 300 days of sunshine each year. The area has four distinct seasons each bringing refreshingly different weather. The natural beauty that surrounds Redmond is unique in Central Oregon, from the beautiful stand of Western Juniper trees to the various recreational activities, including camping, fly fishing, world-class rock climbing at Smith Rock State Park, golfing, hiking, and all types of winter snow sports. A growing number of business firms are discovering Redmond as The Hub of Central Oregon with a centralized location, a state-of-the art regional airport, a skilled workforce and a diverse business climate. Redmond Municipal Airport is the fourth largest air carrier airport in the state of Oregon and is considered the air carrier and commercial aviation hub to Central Oregon. The airport is served by American Airlines, Delta Airlines, Alaska Airlines, United Express, FedEx and UPS. In 2013, 290,000 passengers, traveled through the airport.

CITY OF REDMOND AND THE GOVERNMENTAL STRUCTURE

The City of Redmond operates under the Council/Manager form of government. Policy is established by a City Council consisting of a mayor and six council members. The Council adopts the City budget, approves appropriations and contracts in the City’s name, levies taxes and grants franchises. The six council members are elected for four-year overlapping terms, and the Mayor is elected to a two-year term. The Mayor and Council are assisted in their duties by a broad range of citizen advisory groups, including Commissions (Historic Landmarks and Urban Area Planning) and Committees (Airport, Art in Public Places, Bicycle and Pedestrian, Budget, Downtown Urban Renewal District, Economic Development, Golf, Housing and Community Development, Parks, and Standards and Specifications). The Mayor and Council appoint a City Manager who is responsible for implementing policies adopted by the Council, directing the activities of the major departments and advising Council on matters affecting the City. The City has approximately 150 employees and provides a broad range of services for its residents.

AREA AMENITIES

The Cascade Mountains, extending from Mt. Hood on the north to Mt. Bachelor on the south, provide a spectacular view and a broad range of recreational opportunities. Within the vicinity there are: golf courses, destination resorts, tennis, hunting, fishing, water and snow skiing, mountain climbing, hiking, camping, indoor and outdoor swimming, boating, river rafting and more. Also within eight miles of Redmond is world famous Smith Rock State Park, the Petersen Rock Garden, the Reindeer Farm (Operation Santa Claus) and Cline Falls State Park. In August, Redmond hosts the Deschutes County Fair, Oregon’s Largest County Fair, which is a five-day event featuring rodeos, horse racing and its famous Western Buckaroo Breakfast. Redmond Public Schools provides two high schools, two middle schools, five K-5 elementary schools, two K-8 community schools, two charter schools and an alternative education center. Central Oregon Community College (COCC) and Oregon State University – Cascades Campus is located 16 miles to the south in Bend. The COCC Redmond Campus offers credit classes as a part of the Associate of Arts Oregon Transfer (AAOT) degree, training for specialized degrees, non-credit courses and programs and comprehensive student services.

TRANSPORTATION

Highway 97 connects with Interstate 84 to the north along the Columbia River and penetrates into Northern California to the south. Highway 20/26 originates at Newport on the Pacific Ocean shore and terminates at the Atlantic Ocean.

Other systems include: American, Delta, Alaska, and United Express airlines; Burlington Northern Santa Fe Railway; Cascades East Transit regional public transportation service; charter air service and various truck lines.

HISTORY OF REDMOND

In 1905, Frank and Josephine Redmond pitched their homestead tent in what is now known as Redmond, Oregon. They chose their homestead based on knowledge that an irrigation project would be placed on their land and a projected rail line would also be close to their property. While waiting for the canal project to bring water, they transported water from the Deschutes River near Cline Falls, cleared their land in preparation for water and developed a small ranch. The town of Redmond was platted once water started running through the canal. With water arriving and thousands of acres of irrigated land, people throughout the nation came in search of land. During 1910, a 10,000 gallon water tank was added and a private water system was acquired a few years later, which was the beginning of the municipal system to be constructed in future years. Growth of the new town was steady and as time passed, the area developed into a dairy center and population increased. US Highway 97 and Highway 126 soon formed an intersection within the town. School classes were started in 1907-08 and Redmond High School was established in 1910. On July 6, 1910, Redmond incorporated with a population of 216 and F.M. White became the first Mayor of Redmond. Commercial storefronts lined downtown and a volunteer fire department was formed. That year also saw a library, small hospital, bank, laundry and lumberyard appear. By 1911, electricity reached Redmond along with the railroad, which opened new markets for farmers and merchants in the area. For many years, Redmond was a potato shipping center and home to several wood products mills. The Historic Redmond Hotel was built in 1928 and deemed the finest hotel east of the Cascades. A population and economic boost in the early 1940's was attributed to WWII when the area filled with military personnel stationed at the Redmond Army Air Base, now known as Roberts Field. After the war, the city gained title to the air base with its improved runways. Development of the airport continued, making it Central Oregon's regional air facility.



CITY COUNCIL GOALS FY 2014/15:

1. **SUSTAIN OPERATIONS:** Provide or enhance current levels of operations in all facets of municipal service delivery.
2. **EFFECTIVE STEWARDSHIP AND EMPLOYEE INVESTMENT**
3. **PRESERVE AND ENHANCE THE CITY'S INFRASTRUCTURE:** Preserve and enhance the City's infrastructure to position the City for future growth.
4. **ECONOMIC DEVELOPMENT:** Develop and maintain an environment that promotes and supports a strong, healthy and diverse economic base.
5. **REDMOND AIRPORT / ROBERTS FIELD:** Establish Redmond Municipal Airport as the best airport of its size in the country.
6. **COMMUNITY ENHANCEMENT:** Create an image and identity that generates a sense of community pride, ensures a high quality of life and safety for our citizens, and attracts new residents and businesses and facilitates opportunities for success.
7. **COMPREHENSIVE PLANNING:** Enhance the quality of life in the city through adoption of programs, policies, and standards that balance growth while maintaining its unique character.
8. **REGIONAL COOPERATION:** Recognize that Central Oregon as a whole is stronger than the sum of its individual parts and regional relationships are critical in Redmond's planning and decision making process.
9. **URBAN RENEWAL:** Invest resources to encourage new business investment in designated blighted areas that will grow the job base and strengthen and diversify the tax base in that area.

WHY CHOOSE REDMOND?:

Why choose Redmond? Redmond would be a great partner for the 2015/16 Sustainable City Year Program because we are a community with enormous opportunity that thrives on innovation, embraces sustainability and has a history of partnerships with schools. From the City Council to city staff and community stakeholders, Redmond is excited to partner with the University of Oregon. We are open and willing to consider new ideas, challenge assumptions, and implement the products from this process. Ideas and plans will not sit on a shelf. We will harness the energy and momentum established during the year-long effort and bring to life all of the ideas generated. The City of Redmond's vision is to be model for Northwest communities by being innovative in the creation of a high quality of life, ample family wage jobs and a safe environment in which to raise and educate families.

INNOVATION

Redmond is well known for its innovative spirit and willingness to explore creative solutions. The City Council, leadership team and community are all aligned with the same objective of improving the quality of life for Redmond's residents and businesses.

We are often chosen to be the pilot project for new initiatives and have a history of implementing new ideas and methodologies for delivering services to the community.

SUSTAINABILITY

Redmond prides itself on our sustainable choices. Whether it is revitalizing our downtown, renovating the historic Evergreen Elementary school for the new City Hall, encouraging sustainable design and landscaping in the development code or maintaining our infrastructure system, we always strive to do what is best for both current generations and future generations.

Over the last decade Redmond has pursued several energy projects to enhance efficiency and reduce operating costs. Recent projects to replace large motors and pumps with high efficiency equipment within our Water and Wastewater utilities have resulted in lowered energy costs allowing us to pass these savings on to the customer. Replacement of 143 incandescent street lights with LED fixtures have resulted in a 40% reduction in energy costs without sacrifice to lighting levels.

The City's energy efficiency initiatives continue with the recent award of a \$1.2 million Energy Savings Performance Contract to evaluate 272,000 square feet of building space and implement identified energy conservation projects. Projects include comprehensive lighting upgrades, HVAC controls upgrades and installation of two 10 kw solar photovoltaic systems that will lead to more than \$100,000 in annual energy savings. These savings along with nearly \$300,000 in incentives to offset costs result in a project to improve aging infrastructure with no additional cost to the City's budget. The environmental benefits associated with this project include a reduction of more than 1.2 million pounds of CO2 and is equivalent to planting 22,672 trees or eliminating 186 cars from the road annually.

HISTORY OF PARTNERSHIPS WITH SCHOOLS

The City of Redmond prides itself on partnering with our local schools, both the Redmond School District and the Central Oregon Community College Redmond campus. The City has a youth liaison opportunity on all of our committees and commissions, and youth are encouraged to participate in the city's planning processes.

The Mayor and City Council are often in the schools conducting youth forums or teaching in the classrooms. And City staff often bring projects and initiatives to the schools for input and learning opportunities.

PROJECT LIST:

Develop Design Guidelines for Redmond Airport Campus

Airport Landscape Master Plan

Airport Signage Design Guidelines

Airport Strategic Branding and Marketing Plan

Redmond Neighborhood Revitalization Plan

Planning Great Neighborhoods Using GIS Analytics

Public Improvements – Home Value Study

Tax Valuation Study – Services versus Valuation

National Register Historic District: Downtown Commercial Historic District

National Register Multiple Property Nomination – Art Moderne Buildings

South US 97 Corridor Improvement Project

- Urban Design Study – Best Practices
- South Gateway Design
- Design and Development Standards
- Landscaping Plan – Public ROW and Private Frontage

Road Diet Evaluation

Establishment of a Redmond Community Foundation

Improving Community Engagement with New Emerging Tools

Quince Park Redevelopment

Centennial Park Expansion – Design

Downtown Parking Garage Site Study

Downtown BID/EID Analysis

Downtown Market Analysis

Cascadia Emergency Preparedness Plan

Central Dry Canyon Park Development Plan

Stormwater System Evaluation and Bio Swale Beautification in the Dry Canyon

Branding of City Utilities

Redmond Sports Complex Feasibility Analysis

Development of Redmond Street Tree Program

Development of a Heritage Tree Program



PROJECT DETAILS:

DEVELOP DESIGN GUIDELINES FOR REDMOND AIRPORT CAMPUS

Project Description:

The Redmond Municipal Airport – Roberts Field (RDM) is located in the heart of Central Oregon and is currently served by four air carriers: Alaska Air, American Airlines, Delta Airlines, and United Airlines with daily direct flights to Denver, Portland, Los Angeles, San Francisco, Salt Lake City, and Seattle.

Over the past decade, the City has made substantial investment in modern airport facilities to include a 116,000 square foot terminal expansion, construction of a new snow removal equipment (SRE)/airport operations & maintenance building, a new airport traffic control tower and a new airport rescue & firefighting (ARFF) station.

The goals and objectives of this project are to develop Airport Design Guidelines to assist the City in providing clear guidance and direction for the design and construction of buildings and facilities located on airport property for both public and private development. The primary goal is to provide a consistent look, feel and theme for future development/re-development projects.

The project will assist with the development of Design Guidelines and Standards to be implemented by the City during the development/re-development of all future airport projects.

Student Role/Deliverables:

Student Involvement/Deliverables includes:

- Review of Redmond Development Codes.
- Review of applicable guidance from the Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA).
- Review of similar design guidelines from other airports, or other governmental or private entities that may be applicable to airport development/re-development projects.
- Create Airport Design Guidelines and Standards.
- Development of specific themes for particular areas of the airport (i.e. Historic Section to pay homage to the airport's World War II history, a more modern business themed area, a terminal themed area, etc.).

City Department: AIRPORT

Potential Funding Source: AIRPORT OPERATING BUDGET

Relevant Partners: Community Development Department and Communications Manager; Redmond Economic Development, Inc. (REDI) and Economic Development of Central Oregon (EDCO) provide external marketing of potential business development; The Airport Advisory Committee provides general review of all airport projects.

Related Council Goals

5. Redmond Airport / Roberts Field

(A) Promote business activities on airport lands located inside the fence line.

(iii.) Continue to aggressively pursue physical improvements to airport facilities and enhance customer service in its operations.



AIRPORT LANDSCAPE MASTER PLAN

Project Description:

The Redmond Municipal Airport – Roberts Field (RDM) is located in the heart of Central Oregon and is currently served by four air carriers: Alaska Air, American Airlines, Delta Airlines, and United Airlines with daily direct flights to Denver, Portland, Los Angeles, San Francisco, Salt Lake City, and Seattle.

Over the past decade, the City has made substantial investment in modern airport facilities to include an 116,000 SF terminal expansion, construction of a snow removal equipment (SRE)/airport operations & maintenance building, a new airport traffic control tower and a new airport rescue & firefighting (ARFF) station.

The goals and outcomes is to develop a sub-set program to the Airport Design Guidelines project, the Landscape Master Plan will provide clear guidance and design of landscaping for the design and construction of buildings and facilities on airport property. The primary goal is to provide a consistent look and feel for future development/re-development projects.

The project will assist the City with the development of usable Airport Design Guidelines and Standards to be implemented by the City for the development of all future airport projects.

Student Role/Deliverables:

- Review of Redmond Development Codes
- Review of applicable guidance from the Federal Aviation Administration (FAA) and the Transportation security Administration (TSA).
- Review of similar landscape design guidelines from other airports, or other governmental or private entities that may be applicable to airport development/re-development projects.
- Create draft Master Landscape Design Guidelines.
- Consideration of landscaping as part of specific themes for particular areas of the airport (i.e. Historic Section to pay homage to the airport's World War II history, a more modern business themed area, a terminal themed area, etc.

City Department: AIRPORT

Potential Funding Source: AIRPORT OPERATING BUDGET

Relevant Partners: Redmond Public Works

Related Council Goals

5. Redmond Airport / Roberts Field

(A) Promote business activities on airport lands located inside the fence line.

(iii.) Continue to aggressively pursue physical improvements to airport facilities and enhance customer service in its operations.



AIRPORT SIGNAGE DESIGN GUIDELINES

Project Description:

The Redmond Municipal Airport – Roberts Field (RDM) is located in the heart of Central Oregon and is currently served by four air carriers: Alaska Air, American Airlines, Delta Airlines, and United Airlines with daily direct flights to Denver, Portland, Los Angeles, San Francisco, Salt Lake City, and Seattle.

Over the past decade, the City has made substantial investment in modern airport facilities to include 116,000 SF terminal expansion, construction of a new snow removal equipment (SRE)/airport operations & maintenance building, a new airport traffic control tower and a new airport rescue & firefighting (ARFF) station.

As a sub-set of the Airport Design Guidelines project, the Airport Signage Design Guidelines will provide clear guidance and design of signage for the design and construction of buildings and facilities on airport property.

The project will assist the City with the development of usable Airport Design Guidelines and Standards to be implemented by the City for the development of all future airport projects.

Student Role/Deliverables:

- Review of Redmond Development Codes.
- Review of applicable guidance from the Federal Aviation Administration (FAA) and the Transportation security Administration (TSA).
- Review of similar design guidelines from other airports, or other governmental or private entities that may be applicable to airport development/re-development projects.
- Create Airport Signage Design Guidelines.
- Consideration of specific themes for particular areas of the airport (i.e. Historic Section to pay homage to the airport's World War II history, a more modern business themed area, a terminal themed area, etc.

City Department: AIRPORT

Potential Funding Source: AIRPORT OPERATING BUDGET

Relevant Partners: Redmond Community Development Department

Related Council Goals

5. Redmond Airport / Roberts Field

(A) Promote business activities on airport lands located inside the fence line.

(iii.) Continue to aggressively pursue physical improvements to airport facilities and enhance customer service in its operations.



First flight at Redmond Airport



Flights at Redmond Airport today

AIRPORT STRATEGIC BRANDING AND MARKETING PLAN

Project Description:

The Redmond Municipal Airport – Roberts Field (RDM) is located in the heart of Central Oregon and is currently served by four air carriers: Alaska Air, American Airlines, Delta Airlines, and United Airlines with daily direct flights to Denver, Portland, Los Angeles, San Francisco, Salt Lake City, and Seattle. In addition, the airport and adjacent business parks provide tremendous economic development opportunities for the City of Redmond and the Central Oregon region.

The goals and objectives for this project are to assist with the development of a strategic branding and marketing program for the airport to follow to maximize marketing and advertising of the airport, its facilities, its businesses, and potential opportunities. The Airport does not currently have a written marketing program or a dedicated branding program to take advantage of the airport's logo or the flyrdm.com web address.

The Airport wants to develop a comprehensive program to provide guidance with how to best utilize existing media resources (internet, print, radio, television) to maximize marketing and advertising efforts.

The development of this program will assist the Airport with improving its economic development opportunities leading to increased revenues to fund the airport budget, assist with additional economic development efforts, and provide improved customer service options for all categories of customers – travelling public, business customers and recreational customers.

Student Role/Deliverables:

- Development of airport marketing program.
- Development of airport branding program.
- Research of other airport marketing and branding programs.
- Research relevant airport industry trends both national and international.

City Department: AIRPORT

Potential Funding Source: AIRPORT OPERATING BUDGET

Relevant Partners: City Communications Director assists with public relations, marketing and advertising of the airport; The Redmond Economic Development, Inc. (REDI) and Economic Development of Central Oregon (EDCO) provide external marketing of potential business development; The Airport Advisory Committee provides general review of all airport projects; Central Oregon Visitors Association, Redmond Chamber of Commerce.

Related Council Goals:

5. Redmond Airport / Roberts Field

(B) Maximize the development of potential airport lands located outside the fence line.

(1) Prepare a strategic plan for developing and marketing airport properties.

(C) Provide exceptional air service opportunities

(iii) Continue to market the airport as an asset to commercial aviation businesses other than passenger carriers.





REDMOND AIRPORT
 AERIAL PHOTOGRAPHY
 AND MAP OF THE AIRPORT PROPERTY
 FOR THE CITY OF REDMOND, OREGON
 PREPARED BY THE CITY OF REDMOND
 FOR THE AIRPORT AUTHORITY OF OREGON

Scale
 1 inch = 1,073 feet

Redmond Airport Roberts Field



REDMOND NEIGHBORHOOD REVITALIZATION PLAN

Project Description:

The “*City of Redmond Neighborhood Revitalization Plan*” will look at the existing residential neighborhoods and development patterns in Redmond and audit them against the desired “Great Neighborhood Principles” as adopted in the City Comprehensive Plan. This will include community mapping exercises of existing conditions such as sidewalks, bike lanes, proximity to parks and trails, proximity to commercial services, schools, etc., to determine where and how these amenities are available to existing residents. The project will include an analysis of adopted City Plans (Parks Plan, Transportation Plan, Capital Facilities Plan, etc.) against the mapped existing conditions to determine sub-area needs. The sub-areas will be identified through logical community boundaries (streets, canals, etc.) combined with the analysis provided through the audit of existing conditions with adopted City plans. These subareas will be identified as the recognized “neighborhoods.” By establishing a set of prioritizing criteria (done as part of this project), such as: physical obstacles, anticipated costs, potential funding sources, agency assistance, overlapping capital projects, etc., the sub-area neighborhoods will be ranked according to easiest/most beneficial short term retro-fit, to hardest/long-term benefit. The highest ranked sub-area neighborhood will be the subject of further analysis to complete the project.

The selected sub-area neighborhood property owners will be notified of the project. A project advisory committee comprised of sub-area neighborhood and overall community residents will be formed. A technical advisory committee comprised of agency representatives will also be formed. The PAC and TAC will meet at least three times to discuss the existing conditions, the planned improvements, the potential improvements for the sub-area neighborhood (possibly through SWOT analysis and the establishment of further prioritization criteria), and provide an overall recommendation for the physical improvements, timing, potential funding methods and general implementation plan to achieve a complete neighborhood by incorporating the “Great Neighborhood Principles.”

Student Role/Deliverables:

The desired product is twofold. 1.) First is a neighborhood revitalization plan – an analysis of a sub-area neighborhood in Redmond with a suggested implementation plan to develop and build the amenities necessary to create a complete neighborhood using the Great Neighborhood Principles as a guide. 2.) Second is to develop a template process/product for conducting the same evaluation for additional neighborhoods that Redmond staff can utilize in subsequent years. The product will be used by City staff and brought to the Planning Commission and City Council for consideration of adoption and direction on implementation.

The physical elements of the project will include: mapping elements, prioritization protocol and results, public involvement results, information analysis, technical memoranda documenting the steps and results of each task, and compilation of all documents into a final report and recommendation – the “*City of Redmond Neighborhood Revitalization Plan*.”

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: CDD-LONG RANGE PLANNING SUB-FUND

Relevant Partners: City Departments – Public Works, Communications, Police, Parks, Engineering, Community Development

Related Council Goals:

7. Comprehensive Planning

(A) Promote quality development.

(i) Continue to incorporate the Great Neighborhood Principles in both new development and infill development.

PLANNING GREAT NEIGHBORHOODS USING GIS ANALYTICS

Project Description:

Many older city neighborhoods lack key components or suffer from incomplete planning. Development of GIS studies can help planners better understand the city and those components that affect where people live, learn, shop, work and play. GIS analytics are a modern and efficient way to develop layers of information for planners as they incorporate the adopted Great Neighborhood Principles into designing more sustainable communities. All of the needed data exists but has not been merged to provide a planning context.

The Great Neighborhood Principles advocate urban design theory recognizing a “sense of place” with compact walkable urban centers to avoid sprawl and encourages compact, multi-modal land use, including neighborhood schools, complete streets, parks/open spaces, and mixed-use development with a range of housing choices.

Production of the GIS Analytics will allow analysis of current neighborhoods to identify where planning efforts need to be strengthened and where resources should be spent. This has never been done in Redmond before. The ability to view and understand the GIS layers will result in a priority list of planning focus areas and lay the groundwork for amendments to the Comprehensive Plan.

Student Role/Deliverables:

Assist in collecting and designing various GIS layers for planning analysis, resulting in new or improved planning goals and objectives. These will be added to the Comprehensive Plan.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: CDD-LONG RANGE PLANNING SUB-FUND

Relevant Partners: The GIS Division, Police Department, and Community Development Department will assist in this effort. ESRI data, County GIS, and Crime mapper tools will be available. County GIS, City police crime mapper data, Oregon Employment Department - Workforce and Economic Research

Related Council Goals:

6. Community Enhancement

7. Comprehensive Planning

PUBLIC IMPROVEMENTS – HOME VALUE STUDY

Project Description:

This project is a cost benefits analysis of the impact of different types of public improvements on home values. Everything has a cost, and that is easy to understand, however understanding what is the long term return on that investment in terms of sustaining and appreciating value is much more difficult to ascertain. Does planting street trees add value to a residential lot? Does close proximity to adjacent parks add value to a residential lot? What about building property tight sidewalks with landscape strips, skinny streets, decorative street lamps? With limited resources (both public and private sector) and increasing expectations of lifestyle, is it possible to quantify the upfront capital investment of a public improvement relative to the long-term tax return on that investment.

This will allow the City to understand what types of improvements to invest in and also to educate residents and businesses on the value of those investments to their own property value.

Student Role/Deliverables:

Students will be expected to research what quantifiable studies exist relating public improvements to property value, and then develop a financial model for the City of Redmond relative to a variety of different public improvements. Final product should consist of the financial model and an analysis with recommendations on what public improvements to invest in to increase the overall property values in the City of Redmond.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: City Departments – Finance, Public Works, Community Development. Deschutes County Assessor

Related Council Goals:

- 3. Preserve and Enhance the City's Infrastructure
- 6. Community Enhancement
- 7. Comprehensive Planning



Residential neighborhood with curb-tight sidewalks, skinny streets and no street trees.



Residential neighborhood with property-tight sidewalks, landscape strips and street trees.

TAX VALUATION STUDY: SERVICES VERSUS VALUATION

Project Description:

This project analyses the break-even valuation of residential properties to maintain public services at existing performance levels. The City of Redmond has adopted performance metrics for all of its services. The performance metrics relate to either population or property. Police, parks and other portions of other services are funded with the City's General Fund which is primarily populated with property taxes. With a fixed tax levy rate, presumably the City should be able to identify what is the break-even property valuation to sustain the performance metrics.

Student Role/Deliverables:

The goals and objectives for this project are to establish a financial model that will calculate the lowest property valuation that will sustain the City's performance metrics for public services that are funded through the City's General Fund with property taxes. Then, understanding that all healthy communities are diverse, this study should recommend a proportionality of different types of residential housing products that would help to sustain the desired services and maintain a socially and economically diverse community.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: City Departments – Finance, Public Works, Community Development. Deschutes County Assessor

Related Council Goals:

- 3. Preserve and Enhance the City's Infrastructure
- 6. Community Enhancement
- 7. Comprehensive Planning



NATIONAL REGISTER HISTORIC DISTRICT: DOWNTOWN COMMERCIAL HISTORIC DISTRICT

Project Description:

This project focuses on the development of a National Register Historic District nomination for downtown Redmond. The City of Redmond is a Certified Local Government and is currently working with the State Historic Preservation Office on the execution of a Reconnaissance Level Survey for 70 properties in the downtown core, and an intensive level survey for 11 of those properties. It is hoped that that effort will lead to the successful delineation and nomination of a National Register Historic District.

In addition to preparing the National Register nomination, students will also need to engage in significant public education to garner support for the nomination. The historic preservation program in Redmond is very long. The Redmond Historic Landmarks Commission was established in 2009, and all properties that are nominated to the National Register or designated as a local historic landmark need to have the property owner's permission for the designation. Education about the value of historic preservation and the economic development incentives for commercial properties will be critical for this project.

This project will be part of a sustained effort to revitalize downtown Redmond and rehabilitate the existing building stock for future businesses, serving the next generations of Redmond residents.

Student Role/Deliverables:

- Identification of a district boundary.
- Development of a National Register of Historic Places Historic District nomination.
- Research about the economic advantages of designation as a historic property.
- Public outreach and education regarding the benefits of designation.

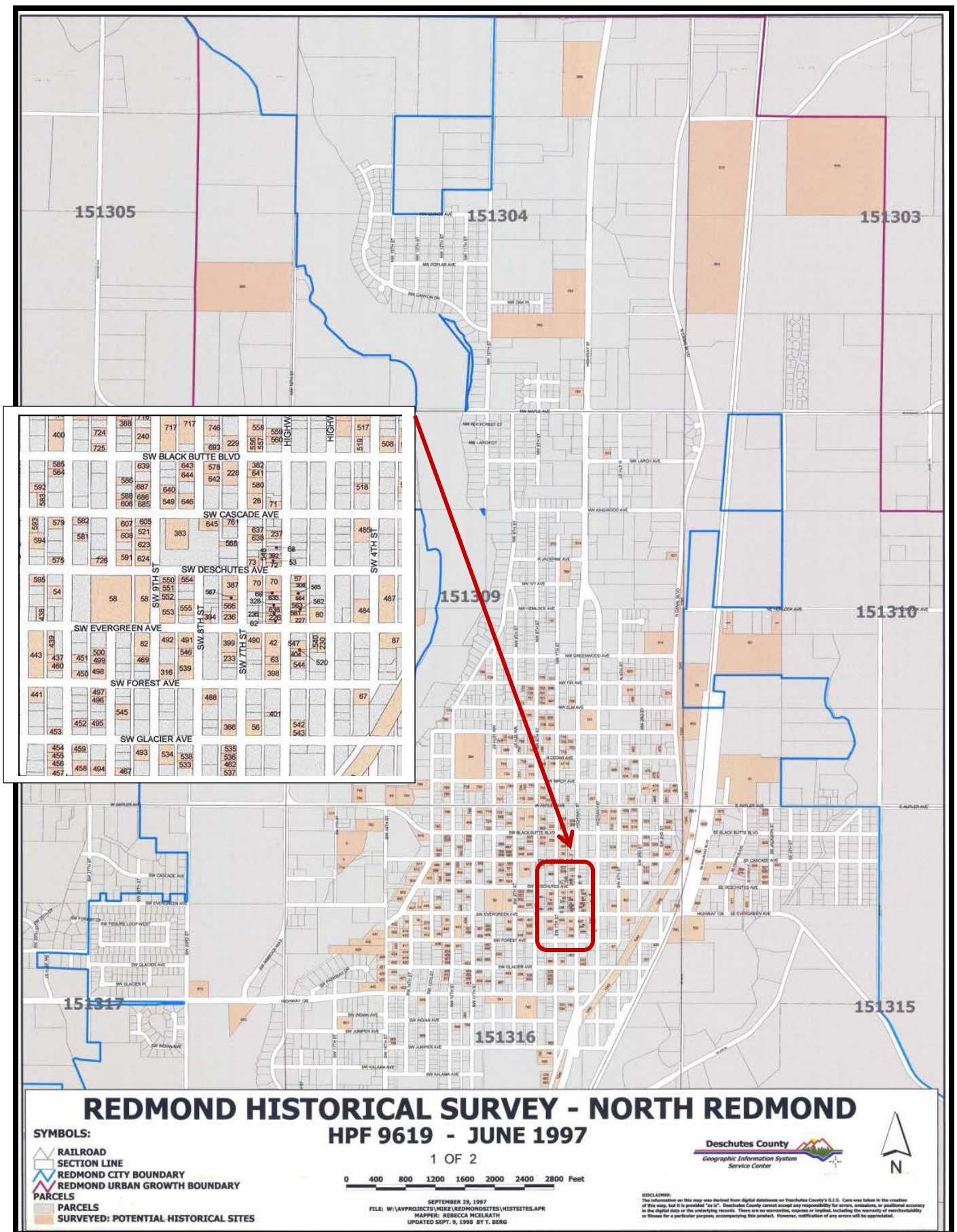
City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: CDD – LONG RANGE PLANNING

Relevant Partners: Redmond Historic Landmarks Commission, State Historic Preservation Office, Redmond Downtown Association, downtown property owners, Redmond Economic Development, Inc., and Redmond Chamber of Commerce.

Related Council Goals:

3. Preserve and Enhance the City's Infrastructure
4. Economic Development
6. Community Enhancement
7. Comprehensive Planning



NATIONAL REGISTER OF HISTORIC PLACES NOMINATION: MULTIPLE PROPERTY ART MODERNE LISTING

Project Description:

This project focuses on the development of a National Register Multiple Property Listing nomination for Art Moderne properties in Redmond. Redmond experienced significant growth in the 1940s and it is reflected in the large variety of vernacular Art Moderne buildings in the city center. In 2001, the Deschutes County Historic Preservation planner developed a multiple property nomination for the Art Moderne buildings in Redmond. It was denied by the State Historic Preservation Office at the time for a variety of reasons. The City of Redmond and the State Historic Preservation Office are interested in revising and resubmitting the nomination.

In addition to preparing the National Register nomination, students will also need to prepare a marketing strategy for the Art Modern buildings. Most of the buildings are commercial properties in the downtown. With an interest in revitalizing its historic downtown center, the City of Redmond would like to actively market and build upon the Art Moderne style reflected in many of the buildings, with signage, branding, events, etc.

This project will be part of a sustained effort to revitalize downtown Redmond and rehabilitate the existing building stock for future businesses, serving the next generations of Redmond residents.

Student Role/Deliverables:

- Development of a National Register of Historic Places Multiple Property nomination.
- Development of a marketing strategy to leverage the Art Moderne buildings as a special sense of place and attraction for Redmond.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: CDD – LONG RANGE PLANNING

Relevant Partners: Redmond Historic Landmarks Commission, State Historic Preservation Office, Redmond Downtown Association, downtown property owners, Redmond Economic Development, Inc., and Redmond Chamber of Commerce.

Related Council Goals:

3. Preserve and Enhance the City's Infrastructure
4. Economic Development
6. Community Enhancement
7. Comprehensive Planning

THE MODERNE MOVEMENT IN THE CITY OF REDMOND



This map was created for the study of a
Art Deco and Streamline Moderne Structures in Redmond, Oregon.

The information on this map was derived from digital databases on Deschutes County's G.I.S. Cores were taken in relation of this map, but it is provided "as is". Deschutes County cannot accept responsibility for errors, omissions, or the positional accuracy in the digital data or the underlying records. There are no warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Redmond Moderne Structures

- Lost Building
- Streamline Moderne Building
- Art Deco Building
- Taxlots



March 2001
HPF 9912

Map was developed as part of a Multiple Property National Register Nomination of Moderne Buildings in Redmond.

200 0 200 400 600 Feet

CITY OF REDMOND



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SOUTH US 97 CORRIDOR IMPROVEMENT PROJECT: URBAN DESIGN STUDY – BEST PRACTICES

Project Description:

US 97 is the main north-south transportation corridor on the east side of the Cascade Range. This highway provides vital connections and economic links for both local and statewide travel, freight, mobility and tourism. Currently it serves as Redmond's gateway and commercial strip corridor. Due to traffic conflicts and the recession, the frontage along US 97 as it runs from Highland Avenue to the south city limits has become disinvested and blighted. The City is interested in revitalizing the area by improving the aesthetics and the economics of both the facility and the frontage.

The Oregon Department of Transportation needs to embark on a reconstruction project of the facility within the next five years. The City of Redmond has been working in partnership with ODOT for the past four years on a design for the facility that will serve the City's objective of economic vitality and revitalization and ODOT's objective of mobility and safety.

In 2013, the City hosted a design charrette with ODOT, an urban design team, impacted property owners and business owners. The result of that charrette was a hybrid multi-way boulevard/frontage road concept that would serve local businesses, beautify the corridor and improve mobility and safety.

Now in 2014, the City and ODOT are partnering on a \$1,200,000 design effort to "proof-test" the charrette concept on the ground. The purpose of this project is to team a group of students with the consultant team to work on design and development standards for the property frontage that would supplement the transportation facility design.

This will be a complex project with significant public involvement and collaboration between the City of Redmond, ODOT and the impacted property and business owners.

Student Role/Deliverables:

- Develop a technical memorandum outlining best practices for urban design on multi-way boulevards, taking into account landscaping, alternative mobility, connectivity, economic development and public transit.
- Extrapolate those best practices that would be applicable to the S US 97 Corridor Project and develop a recommendation as to why.
- Present the concepts and recommendation in a final memorandum with illustrations and justifications for the choices.
- Present to the City of Redmond, ODOT and the Stakeholder Advisory Group.

City Department: COMMUNITY DEVELOPMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: Engineering, ODOT, Stakeholder Advisory Committee.

Related Council Goals:

4. Economic Development
6. Community Enhancement
7. Comprehensive Planning

SOUTH US 97 CORRIDOR IMPROVEMENT PROJECT: SOUTH GATEWAY DESIGN

Project Description:

US 97 is the main north-south transportation corridor on the east side of the Cascade Range. This highway provides vital connections and economic links for both local and statewide travel, freight, mobility and tourism. Currently it serves as Redmond's gateway and commercial strip corridor. Due to traffic conflicts and the recession, the frontage along US 97 as it runs from Highland Avenue to the south city limits has become disinvested and blighted. The City is interested in revitalizing the area by improving the aesthetics and the economics of both the facility and the frontage.

The Oregon Department of Transportation needs to embark on a reconstruction project of the facility within the next five years. The City of Redmond has been working in partnership with ODOT for the past four years on a design for the facility that will serve the City's objective of economic vitality and revitalization and ODOT's objective of mobility and safety.

In 2013, the City hosted a design charrette with ODOT, an urban design team, impacted property owners and business owners. The result of that charrette was a hybrid multi-way boulevard/frontage road concept that would serve local businesses, beautify the corridor and improve mobility and safety.

Now in 2014, the City and ODOT are partnering on a \$1,200,000 design effort to "proof-test" the charrette concept on the ground. The purpose of this project is to team a group of students with the consultant team to work on design and development standards for the property frontage that would supplement the transportation facility design.

This will be a complex project with significant public involvement and collaboration between the City of Redmond, ODOT and the impacted property and business owners.

Student Role/Deliverables:

- Develop four gateway concepts for the City of Redmond, ODOT and the Stakeholder Advisory Group to review. Designs should reflect the City of Redmond and the urban design elements that the City has been actively placing throughout the City.
- Refine two concepts based on input received and present to the Redmond City Council.

City Department: COMMUNITY DEVELOPMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: Engineering, ODOT, Stakeholder Advisory Committee.

Related Council Goals:

4. Economic Development
6. Community Enhancement
7. Comprehensive Planning

SOUTH US 97 CORRIDOR IMPROVEMENT PROJECT: DESIGN AND DEVELOPMENT STANDARDS

Project Description:

US 97 is the main north-south transportation corridor on the east side of the Cascade Range. This highway provides vital connections and economic links for both local and statewide travel, freight, mobility and tourism. Currently it serves as Redmond's gateway and commercial strip corridor. Due to traffic conflicts and the recession, the frontage along US 97 as it runs from Highland Avenue to the south city limits has become disinvested and blighted. The City is interested in revitalizing the area by improving the aesthetics and the economics of both the facility and the frontage.

The Oregon Department of Transportation needs to embark on a reconstruction project of the facility within the next five years. The City of Redmond has been working in partnership with ODOT for the past four years on a design for the facility that will serve the City's objective of economic vitality and revitalization and ODOT's objective of mobility and safety.

In 2013, the City hosted a design charrette with ODOT, an urban design team, impacted property owners and business owners. The result of that charrette was a hybrid multi-way boulevard/frontage road concept that would serve local businesses, beautify the corridor and improve mobility and safety.

Now in 2014, the City and ODOT are partnering on a \$1,200,000 design effort to "proof-test" the charrette concept on the ground. The purpose of this project is to team a group of students with the consultant team to work on design and development standards for the property frontage that would supplement the transportation facility design.

This will be a complex project with significant public involvement and collaboration between the City of Redmond, ODOT and the impacted property and business owners.

Student Role/Deliverables:

- Review the 2010 S US 97 Corridor Study and 2013 Revision
- Develop draft design and development standards for the property frontage.
- Present the draft standards to the property and business owners with visual concepts of impact to existing properties and improvements.
- Present the draft standards to the Planning Commission

City Department: COMMUNITY DEVELOPMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: Engineering, ODOT, Stakeholder Advisory Committee.

Related Council Goals:

- 4. Economic Development
- 6. Community Enhancement
- 7. Comprehensive Planning

SOUTH US 97 CORRIDOR IMPROVEMENT PROJECT: LANDSCAPING PLAN - PUBLIC ROW AND PRIVATE FRONTAGE

Project Description:

US 97 is the main north-south transportation corridor on the east side of the Cascade Range. This highway provides vital connections and economic links for both local and statewide travel, freight, mobility and tourism. Currently it serves as Redmond's gateway and commercial strip corridor. Due to traffic conflicts and the recession, the frontage along US 97 as it runs from Highland Avenue to the south city limits has become disinvested and blighted. The City is interested in revitalizing the area by improving the aesthetics and the economics of both the facility and the frontage.

The Oregon Department of Transportation needs to embark on a reconstruction project of the facility within the next five years. The City of Redmond has been working in partnership with ODOT for the past four years on a design for the facility that will serve the City's objective of economic vitality and revitalization and ODOT's objective of mobility and safety.

In 2013, the City hosted a design charrette with ODOT, an urban design team, impacted property owners and business owners. The result of that charrette was a hybrid multi-way boulevard/frontage road concept that would serve local businesses, beautify the corridor and improve mobility and safety.

Now in 2014, the City and ODOT are partnering on a \$1,200,000 design effort to "proof-test" the charrette concept on the ground. The purpose of this project is to team a group of students with the consultant team to work on design and development standards for the property frontage that would supplement the transportation facility design.

This will be a complex project with significant public involvement and collaboration between the City of Redmond, ODOT and the impacted property and business owners.

Student Role/Deliverables:

- Develop a landscaping plan for the multi-way boulevard concept, taking into account the highway environment, the local business needs and the need to establish this facility as a gateway for the City of Redmond.
- Develop a landscaping plan for private frontage that accents and builds upon the impact and function of the public right-of-way landscaping. Students will need to research the Central Oregon climate and recommend plans that are sustainable.
- Present the draft landscaping plans to the City of Redmond, ODOT and the Stakeholder Advisory Group.

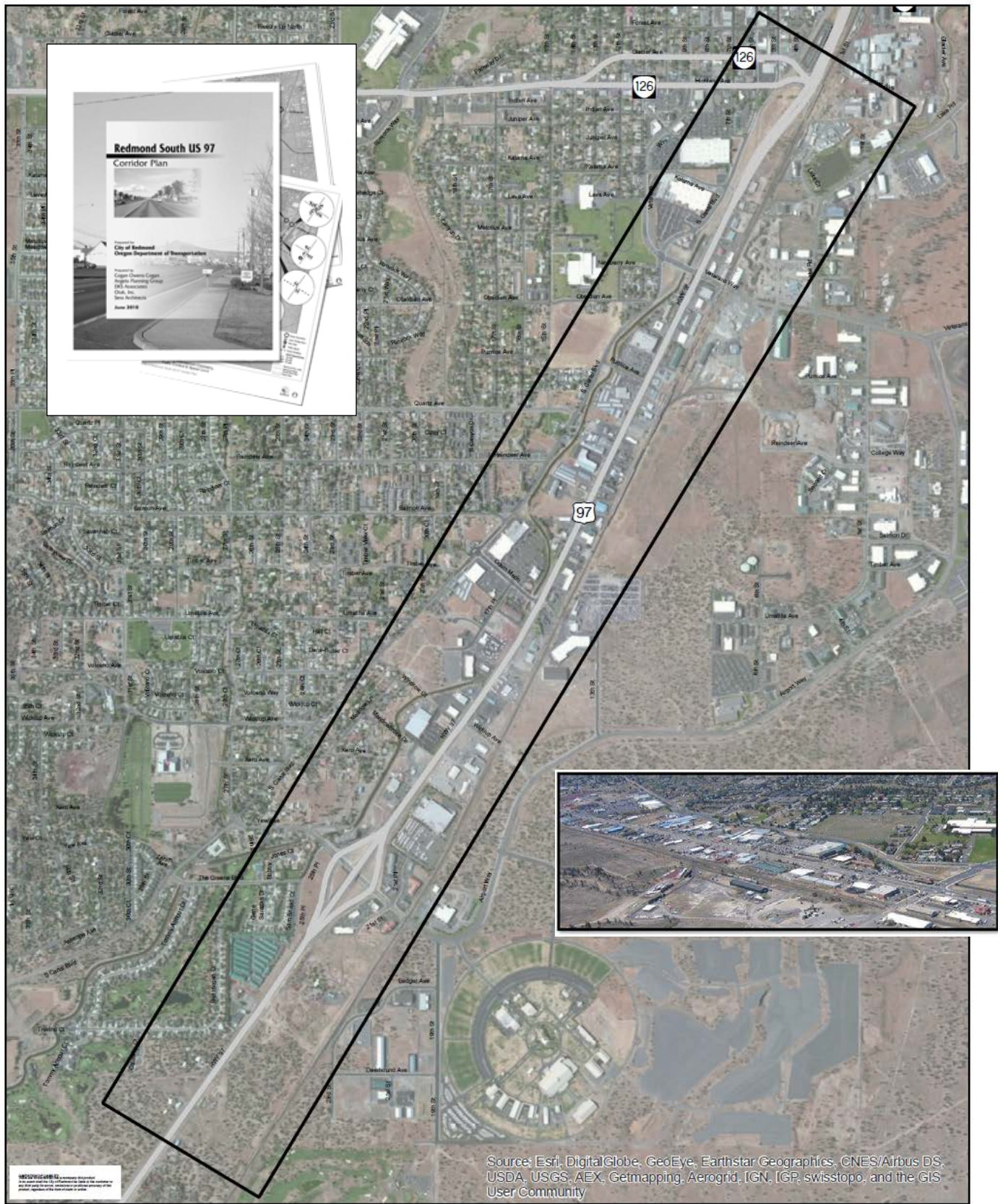
City Department: COMMUNITY DEVELOPMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: Engineering, ODOT, Stakeholder Advisory Committee.

Related Council Goals:

4. Economic Development
6. Community Enhancement
7. Comprehensive Planning



SOUTH HIGHWAY 97 CORRIDOR PROJECT HIGHLAND AVE TO SOUTH CITY LIMITS



ROAD DIET EVALUATION

Project Description:

Many cities are experimenting with road diets that shift the usage of the road right of way from motor vehicles to bicycle and pedestrian use. Redmond would like to evaluate this technique to determine if it would be effective for increasing cycling by appealing to a broad range of citizens and for improving the walking experience along collectors and arterials. Measures such as reducing vehicle travel lane width, eliminating travel lanes, widening bike lanes, providing buffers, shifting/removing parking and other measures will be considered. There are many health, environmental, quality of life and other benefits of increasing cycling and walking.

When feasible road diet projects are identified, the City will incorporate these improvements into the capital improvement and road maintenance programs. If approved by the City Council, implementation could occur shortly after completion of the evaluation since there are several arterial and collector improvement projects in the city's 5-year plan.

Student Role/Deliverables:

- Feasibility evaluation in cooperation with the Redmond Bicycle and Pedestrian Advisory Committee
- Community involvement
- Report
- Recommendation for pilot testing, pilot test evaluation
- Presentation to City Council

City Department: ENGINEERING

Potential Funding Source: TRANSPORTATION CAPITAL IMPROVEMENTS FUND

Relevant Partners: Community Development Department, Redmond Bicycle and Pedestrian Advisory Committee, Deschutes County Bicycle and Pedestrian Advisory Committee, Redmond Police Department

Related Council Goals:

6 Community Enhancement

(F) Continue to plan, promote and develop bicycle and pedestrian facilities.

ESTABLISHMENT OF A REDMOND COMMUNITY FOUNDATION

Project Description:

Evaluate the feasibility of a Community Foundation owned and operated by the City of Redmond. A key issue is evaluating the operational funding needs vs. the funding resources available.

The goal is that the Redmond Community Foundation would be a centralized location for donors and granting agencies wishing to support various programs and services that benefit Redmond's citizens. The not-for-profit status of the Foundation also better positions it for grant funding. The consolidation of efforts and resources allows smaller, grassroots causes to receive the support and visibility of a larger organization.

The Foundation would strengthen and unite the Redmond community through a public-private partnership-type approach that involves a broad range of citizens. The Foundation would be guided by a board of directors and the City, which creates an organization that donors, partners and the community could trust.

Student Role/Deliverables:

- Developing a work plan for the creation of a community foundation operated by the City. Includes items such as identifying necessary filing documents (TIN, non-profit status, etc.), development of bylaws and board of directors, analysis of donation tracking/financial software programs, framework for integration with City's organization structure, method for consolidation into City's financial statement and audit, etc.
- Determine the administrative costs/time required to be provided by the City to support operations, specifically the need for additional personnel
- Investigate possible funding sources such as grants and donations (especially to offset administrative costs incurred by the City)

City Department: FINANCE / CDD

Potential Funding Source: GENERAL FUND

Relevant Partners: Various – depends upon interest and focus of future projects

Related Council Goals:

1. Sustain Operations
6. Community Enhancement

IMPROVING COMMUNITY ENGAGEMENT WITH NEW EMERGING TOOLS

Project Description:

The City of Redmond Communications Department seeks to identify and implement innovative communication tools to help guide and assist departments with community outreach, and media relations; as well as encourage better two-way communication with the citizens of Redmond. Ideally, utilizing techniques from the marketing world, but remaining focused on delivering an honest message to ensure that all departments practice effective citizen involvement.

In addition to outreach we would like to develop new tools, and improve existing tools, to proactively "tell the story" about what the City of Redmond has to offer its residents.

Redmond has created an environment that supports business development while enhancing quality of life. Community leaders nurture the entrepreneurial spirit and foster successful partnerships. It is our commitment to these fundamental ideals that Redmond has become a community where businesses and families thrive. The tools created in this project will aid us in "telling THIS story."

Student Role/Deliverables:

- Development of a Citizen Outreach Program utilizing multiple distribution outlets. (internet, social, print, media)
- Development of measureable Two -Way citizen engagement tools to encourage increased input from stakeholders.
- Create a Branded Community Outreach Program.
- Research and develop better ways to use existing city resources like GIS/city website/etv., to increase community's awareness for project, programs and services.
- Research and develop mobile applications for municipal communication uses. (ex. Snow plow routes in real time, park amenities, text-a-pothole)

City Department: COMMUNICATIONS DEPARTMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: All City of Redmond Departments ; GIS

Related Council Goals:

1. Provide or enhance current levels of operations in all facets of municipal service delivery.

(B) Increase the efficiency and/or effectiveness with which the City provides public services.

(v) Incorporate strategic use of technology, social media, the internet and other tools to inform and communicate with citizens and stakeholders

QUINCE PARK REDEVELOPMENT

Project Description:

The City will begin reinvesting in local parks and playgrounds. The City has 23 parks, each is highly utilized and valued by the community. The recent economic recession left little to no funds to invest in park improvements. This project will be the initial park to undergo a redevelopment process.

The goals and outcomes include fostering community involvement, identifying changing recreation trends and refining these to the most relevant to the surrounding community, researching strategies to connect children with the outdoors in local park settings, explore park designs with the aim of water conservation, xeriscape or other options for low maintenance landscaping, equipment and design options that support desired experiences in the park along with blending traditional playground equipment with 'free or nature play' amenities. The project will have an emphasis on the ongoing sustainability of the park design, which includes development costs along with the continued operations and maintenance costs of the park facilities, design and elements.

This project will kick start the City's efforts to redevelop neighborhood parks. Depending on the final design, it will either be constructed within the next 1-2 budget cycles or used as the basis for further refinement. The community involvement process will be the blueprint for all subsequent parks to follow in their redevelopment.

Student Role/Deliverables:

- Developing a community involvement process for surrounding neighborhoods to express needs and preferences in the park redevelopment (implement this process if time permits).
- Research evolving recreation trends for all generations with an emphasis on the movement to reconnect children and nature.
- Explore and propose innovative landscape designs for aesthetics, water conservation, ease of maintenance and 'free play'.
- Research and make recommendations on play elements and amenities to include in the park.
Provide the City with an overall design concept for the park.

City Department: PARKS DIVISION

Potential Funding Source: GENERAL FUND – PARKS DIVISION

Relevant Partners: The Redmond Area Parks and Recreation District (RAPRD) is a partner in most recreation activities in the City. The outcomes of this project may include organized programs run by RAPRD. Depending on the park selected, local partners (schools, specific user groups) could play an important role.

Related Council Goals:

3. Preserve and Enhance the City's Infrastructure
 6. Community Development
- (B) Continue to improve the quality and amenities of Redmond neighborhoods.



NEIGHBORHOOD PARK
This map was prepared by the City of Redmond for informational purposes only. It is not intended to be used for legal or financial purposes. The City of Redmond is not responsible for any errors or omissions on this map.



NEIGHBORHOOD PARK QUINCE PARK



CENTENNIAL PARK EXPANSION – DESIGN

Project Description:

Centennial Park, located in the heart of downtown Redmond was built in 2010. It is approximately once acre and programmed with a splash pad, kiosk and open space. Modeled after Bryant Park in New York City and Pioneer Park in Portland, Oregon, Centennial Park has become Redmond’s most popular and beloved parks. In 2011, the City of Redmond adopted a substantial amendment to the Downtown Urban Renewal Plan, at which time it identified the need to expand Centennial Park to create a larger central urban park flanked by public facilities. With the City making the decision to purchase Evergreen Elementary, a historic vacant school on the western edge of the downtown, the City is now negotiating to purchase the full city block of land between Centennial Park and the Evergreen Elementary school building to expand Centennial Park. The expansion will be approximately one acre.

This project will develop several concept plans for the expanded park. Designs will need to incorporate the existing park, adjacent land uses, parking, green space and program space that will serve as market attractors for the downtown.

The project will have an emphasis on the ongoing sustainability of the park design, which includes development costs along with the continued operations and maintenance costs of the park facilities, design and elements.

Student Role/Deliverables:

- Review public dialogue and design principles for the original Centennial Park.
- Conduct a design charrette developing six concept proposals for the expanded Centennial Park.
- Refine four concept plans.
- Present to the Downtown Urban Renewal Advisory Committee, Redmond City Council and stakeholders.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

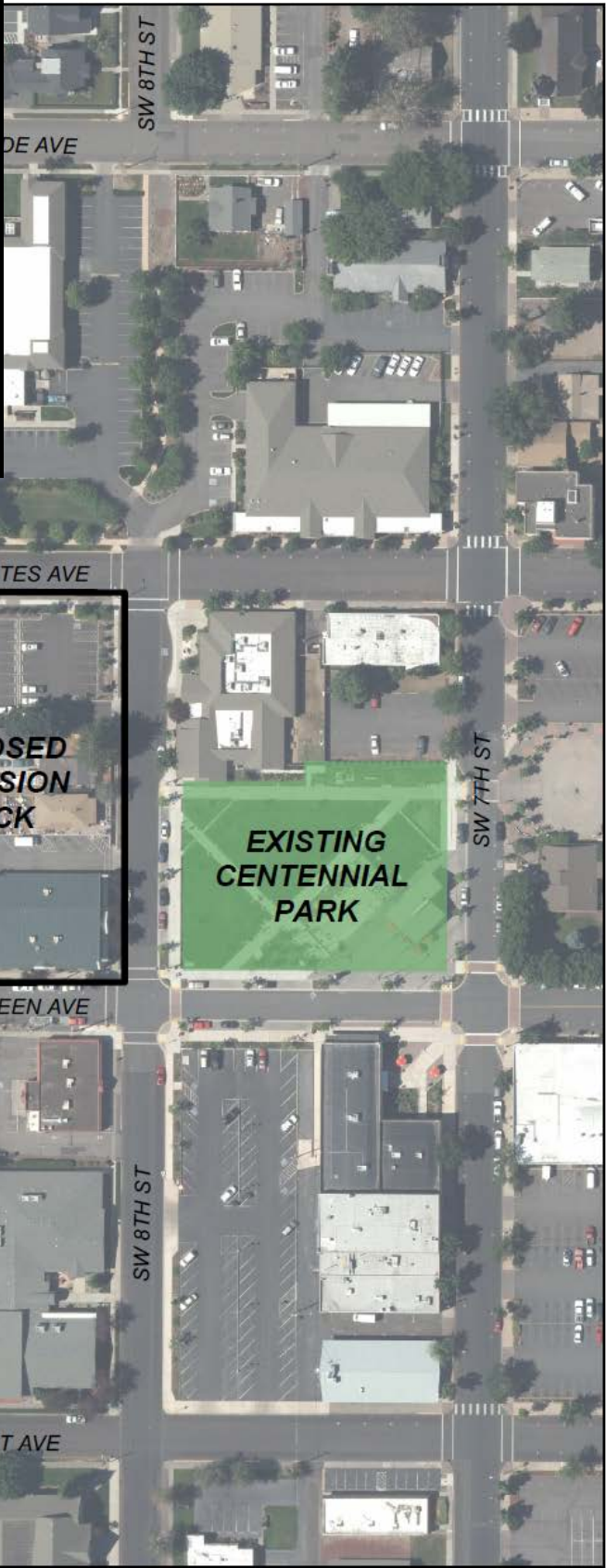
Potential Funding Source: REDMOND URBAN RENEWAL AGENCY

Relevant Partners: Downtown Urban Renewal Advisory Committee, Redmond Downtown Association, Redmond Parks Commission

Related Council Goals:

- 4. Economic Development
- 6. Community Enhancement
- 9. Urban Renewal





Centennial Park Expansion Project



DOWNTOWN PARKING GARAGE STUDY

Project Description:

The Redmond Downtown Urban Renewal Plan has dedicated fund for a downtown parking garage in the future. Every five years, the Redmond Urban Renewal Agency commissions a parking study to understand utilization ratios of parking and supply and demand issues. Although the most recent study indicates that Redmond does not need a downtown parking garage immediately, it does recommend to start planning for one.

The City wants to determine the feasibility of constructing a new 3 level parking garage in the downtown core to improve the parking situation of residents and shoppers. The project will increase the public parking supply, increase pedestrian accessibility to business, and improve transportation safety and mobility.

This project will evaluate locations and designs for a parking garage.

Student Role/Deliverables:

- Develop a technical memorandum evaluating what other communities of similar size have done with regards to a parking garage – type of structure, financing, location, operations, etc.
- Identify design issues and provide recommendations for design.
- Evaluate potential sites and provide property acquisition recommendations.
- Present to the Downtown Urban Renewal Advisory Committee, Redmond City Council and stakeholders.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: REDMOND URBAN RENEWAL AGENCY

Relevant Partners: Downtown Urban Renewal Advisory Committee, Redmond Downtown Association

Related Council Goals:

- 4. Economic Development
- 6. Community Enhancement
- 9. Urban Renewal

DOWNTOWN BID/EID ANALYSIS

Project Description:

This project entails surveying downtown Redmond for the viability of an Economic Improvement District and/or Business Improvement District as a funding tool to support the annual operations of a Main Street organization.

Downtown Redmond needs to identify a sustainable funding source for the annual operational support of a Main Street organization that is politically palatable and that yields enough funding for one full-time employee and programmatic support, such as planning, promotions, annual flowers and landscape maintenance.

An economic improvement district is a funding mechanism designed to enable a community to fulfill its commercial revitalization goals and plans; and is established as an assessment to property owners for use in promoting and improving the defined business district.

A Business Improvement District commonly assesses an annual surcharge on business license based on either an established fee, number of employees or gross revenues. An Economic Improvement District commonly assess a self-imposed property tax based upon square footage of the parcel, square footage of the storefront, or assessed value/market value of the parcel (not to exceed 1%).

Considerations will include the district boundaries, assessment formula, budget and programs funded.

Student Role/Deliverables:

- Research enabling legislation for EIDs and BIDs in the State of Oregon. Develop a best practices technical memorandum.
- Analyze financial yield of a EID and/or BID in the Redmond's Downtown Overlay District.
- Develop marketing collateral.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: REDMOND URBAN RENEWAL AGENCY

Relevant Partners: Biz Oregon, Oregon Main Street, Downtown Urban Renewal Advisory Committee, Redmond Downtown Association

Related Council Goals:

- 4. Economic Development
- 6. Community Enhancement
- 9. Urban Renewal

DOWNTOWN MARKET ANALYSIS

Project Description:

Downtown Redmond has experienced significant changes in the past ten years. US 97 was rerouted out of the downtown. Over 500,000 sf of large commercial retail was built on either end of the downtown. With the economic recession many of the smaller downtown businesses failed and were replaced with new businesses.

In 2005, the City of Redmond conducted a Market Analysis to identify the most likely consumer market for downtown Redmond. This project will update that market analysis by examining a primary market area and secondary market area, utilizing data sets and intercept consumer surveys. Then this analysis should recommend how downtown businesses can advertise most effectively to that targeted customer, including type of messaging, types of product to sell and customer service objectives.

Student Role/Deliverables:

- Identify primary and secondary market areas.
- Review data sets for those market areas, identifying the type of consumer and consumer needs in the market areas.
- Conduct consumer intercept surveys.
- Map existing businesses and identify clusters and trends.
- Recommend strategy for marketing to targeted customer profile and market area.

City Department: COMMUNITY DEVELOPMENT DEPARTMENT

Potential Funding Source: REDMOND URBAN RENEWAL AGENCY

Relevant Partners: Downtown Urban Renewal Advisory Committee, Redmond Downtown Association

Related Council Goals:

- 4. Economic Development
- 6. Community Enhancement
- 9. Urban Renewal





Downtown Redmond



CASCADIA EMERGENCY PREPAREDNESS PLAN

Project Description:

Create emergency response plan for City personnel in the event of the Cascadia earthquake occurring. Plan should include preparations for reserve fuel needs, food and water for City personnel, community damage assessment procedures, twelve-on - twelve-off shift planning, airport management with FEMA establishing command post on site, other airport operations during emergency, Fairgrounds security measures to manage refugees from Valley, prioritize travel routes needing repair, determine generator needs for City facilities, backup communications systems needed, plans must account for weather/seasons, the impact of Cascadia event-caused damage, etc.

Student Role/Deliverables:

- Identify needed resources to sustain City operations following the Cascadia Event and other major disasters (i.e., fuel, electricity, natural gas, public shelter sites, etc. Assess the generator needs for City buildings required to operate during disaster conditions.
- Incorporate plans specific to Public Works, City Admin, Police, Fire, Airport, and Water/Waste Water Departments into the main emergency plan.
- Identify and design traffic inflow and outflow routes for emergency vehicles, the needed traffic control, secondary routes, damage assessment protocols for City buildings and infrastructure.
- Research and make recommendations on Airport procedures while FEMA is onsite during the Cascadia Event. Develop plans for security around Fairgrounds during its use as a public shelter for disaster refugees, traffic control/routes, other suggested measures for surrounding businesses and facilities to minimize crime.
- Provide the City with an overall emergency master plan specific to addressing the Cascadia Event but capable of being adapted to other disasters large or small.

City Department: REDMOND CITY POLICE DEPARTMENT

Potential Funding Source: SPLIT FUNDS FROM MULTIPLE CITY DEPARTMENTS

Relevant Partners: The Deschutes County Fairgrounds due to their role as an identified FEMA shelter site for disaster refugees. The Redmond School District for possible public shelter sites for community residents. Saint Charles Hospital and Bend Memorial Clinic for medical services relevant to a disaster. Deschutes County Emergency Manager for his role in coordinating multiple agencies and organizations during disasters.

Related Council Goals

7. Comprehensive Planning

(D) Continue to work with partners on Emergency Management and Preparedness.



CENTRAL DRY CANYON PARK DEVELOPMENT PLAN

Project Description:

The Dry Canyon is a 250 acre canyon that runs through the City and serves as Redmond's "Central Park". The preserve serves both multiple developed recreational activities and natural areas. The City of Redmond is currently finalizing an updated Dry Canyon Master Plan. The Central Dry Canyon area is identified as an area with the greatest potential and need for development and redesign.

The outcome of this project is a proposed design of the area. The design involves recreational activities to include in the area: enhancing existing activities, potentially eliminating existing activities or introducing new activities most relevant to the needs of the citizens and values of the Dry Canyon. The design will also include large scale land or 'nature' scaping for the area. Parking and access considerations for the design and use of the park needs to be addressed, there is limited parking in the canyon and through a visioning process the citizens and the City feel additional parking won't accommodate the need and will begin to detract from the values of the Canyon. Parking and access considerations for the design and use of the park needs to be addressed.

The impacts of this project will be progressing a planned project with the additional benefit of design options incorporating various disciplines from the University. After project completion through the program, the City will adapt designs (if needed), conduct public input and begin to implement the construction of the area.

Student Role/Deliverables:

- Review the recent Dry Canyon Master Plan meeting notes and preferences for the Central Dry Canyon.
- Develop a few design scenarios incorporating various activities.
- Develop a landscape design or landscape elements to include in the larger area.
- Research and propose transportation and alternative transportation strategies for access to the area with limited parking options.

City Department: PARKS DIVISION

Potential Funding Source: GENERAL FUND – PARKS DIVISION BUDGET

Relevant Partners: Redmond Parks Commission, Redmond School District, Redmond Area Park and Recreation District, Community Advisory Committees, etc.

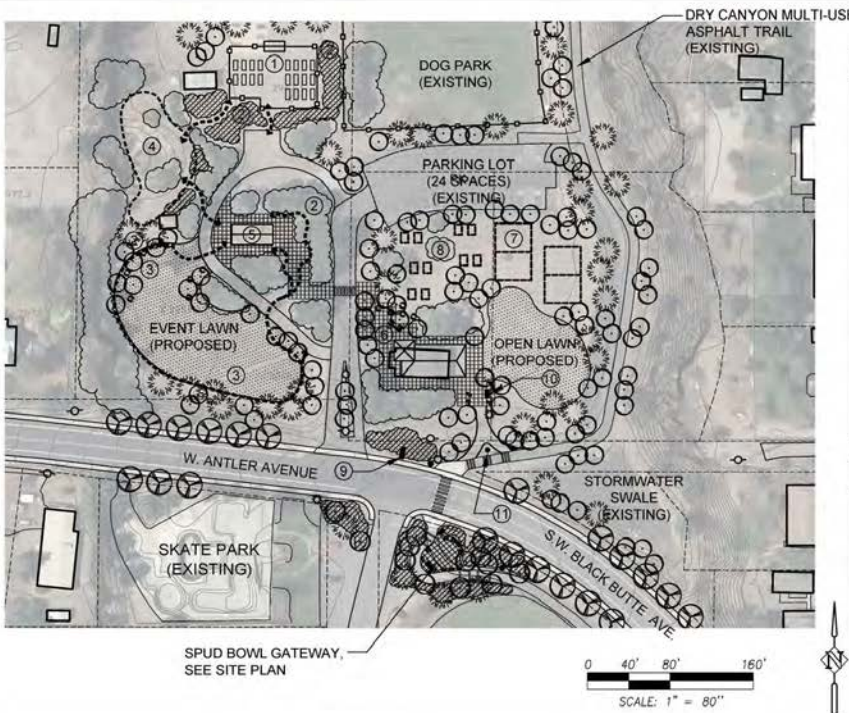
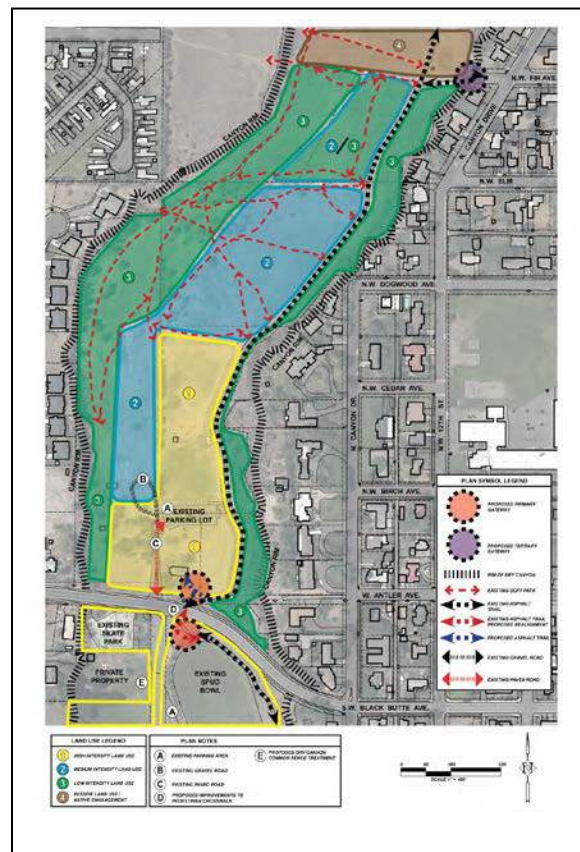
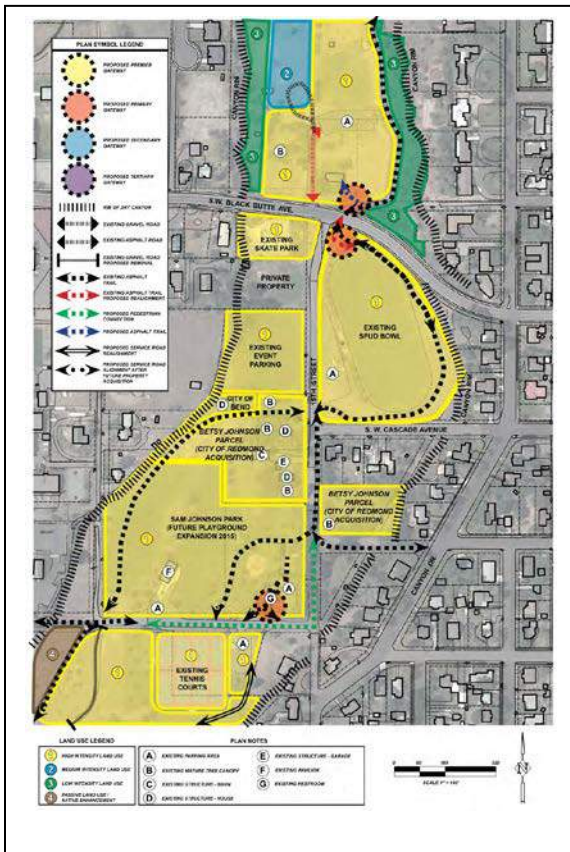
Related Council Goals

3. Preserve and Enhance the City's Infrastructure

6. Community Development

(B) Continue to improve the quality and amenities of Redmond neighborhoods.

(D) Continue to develop new and better ways for public outreach and participation



- PLAN NOTES**
- ① RELOCATED COMMUNITY GARDEN WITH GREENHOUSE (PROPOSED)
 - ② "RICHARD'S GARDEN" NATIVE BOTANICAL GARDEN WITH TRAIL (PROPOSED)
 - ③ EVENT LAWN WITH PICNIC AREA (PROPOSED)
 - ④ PLAYGROUND WITH ROCK CLIMBING FEATURE (PROPOSED)
 - ⑤ SPECIAL EVENT SHELTER WITH PATIO AREA (PROPOSED)
 - ⑥ INTEGRATED RESTROOM / PICNIC SHELTER WITH PATIO AREA (PROPOSED)
 - ⑦ SAND VOLLEYBALL COURTS (PROPOSED)
 - ⑧ PROGRAMMED ACTIVITY AREA (PROPOSED)
- SIGNAGE NOTES*****
- ⑨ ELEMENT B - ROADWAY MONUMENT SIGNAGE (PROPOSED)
 - ⑩ ELEMENT D - INFORMATION KIOSK (PROPOSED)
 - ⑪ ELEMENT E - WAYFINDING SIGNAGE (PROPOSED)

*** FOR SIGNAGE ELEMENTS REFER TO DRY CANYON MASTER PLAN

DRY CANYON - CENTRAL PRIMARY GATEWAY



STORMWATER SYSTEM EVALUATION AND BIO SWALE BEAUTIFICATION IN THE DRY CANYON

Project Description:

The Dry Canyon serves a convergence point and termination for numerous City drainages. The City has built bioswales in key areas of the flooding. During moderate to severe storms, these features lack the capacity for the large amounts or rapid rates of water; they back up, flood and erode the area. The swales need evaluation on capacity and design adequate to handle water flow. In addition to lacking proper capacity and function, these features were developed primarily to serve a utilitarian function. The swales need redesign for improved incorporation into the landscape.

The goal of this project is to evaluate the stormwater features in the Dry Canyon for function along with plans to beautify the features to better fit the park setting. Potential interpretive signage for these features should also be considered to educate the public on stormwater issues, this education can help residents understand stormwater .

This outcome of this project will directly lead to near term implementation. The current stormwater techniques are on slate for improvement in the current capital improvement plan.

Student Role/Deliverables:

- Evaluation of existing stormwater features in the Dry Canyon for capacity and function
- Research of storm averages and maximums
- Develop and propose improved design of the swales that includes beautification and alignment with park values and aesthetics
- Consider proposing interpretive education as a component of the design

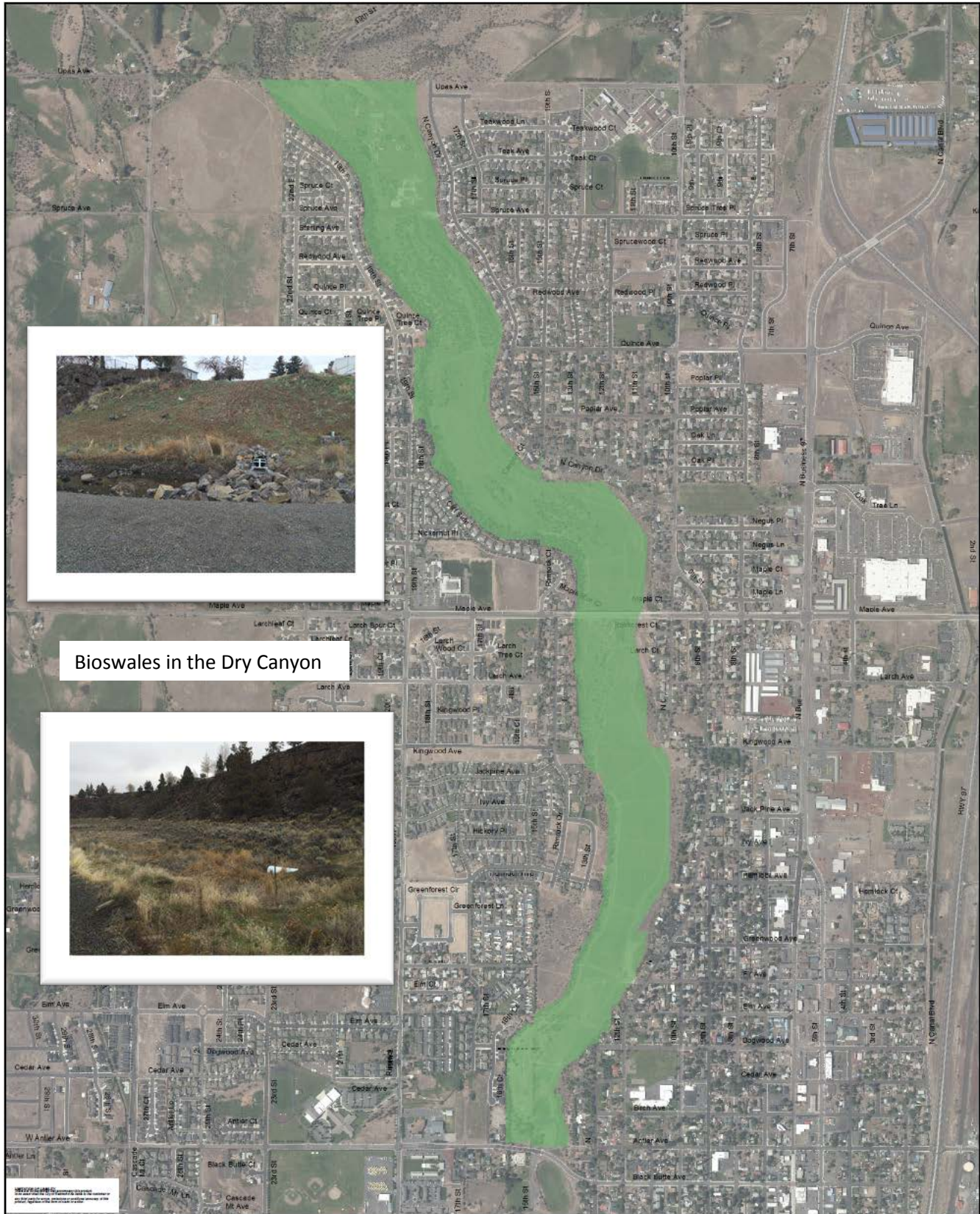
City Department: ENVIRONMENTAL SERVICES

Potential Funding Source: STORMWATER ENTERPRISE FUND

Relevant Partners: Redmond Parks Commission

Related Council Goals

3. Preserve and Enhance the City's Infrastructure



Bioswales in the Dry Canyon

Dry Canyon Park



BRANDING OF CITY UTILITIES

Project Description:

The value provided by City utility services (water, water and storm water) go largely unrecognized until an interruption of service occurs. Citizens are not aware of the large and complex systems that provide the services they come to expect. The City has put efforts towards public outreach of these services in various ways but would benefit from University multi-disciplinary development of a marketing strategy that educates the rate payers on the services and highlights the value and promotes the City's commitment and customer service.

The outcomes of this project including fostering citizen engagement in City services, educating the public on water, stormwater and waste water issues. This project can serve to highlight environmental issues and conservation efforts of City related services.

Student Role/Deliverables:

City Department: PUBLIC WORKS

Potential Funding Source: SPLIT FUNDS – UTILITY ENTERPRISE FUNDS

Relevant Partners: Redmond Chamber of Commerce, Redmond Economic Development, Inc.

Related Council Goals

1. Sustain Operations

(B) Increase the efficiency and/or effectiveness with which the City provides public services.



REDMOND SPORTS COMPLEX FEASIBILITY ANALYSIS

Project Description:

The City has considered a sports complex to serve the residents and be a regional economic draw. This project would entail an overall feasibility study for Redmond to invest in a sports complex, including research of other areas with similar facilities, analyzing potential use, return on investment, researching recreation use and trends to identify specific facilities and fields needed for a successful complex (current and future needs). The project will also include recommendations for the most appropriate management arrangement (nonprofit, city, public-private partnership).

Student Role/Deliverables:

- Research various sports complexes management structures
- Conduct an analysis of the feasibility for a sports complex in Redmond: including potential use, economic draw, return on investment etc.
- Provide a recommendation to the City on the potential of a sports complex with specifics of how the complex should be most appropriate managed

City Department: PARKS DIVISION

Potential Funding Source: GENERAL FUND – PARKS DIVISION BUDGET

Relevant Partners: Redmond Parks Commission, Redmond School District, Redmond Area Park and Recreation District, Redmond Little League, Deschutes County Fairgrounds.

Related Council Goals

1. Sustain Operations
4. Economic Development

DEVELOPMENT OF REDMOND STREET TREE PROGRAM

Project Description:

The goal of this project is to further develop the Redmond Street Tree Program. Specifics of the project include evaluating the current program, identifying priority areas and tree species, developing protocol and evaluating differing data management systems for the program (the City currently uses itree in a limited capacity), and develop recommendations for irrigation systems and designs that minimize adverse effect to adjacent streets/sidewalks.

Student Role/Deliverables:

- Evaluating the current program
- Identifying priority areas for inventory
- Identify tree species relative to the area along with trees commonly located in the City,
- Evaluating differing data management systems and develop a protocol for data management for the program (the City currently uses itree in a limited capacity)

City Department: PARKS DIVISION

Potential Funding Source: GENERAL FUND – PARKS DIVISION BUDGET

Relevant Partners: Redmond Community Development Department, Redmond Downtown Association, ODOT

Related Council Goals

1. Sustain Operations

DEVELOPMENT OF A HERITAGE TREE PROGRAM

Project Description:

Redmond has a rich history and culture going back to the homesteaders who settled the area. Many different and unusual species of trees have been planted since then but have not been catalogued. These trees are connected to historical structures and community features and hold a place in history. These “Heritage Trees” are of special importance to the community because of “their beauty, age, size, type, historical association, or horticultural value.”

Of all the programs in Oregon celebrating significant trees, Portland has the only one with legal teeth. Portland’s Heritage Trees are legally protected, and the owner’s responsibilities attach to the title and must be recorded there. Redmond would like to adopt a similar program that expresses the pride that Redmond takes in their significant trees and their determination to celebrate and protect them. Protecting these trees enhances our sustainability by shading pavement areas, and encouraging walking to view them.

This program includes identification, logistics, interpretive signage options, and preservation/enhancement of the Redmond Urban Forest.

Student Role/Deliverables:

- Assist in identification, mapping, photos, and language for interpretive signage.

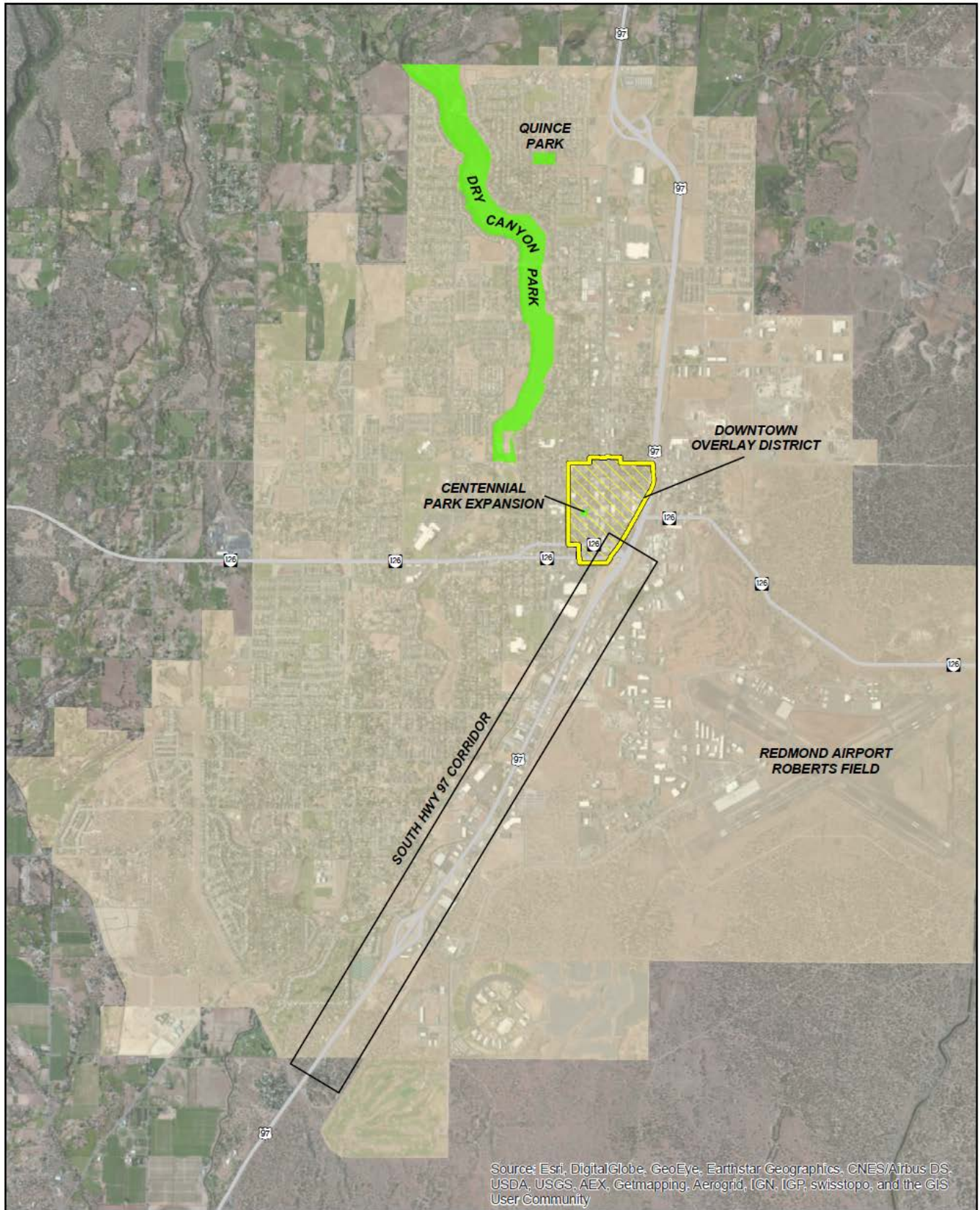
City Department: PARKS DIVISION/COMMUNITY DEVELOPMENT

Potential Funding Source: GENERAL FUND

Relevant Partners: Redmond Parks Commission

Related Council Goals

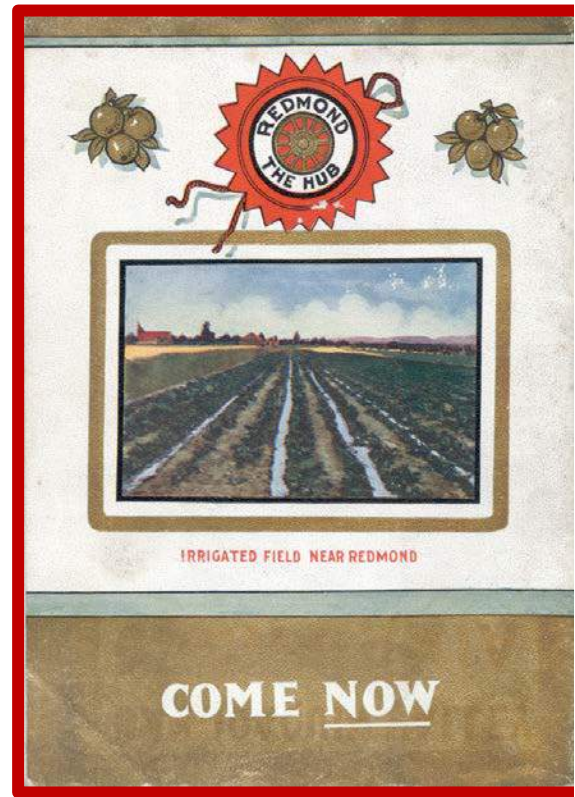
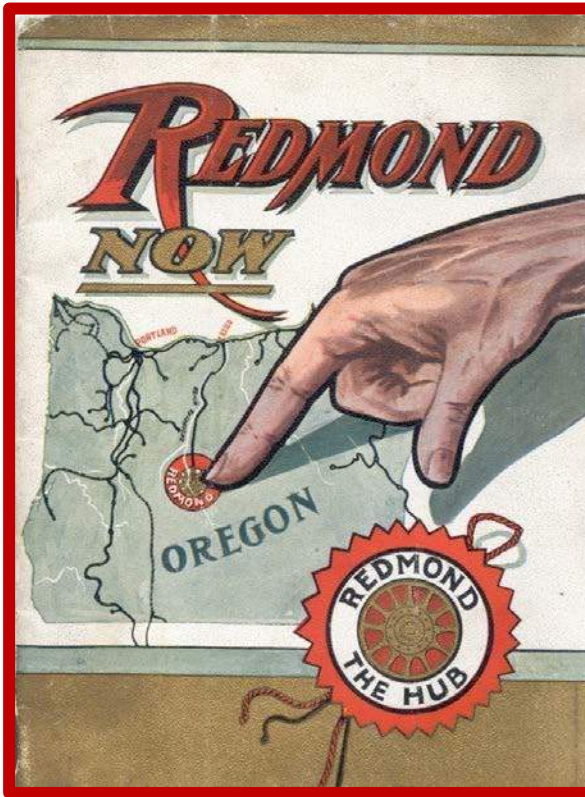
6. Community Enhancement



Scale
1 inch = 3,200 feet

CITY OF REDMOND





1910 Promotional Brochure, Redmond, Oregon

LETTERS:



CITY OF REDMOND
City Manager's Office

716 SW Evergreen Ave
Redmond, OR 97756

(541) 923-7711
keith.witcosky@ci.redmond.or.us
www.ci.redmond.or.us

January 28, 2015

ATTN: Mark Schlossberg and Nico Larco

Dear Mr. Schlossberg and Larco:

The City of Redmond is honored to submit our application to the 2015 SCYP yearlong partnership with the University of Oregon's Sustainable Cities Initiative (SCI). The opportunity to harness the intellectual and analytical acumen of the students and faculty from across the University will bring great benefit to our city.

We pride ourselves on being an open and collaborative government and believe our values of innovation, particularly in our approach to comprehensive sustainability and livability, are perfectly suited to the goals of the SCI program.

The City of Redmond has approximately 145 employees, with an annual budget of about \$95 million dollars. We take our responsibilities of delivering services to our population of 27,000 very seriously. In 2015 Redmond is tackling multiple public policy issues and investments as we address growth related issues of wealth/job creation, poverty, transit, housing, public infrastructure, mobility, public safety and our role in contributing to the Central Oregon region.

Our application represents our willingness to recommend the Redmond City Council approve a budget of \$250,000 - \$300,000 for the SCI in the FY 2015/16 Adopted Budget. Confirmation of this will occur through Council action in May/June 2015 as part of the annual budget process. We also commit to devoting the staffing resources to make this proposal a success.

Thank you for consideration of our application.

With warm regards;

Keith Witcosky
City Manager
Redmond, Oregon



CITY OF REDMOND
Office of the Mayor

716 SW Evergreen Ave
Redmond, OR 97756

(541) 923-7710
george.endicott@ci.redmond.or.us
www.ci.redmond.or.us

January 28, 2015

ATTN: Mark Schlossberg and Nico Larco

Dear Mr. Schlossberg and Larco:

As Mayor of the City of Redmond this letter represents the City Council's enthusiastic support for the City's application to participate in the SCYP for the 2015/16 Academic Year.

On December 9, 2014, City staff made a presentation to the Redmond City Council at a City Council meeting, outlining the purpose of the program and how Redmond can benefit from the breadth and depth of talent presented by University of Oregon students and professors. The presentation was received very positively by all members of the City Council, and staff was provided direction to proceed forward with an application.

We look forward to this partnership helping our community advance critical initiatives.

Thank you for offering us this opportunity.

Sincerely,

George Endicott
Mayor
City of Redmond, Oregon



Marc Schlossberg
Sustainable Cities Initiative
University of Oregon

January 27, 2015

To whom it may concern:

It is with great enthusiasm the Redmond Chamber of Commerce offers you this letter of support for the City of Redmond's application to the Sustainable City Year Program.

The Redmond Chamber of Commerce has the privilege of working with the City of Redmond and representing our 720+ members on a daily basis. The spirit of team work, the love of community and the desire to always make things better is the thread that binds us. Together we accomplish great things and we look forward to the exciting opportunities this program will discover.

Redmond is known throughout the State of Oregon as a community that is innovative and creative, and we cannot think of a better partnership than the Sustainable City Year Program and the City of Redmond to stimulate new ideas, program and projects in our community.

We look forward to working with the University of Oregon and the City of Redmond on this project.

Sincerely,

Eric Sande, Executive Director

(University of Oregon Graduate, Class of 1990, Go Ducks)



P: 541.923.5437

F: 541.923.5142

145 SE Salmon Dr | Redmond, OR 97756

www.redmond.k12.or.us

January 27, 2015

Marc Schlossberg
Sustainable Cities Initiative
University of Oregon

To whom it may concern:

The Redmond School District is writing this letter in support of the City of Redmond's application to the Sustainable City Year Program.

The Redmond School District partners on various projects with the City of Redmond. We serve nearly 7,000 K-12 students in our district and it is our mission to ensure rigorous and relevant instruction which leads to mastery and the development of productive citizens. We also encourage educational opportunities in all levels of education and the Sustainable City Year Program sounds like a great opportunity to promote student interaction at the university level. We believe this model would create great learning opportunities for students and our community as a whole.

Redmond is known throughout the State of Oregon as a community that is innovative and creative, and we cannot think of a better partnership than the Sustainable City Year Program and the City of Redmond to stimulate new ideas, program and projects in our community.

We look forward to working with the University of Oregon and the City of Redmond on this project.

Sincerely,

A handwritten signature in black ink that reads "Michael D. McIntosh".

Michael D. McIntosh
Superintendent



Redmond Area Park and Recreation District

P.O. Box 843 • 465 SW Rimrock Dr. • Redmond, OR 97756 • 541/548-7275

Marc Schlossberg
Sustainable Cities Initiative
University of Oregon

January 27, 2015

To whom it may concern:

Redmond Area Park and Recreation District (RAPRD) is submitting this letter in support of the City of Redmond's application to the Sustainable City Year Program.

RAPRD provides park and recreation facilities and recreation programs to the greater Redmond Community. RAPRD serves families in our area through a variety of active and passive recreation opportunities including youth soccer and basketball leagues, swim lessons, swim team, gymnastics and before and after school programs for elementary children. In addition to these programs, RAPRD is partnering with the community to teach bike safety skills to our community's youth to help increase the number of youth riding bikes.

Redmond is known throughout the State of Oregon as a community that is innovative and creative, and we cannot think of a better partnership than the Sustainable City Year Program and the City of Redmond to stimulate new ideas, program and projects in our community. We look forward to working the University of Oregon and the City of Redmond on this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katie Hammer", is written over the printed name.

Katie Hammer
RAPRD Executive Director



January 28, 2015

Marc Schlossberg
Sustainable Cities Initiative
University of Oregon

RE: Support for City of Redmond's application for the Sustainable City Year Program

To whom it may concern,

Redmond Economic Development, Inc. (REDI) is a non-profit business development organization focused on diversifying and strengthening the economy by increasing capital investment and helping companies create jobs in Redmond, Oregon. We do this by recruiting new businesses, helping existing ones expand, and assisting entrepreneurs grow new enterprises.

Redmond has long been known as a "can do" community that uses its creativity and innovation to deliver many forward thinking projects that have helped this community become the vibrant community it is today. REDI can't think of a better opportunity than partnering with the Sustainable City Year Program to challenge these past successful projects to bring an even stronger set of deliverables that enhance the collective livability, connectivity and positive experiences of its citizens and stakeholders.

REDI has been involved in business expansion, relocation, and retention in Central Oregon for over 20 years. We are made up of a twenty-four member board of directors strongly engaged in our mission of "Creating Prosperity through Community and Business Development." We appreciate this opportunity to share our perspective. Please feel free to contact me if you need additional information regarding our above observations and thoughts.

Respectfully,

A handwritten signature in black ink, appearing to read 'Jon Stark', is written over a horizontal line.

Jon Stark
Manager
Redmond Economic Development, Inc.

Central Oregon Truck Company

P.O. Box 889 • 394 NE Hemlock • Redmond, OR 97756

January 27, 2015

Marc Schlossberg
Sustainable Cities Initiative
University of Oregon

To whom it may concern:

Central Oregon Truck Company is writing this letter in support of the City of Redmond's application to the Sustainable City Year Program.

We are a company of 320+ employees headquartered in Redmond that provides nationwide freight services. We recently had to make a decision of whether to stay in Oregon or relocate out of state. The City aggressively supporting efforts by the local economic development organizations, Deschutes County, and the State in putting together a program to make sure we remained an Oregon based business. The planning department worked tirelessly in making our new facilities happen in a timely basis.

Redmond is known throughout the State of Oregon as a community that is innovative and creative, and we cannot think of a better partnership than the Sustainable City Year Program and the City of Redmond to stimulate new ideas, program and projects in our community.

We look forward to working with the University of Oregon and the City of Redmond on this project.

Very truly yours,



Paul H. Coil
Chief Financial Officer