



CITY OF REDMOND

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REVISED **CITY COUNCIL**

February 28, 2023
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Cat Zwicker
Council President

Tobias Colvin
Councilor

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Shannon Wedding
Councilor

FEBRUARY 28, 2023

REGULAR MEETING AGENDA

6:00 PM

- I. CALL TO ORDER / ESTABLISH A QUORUM**
- II. BLESSING - Pastor Chuck Gustafson, Desert Song Community Church**
- III. PLEDGE OF ALLEGIANCE**
- IV. COMMENTS FROM CITIZENS AT THE MEETING**
 - A. Written Comments from Judy Dow
 - B. Written Comments from Jay Patrick
- V. CONSENT AGENDA**
 - A. Minutes of January 24, 2023, Council Meeting
- VI. PRESENTATIONS**
 - A. Budget Resource Discussion with Jason Neff
 - B. Homelessness Resource Update with Linda Cline
- VII. BID AWARDS / BID REJECTIONS**
 - A. A five-year contract with LTT Partners for security cameras and support services in an amount not to exceed \$305,000.
 - B. Northpoint Mixed-Income Neighborhood Project Master Developer Request for Qualifications to deChase Miksis Development and authorize the negotiation of a Disposition and Development Agreement
- VIII. PUBLIC HEARINGS**
 - A. Continued - Ordinance #2023-02 - An Ordinance amending the Redmond City Code Chapters 4, 5, 6 and 7 regulating camping on public property, enforcement of property in rights-of-way, making technical changes to improve administration and declaring an emergency.
 - B. Ordinance #2023-03 - An Ordinance amending Section 7 of the City of Redmond Public Facilities Plan adopting the 2023 Wastewater Facility Plan Amendment as a supporting plan to the 2040 Redmond Comprehensive Plan.
- IX. ACTION ITEMS**

- A. Resolution #2023-04 - A Resolution of the City of Redmond Approving the Deschutes County Road Agency Intergovernmental Agreement.

X. CITY MANAGER COMMENTS

XI. COUNCIL COMMENTS

XII. MAYOR'S COMMENTS

- A. Parks Committee - Appointment of Brad Porterfield with a term expiring December 31, 2024

XIII. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XIV. EXECUTIVE SESSION

Oregon Law permits public bodies to meet in executive session to discuss specific matters which are not open to the public. Final actions or decisions on these matters will be made during regular session.

- A. Real Property – ORS 192.660(2)(e) authorizes executive session “to conduct deliberations with persons designated by the governing body to negotiate real property transactions.”

Under the provisions of the Oregon Public Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

XV. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities

2/18/23

Dear Mayor Fitch and Council,

As the news reflects, drugs in America are an ongoing problem. There is Big Money to be made. The City of Redmond would receive a tax of 3% from all marijuana dispensaries. This is drug money. Redmond is ¾ conservative. Redmond wants to hold to its conservative values.

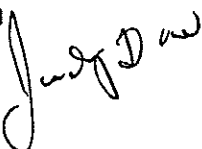
Attached is my latest research from Deschutes County 911 Service District (1) and OLCC Public Records Request 234 (2) on marijuana dispensaries in Deschutes County. Do the marijuana dispensary taxes outweigh the cost to police and neighborhoods? Also, Bend police department lumps all the drugs legalized under measure 110 in one statistic.

In November 2020, Oregon voters passed Measure 110, which decriminalized the possession for personal use of small drugs, including cocaine, heroin, LSD, methamphetamine, and oxycodone. Christine Drazan and Betsy Johnson wanted the measure repealed and Tina Kotek supports this measure. This measure has tied the hands of our local police. There are drug houses on Salmon street that our local police cannot do anything about. So are they a marijuana dispensary at work that is disrupting the neighborhood?

Measure 110 came with treatment funds. According to OPB 2/28/23 "Decriminalization of personal-use amounts of drugs, approved by voters in 2020 under Ballot Measure 110 was supposed to channel hundreds of millions of dollars of marijuana tax revenue into drug treatment and harm reduction programs. But that hasn't yet translated into an improved care network for a state with the second highest rate of substance use disorder in the nation and ranked 50th for access to treatment."

CDC Centers for disease control and prevention states "Marijuana side effects: it affects how the brain builds connections for functions like attention, memory, & learning. These effects may last a long time or even be permanent. Marijuana affects heart and lung, mental health, marijuana use disorder, increased risk of psychosis or schizophrenia, and rise in crime and usage."

Drugs are a determinant to the quality of life the council notes in its' goals. I am asking the council to stand for what is right and to not to go forward with granting business licenses to marijuana dispensaries in the City of Redmond.

Thank you
Sincerely 
Judy Dow

(1)

Marijuana Dispensaries in Bend, OR Number of 911 calls 1/1/2020-2/10/23

542 NW Arizona Ave.	1
61230 S. Hwy 97	25
325 NE Franklin	14
1216 NE 1st	5
2715 US 20 Hwy	20
70 SW Century Dr. #170	2
727 NE Greenwood	9
385 SW Columbia	1
817 NW Hill Street	7
815 NE Greenwood	24
1814 NE Division Street	24
2036 Empire Ave Suite 140	44
905 SE 3rd	6
932 NE 3rd #1	22
1052 NE 3rd	11
2650 NE Division Street	15
923 SE 3rd	30
224 SE Davis Ave	9
3312 N Hwy 97	27
1199 NW Wall	28
415 SE 3rd Street	60
2205 NE Division St	59
2115 NE Hwy 20 #107	17
2728 NW Potts CT. Suite 100	3

There were, also, many calls before 1/1/20. The calls ranged from unwanted subject, harassment, theft, alarm, intoxicated subject, property loss, welfare check, drug activity, suspicious circumstances, domestic dispute, civil dispute, etc.

(2)

February 3, 2023, I requested from OLCC all violations and compliance reports for Deschutes County marijuana retail locations. Request Receipt PRR-234. To receive the full packet would cost me \$200. Following is the information I received for the first free hour.

Public records I received 2/13/23

1. Diamond Tree, inc-1233 NW Galveston Ave.-2/23/2022-2/4/22-DUII Crash Driver (rollover accident) in possession of MJ purchased at the premises. Driver admitted to using a fake ID. Diamond Tree was offered an ID checking class to help the staff to identify invalid ID's.
 - A. July 10, 2020-Licensee failed to have a fully operations; security alarm system. Commission staff propose that the Commission suspend their license for 10 days or assess a civil penalty of \$2,500 for the violation OAR 845-035-1420(1),(2)(a)(b)

This took over a year to resolve. **Please note these actions burden our court system.**

- B. 4/13/22-Proactive inspection with negative packages. Closed with verbal instructions
 - C. 5/20/18-There was a break in between 1-2 am-recorded incidents and police contacted-inventory lost-suspect arrested for this incident and at least 2 other marijuana retailer incidents.
 - D. 7/24/17-break-in and theft-motion sensor did not work-police not notified.Alleged violations OAR 845-OAR 845-025-1410 - Security Requirements - Oregon Laws
 - E. 10/13/20-Complainant called and stated he wanted to talk to an inspector regarding knowledge he had of possible violations regarding diversion, untracked MJ being removed from the store and possibly other illegal activity related to this store and the owners. Outside jurisdiction of OLCC-referred to outside agencies. Case closed with verbal instructions.
 - F. 11/20/20-Anonymous complainant stated the premises sales MJ to drunks and allow people to smoke in the shared alley behind the premises.-case closed with verbal instructions.
 - G. 2/19/20-another anonymous complaint-11/20/20-2/19/20-2/23/21-employees smoking MJ, not in store etc- inspector would be visiting store frequently.
2. Tokyo Starfish, 542 NW Arizona Ave, Bend-4/10/17-multiple licensees that have negative weights entered into Metric. Inspector Brown provided them a copy of OAR 845-025-7580 seed to sale tracking-reconciliation with inventory and specifically discussed the need to have daily reconciliations as required by (1)(b) of the rule. Tokyo Starfish continues to have the metric problem 4/17/17 through 6/6/17.

I am making these comments so that these topics can reach the Citizens of Redmond. This is not meant to impugn anyone but rather add another perspective and hopefully be of some use to the Council and Mayor in the future.

Is last year different than this year. I believe the obvious answer is YES! Today is the day when we need to speak up, write to the paper and to the boards like the school board or city council. Too often we don't know what is happening until it is too late and we just adapt. Often the decisions the boards are making do not align with our own values. Voting is often the most effective way to make a difference but the years in between elections are when bad decisions happen. We need to ask questions get informed and stay engaged. Too often people with common sense ideas are the ones concentrating on raising their families and working to make a living. Not the ones carrying signs and protesting or going to meetings to be the squeaky wheels. The problem is the loud voices, often win the most, in this game of life. This has got to stop. Stand up and be heard. You don't need to show up to every meeting, talk with likeminded friends and take turns showing up to have your voices heard.

Now for the second concern. We have enough issues in the city of Redmond. The last thing we need is to bring on more challenges. Our state has already created havoc with measure 110, giving the go ahead to legalized drugs everywhere. Because of federal law and the way our business license code is written in Redmond we are able to keep dispensaries out. Adding more drug access in our community is a real negative for our children.

I heard Mayor Fitch talk about marijuana and about the demographics in Redmond and how they have changed. When I heard that on the radio interview I wanted to just scream. After thinking about it, I came to the realization that they have changed. Redmond is not that way it was 25 years ago, we have tripled in population. Considering that, I ask the Mayor and Council to look back at the November 8, 2022 election. The mayor's race had right at 15,000 votes. Two thirds of those votes fell for conservative minded candidates, that would lead one to think there is still a conservative leaning in Redmond or at least one that wouldn't desire to emulate a Portland, Salem or even Bend. I ask the mayor and council to PLEASE remember that when you're debating what is good or bad for the community, what Ordinances, Regulations or what restrictions that you are going to put in place on our citizens. The mayor and council are here to represent the community, the mayor and council work for the people of Redmond as does the staff. NOT, the other way around. Being a mayor or a city councilor is not about your personal ideology.

The Mayor also stated in that interview, "The City missed out on 1 million dollars in revenue last year by not having marijuana dispensaries in Redmond." I would like to understand where that number came from. Was that 1 million before the increases in traffic accidents, deaths, burglaries, suicides as well as a plethora of crimes and costs revolving around the safe drug named marijuana. Know that there is always an increase in emergency room visits by the toddlers who ingest gummies, the marijuana's candy lookalike. As well as some older adults who tend to under estimate the power of that federal drug named marijuana and overdose ending up in the ER. These facts are supported by National Health Organizations and other reputable studies published throughout the United States recently. On the Oregon State website, it was reported approximately 55 million in sales of marijuana in Deschutes County. At the 3% which is what's left for the cities and counties after Measure 110, Deschutes County and it's cities ended up pocketing approximately \$1,700,000. If Redmond joins that game it would see

considerably less than that 1 million dollar guesstimate. Redmond already has a strong yearly budget of \$128 million without the drugs.

I ask our Mayor and Council to keep drugs out of our community of Redmond, PROTECT our kids, they are our future. Our last vote as a City was NO on the drug marijuana. Adults, lets continue to travel 15 miles if we have a need for marijuana. Keep the access of this drug as difficult as we can for our kids. Keep Redmond clean, keep Redmond Redmond.

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD JANUARY 24, 2023, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tobias Colvin – Clifford Evelyn – Ed Fitch –John Nielsen – Kathryn Osborne – Shannon Wedding (Virtual) – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Police Chief Devin Lewis – Interim Public Works Director John Skidmore – Housing Programs Analyst Linda Cline – Deputy City Recorder Kayla Duddy – Deputy City Manager John Roberts – IT Specialist II Tyler Roppe – Deputy City Manager/Chief Financial Officer Jason Neff – Water Distribution Operations Coordinator Jeremiah Wooden – Communications Director Heather Cassaro – Water Division Manager Josh Wedding – Fleet Manager Scott Gibson

MEDIA PRESENT: None

Mayor Fitch called the meeting to order at 6:00 p.m. A quorum was established.

BLESSING

Pastor Ken Marshall of City Center Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Evelyn led the Pledge of Allegiance.

APPOINTMENT OF CITY COUNCILOR

Councilor Nielsen moved, seconded by Councilor Zwicker, to approve the appointment of Tobias Colvin to City Council, motion passed. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

City Attorney Keith Leitz administered the oath of office to Councilor Colvin.

COMMENTS FROM CITIZENS AT THE MEETING

A. Written Comments from Vicki Harrington

Redmond resident Jay Patrick addressed the Council regarding Redmond's changing demographics and population growth. He encouraged the Council to consider the November 8, 2022, election when debating what is appropriate for the community.

Redmond resident Sally Griffin addressed the Council regarding a property on SW Canal Boulevard that she deems an “eyesore”. She requested that Code Enforcement address the issue.

Redmond resident Donna Abelein spoke to the Council regarding slavery and opined history revisionism is rampant in the United States.

Redmond resident Lena Berry requested Council action on issues that include zoning to allow Recreational Vehicles (RVs) spaces in smaller parks, smaller mobile home parks for lower-income people that are City run, and a fund or work program to fix RVs.

CONSENT AGENDA

A. Minutes of December 13, 2022, Council Meeting

B. Minutes of January 4, 2023, Council Meeting

Councilor Zwicker, moved, seconded by Councilor Evelyn, to approve the Consent Agenda, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

PROCLAMATIONS

A. Black History Month

Councilor Osborne moved, seconded by Councilor Colvin, to approve the Proclamation, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

Councilor Evelyn read the proclamation.

PRESENTATIONS

A. Debrief on January 19, 2023, Community Forum on Homelessness

Staff presented a debrief of the January 19, 2023, forum on Homelessness.

B. Making Policy Decisions in the Context of Population Growth

Deputy City Manager John Roberts presented a high-level overview of Redmond's population trends and projections seen in both Deschutes County and the City. He discussed the importance of understanding the population trends and growth, the role Portland State University plays with their Population Research Center, and the significance of their work moving forward.

C. Urban Renewal Debt Issuance Update

Deputy City Manager Jason Neff presented an update on the debt issuance for the Downtown Urban Renewal District in preparation for Council's joint meeting with the Downtown Urban Renewal Advisory Committee. He explained that the City is in a good position financially to service the debt.

BID AWARDS / BID REJECTIONS

A. Approval for the purchase of 4,000-gallon De-Ice Truck; \$459,646.00.

Mr. Neff requested approval to purchase a 4,000-gallon de-ice truck for the for the Airport in the amount of \$459,646.00. Staff solicited quotes from potential suppliers but only received one. Mr. Neff explained that arrival of the vehicle is anticipated in the Fiscal Year 2024 due to supply chain issues.

Councilor Nielsen moved, seconded by Councilor Zwicker, to approve the purchase of a 4,000-gallon de-ice truck for \$459,646.00, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

B. Approval for the Purchase of a Used 4,000-gallon Water Truck, not to exceed \$150,000.

Mr. Neff requested approval to purchase a used 4,000-gallon water truck for the Airport, in an amount not to exceed \$150,000. Staff's intention is to purchase a used, 2009 model vehicle.

Councilor Zwicker moved, seconded by Councilor Evelyn, to approve the purchase of a used 4,000-gallon water truck for the airport, not to exceed \$150,000, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

ORDINANCES

A. Ordinance #2023-01 - An ordinance amending the Redmond City Code Chapter 2, amending sections relating to City Council meetings, the Juniper Golf Committee, the Redmond Development Committee, and surplus property.

Mr. Leitz presented an overview of the proposed amendments to Chapter 2 of the Redmond City Code. Amendments relate to City Council meetings, the Juniper Golf Committee, the Redmond Development Committee, and surplus property.

Councilor Evelyn moved, seconded by Councilor Osborne, to have a first and second reading of Ordinance #2023-01 by title only, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

Mr. Leitz gave a first and second reading of Ordinance #2023-01 by title only.

Councilor Colvin moved, seconded by Councilor Nielsen, to approve Ordinance #2023-01, motion passed. (ROLL CALL: Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

CITY MANAGER COMMENTS

Mr. Witcosky congratulated Councilor Colvin on his appointment to Council. He described City Day at the State Capital, its importance to cities, and noted Redmond will be represented by Councilors Osborne and Zwicker and City Engineer Jessica MacClanahan. Central Oregon Cities Organization Lobbyist Doug Riggs will give a legislative report at the next Council meeting.

Mr. Witcosky shared details on items expected to come before the Council at the February 14, 2023, Council meeting and the March 7, 2023, Joint Meeting with Deschutes County.

COUNCIL COMMENTS

Councilor Colvin thanked the Council for appointing him to the vacant Council position adding he looks forward to a great two years of helping with some extraordinary challenges and growth.

Councilor Osborne welcomed Councilor Colvin.

Councilor Evelyn thanked those in attendance at the meeting and thanked the eight applicants who applied to Council. He thanked staff for their presentations this evening.

Councilor Zwicker welcomed Councilor Colvin. She stated good candidates applied, and she hopes they will take advantage of committee and commission positions currently open. She thanked everybody who was present and appreciated their comments.

Councilor Nielsen looks forward to working with Councilor Colvin and thanked the participants on the homelessness panel, specifically Redmond Economic Development, Inc. Director Steve Curley and Police Chief Devin Lewis. He also thanked Mr. Leitz for attending the panel and framing the argument.

Councilor Wedding welcomed Councilor Colvin and thanked the applicants that applied.

MAYOR'S COMMENTS

Mayor Fitch explained that filling a Council vacancy is challenging because of the great people who applied, and he is glad to have Councilor Colvin on board. The Council will be working on goal setting over the next few months and invited the community to submit input regarding those goals. He shared details of a meeting with the Bureau of Land Management where homelessness and the Redmond Caves property were discussed. Mayor Fitch met with the delegation from Senator Jeff Merkley's office and plans to meet with Ben Schimmoller from Representative Lori Chavez-DeRemer's office. He emphasized the need for more cooperation at the local level between federal, state, and local agencies. He stated he is committed to fostering such relationships.

Mayor Fitch reported that the City received several applicants to develop the Northpoint Vista Neighborhood, and the process is going through its final stages of review with Staff. He thanked everyone who attended the meeting adding that Council's goal is to have as much public participation as possible.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

A Redmond resident commented on the homelessness situation, shared information on the homeless situation in Austin, Texas, and urged Redmond to look at what other cities are doing and what they have found to be successful.

Ms. Griffin addressed Mr. Patrick's comments regarding marijuana dispensaries in Redmond. She explained that marijuana helps people with medical issues and opined that tobacco and alcohol kill larger numbers of people.

There being no further business for open session, Mayor Fitch took the Council into Executive Session and indicated there would be no motions as a result of Executive Session. The meeting was adjourned at 7:44 p.m.

EXECUTIVE SESSION

Mayor Fitch convened the Council into Executive Session at 7:48 p.m. in accordance with ORS 192.660(2)(e) which authorizes executive session to conduct deliberations with persons designated by the governing body to negotiate real property transactions and ORS 192.660(2)(h) which authorizes executive sessions to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Mayor Fitch closed Executive Session at 8:53 p.m.

Prepared by ABC Transcription Services
Reviewed by Kayla Duddy, Deputy City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 28th day of February 2023.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder



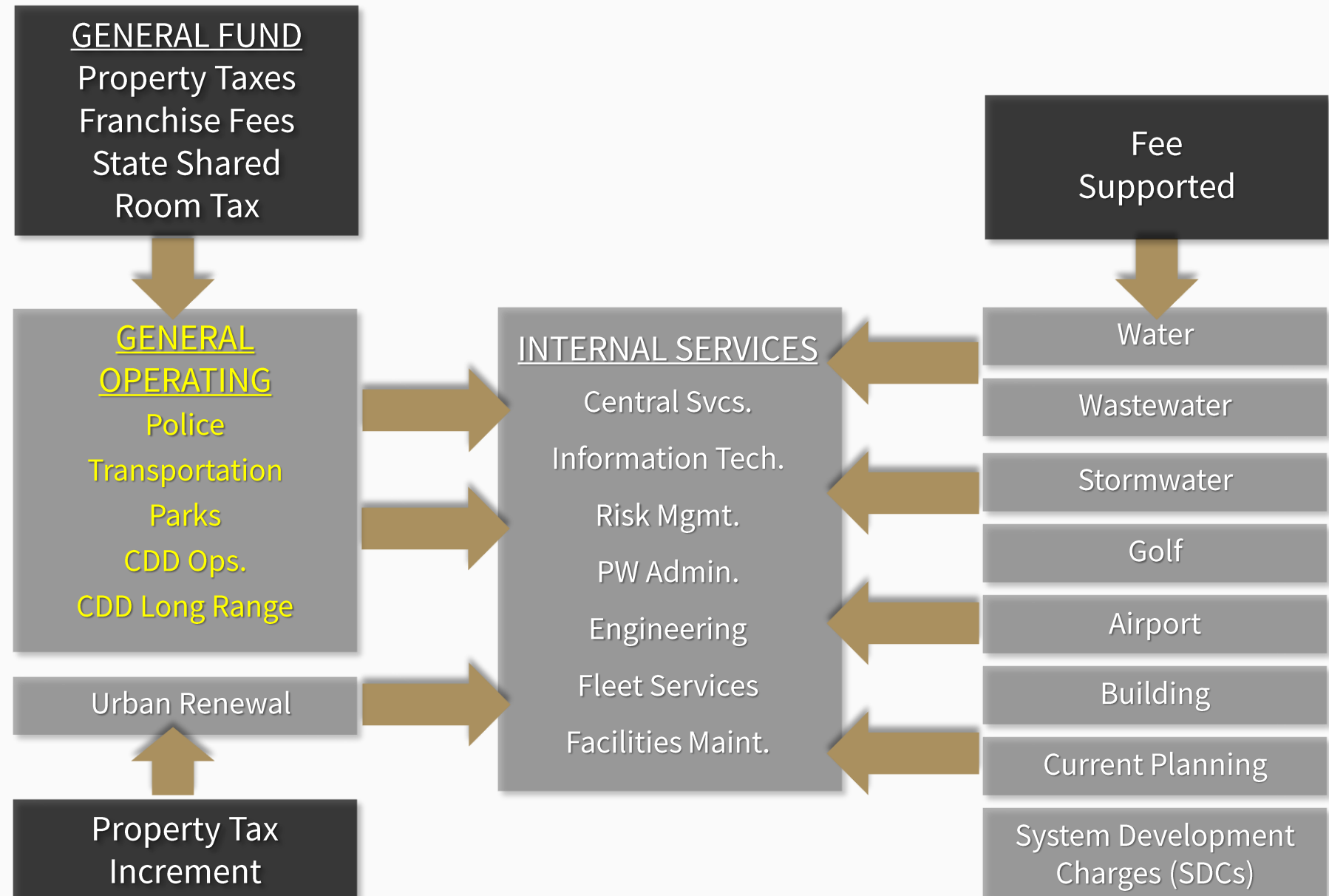
RESOURCE DISCUSSION

CITY COUNCIL - FEBRUARY 28, 2023

SLIDE / 1

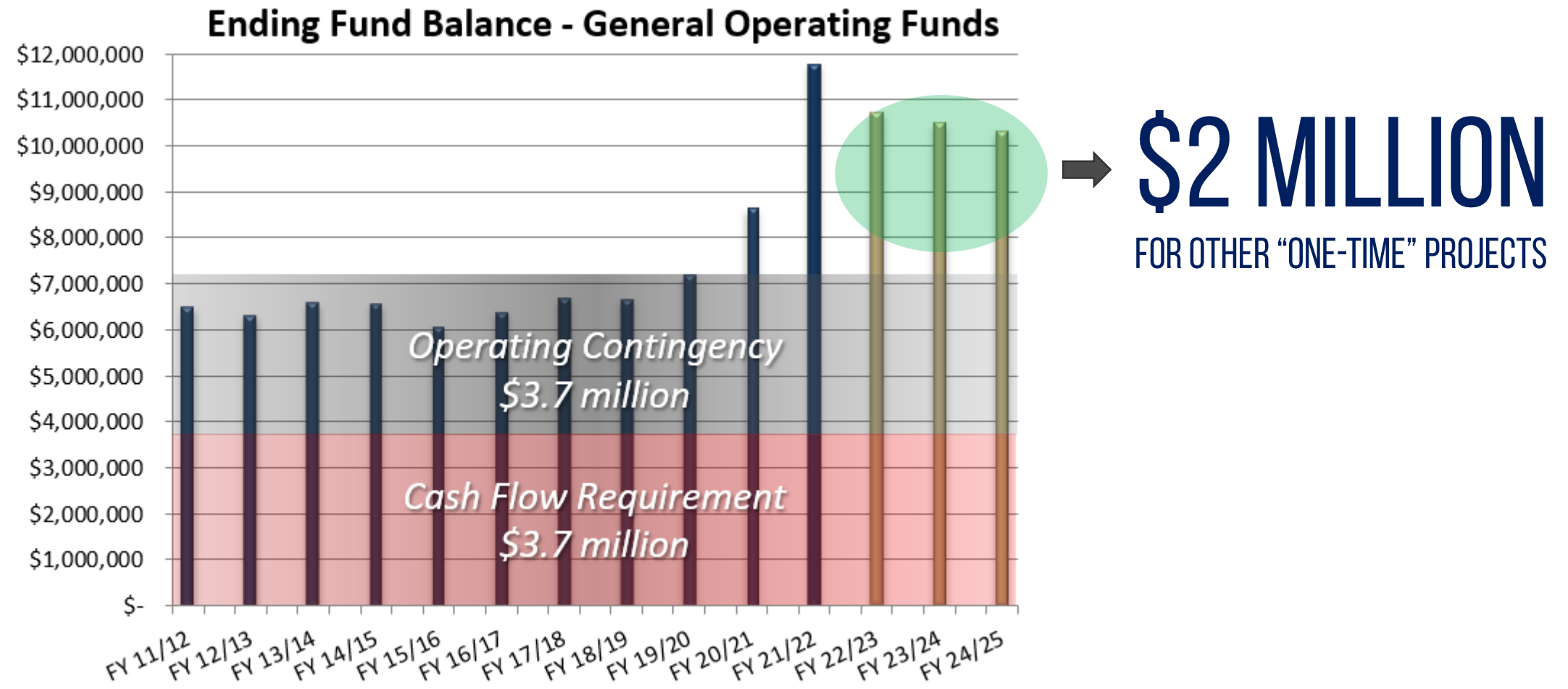


HOW ARE DEPARTMENTS FUNDED?





GENERAL OPERATING FUNDS





STATE AFFORDABLE HOUSING GRANT

REMAINING:

\$980K

USES:

- Projects / Initiatives spent by June 30, 2023
- Address housing insecurity, lack of affordable housing or homelessness
- Identified thus far:

Habitat &
Housing
Works
\$909k

Shepherd's
House
\$623k

Safe
Parking
\$234k



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STAFF REPORT

DATE: February 28, 2023
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Linda Cline, Housing Program Analyst
SUBJECT: Homelessness Resource Update with Linda Cline

Report in Brief:

This is an informational item intended to provide City Council with staff's early assessment of what the Governor's homelessness response package could mean for Central Oregon and Redmond.

Background:

On January 10, 2023, Governor Tina Kotek declared a state of emergency in response to a 63% rise in homelessness since 2016. Deemed an emergency area, Central Oregon is expected to receive funding of approximately \$14 million.

As a result of the Governor's declared homeless emergency, Oregon Housing and Community Services (OHCS) will deliver \$130,000,000 in funding to seven of Oregon's Continuums of Care (CoCs) deemed emergency areas. On February 14, a joint team from Oregon Emergency Management and OHCS convened a broad group of regional leaders to share details and next steps. Central Oregon Intergovernmental Council (COIC) will lead this work as the Collaborative Applicant to Central Oregon's CoC, the Homeless Leadership Coalition, and coordinate state agency support for local implementation.

Discussion:

It is estimated that the Central Oregon tri-county region of Crook, Deschutes, and Jefferson Counties will receive approximately \$14 million in resources from the state. The initial priorities target funding in a coordinated, three-prong effort to regionally 1) **prevent homelessness** for at least 1,100 households, 2) **increase shelter capacity** by 80+ new beds, and 3) **rehouse** ~160 **households** this year.

Funds are expected to be released in late March or early April, and will need to be expended within one year of the Governor's emergency declaration, January 10, 2024. These funds should be considered one-time, not reoccurring. Separate funding is anticipated for other uses and activities.

At this time, it is believed these funds are most suited for:

- One-time prevention for households at risk of becoming unsheltered
- One-time assistance associated with rehousing unsheltered households
- Acquisitions of new shelter spaces (and necessary renovations)
- Leasing or master leasing of shelter spaces or units
- Services directly associated with prevention, sheltering, and rehousing

Not eligible to support:

- Ongoing operations for existing programs
- Gap funding for projects already underway
- Rehousing for households currently sheltered
- Unsheltered solutions like safe parking or managed camps

A diverse Multi Agency Coordination (MAC) group, led by COIC, will oversee distribution of the funds. A working plan template will help MAC develop a regional plan that must be reviewed and approved by state agencies and the Governor's Office. Housing Program Analyst, Linda Cline, has been added to the planning group.

Fiscal Impact:

At this time, the financial impact of the effort is unknown, nor is the mechanism for deciding where and how precisely these anticipated funds will be allocated regionally.

Alternative Courses of Action:

No action is needed at this time.

Recommendation / Suggested Motion:

N/A



HOMELESSNESS RESOURCE UPDATE



JAN 10, 2023

Governor declares homeless emergency

FEB 14, 2023

OME convenes regional Multi Agency Coordination (MAC) group

LATE MARCH, 2023

Anticipated release of first of the ~\$14M to region

JAN 10, 2024

Funds must be expended

BACKGROUND

SLIDE / 2





GOALS

SLIDE / 3

GOAL 1

Prevent homelessness in at least 1,100 households

GOAL 2

Increase shelter capacity by 80+ new beds

GOAL 3

Rehouse ~160 households





USES OF FUNDING

Best suited

+ One-time strategies

Assistance associated with rehousing the unsheltered



Acquisition and renovations of shelter spaces



Services directly associated with prevention, sheltering, and rehousing

Not eligible

- Ongoing operations



Gap funding



Rehousing those already sheltered

“Unsheltered” solutions like safe parking and managed camps



QUESTIONS?



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STAFF REPORT

DATE: February 28, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
Heather Cassaro, Communications Director
Matt Hayes, IT Manager
FROM: Christian Armatas, IT Specialist II
SUBJECT: A five-year contract with LTT Partners for security cameras and support services in an amount not to exceed \$305,000.

Report in Brief:

This item requests the City Council approve the procurement and installation of ninety-seven (97) cameras, corresponding mounting hardware, and a five-year, licensed cloud-based security camera management and storage system with LTT Partners in an amount not to exceed \$305,000.

Background:

The current camera system(s) is comprised of 96 cameras on 14 different systems. A significant percentage of the system's hardware has exceeded end of life warranties, and provides limited functionality. The system was developed over the years, on a location by location basis, without standardized hardware or system requirements. As a result, the City's Information Technology Department and Police Department generally experience significant access and image quality limitations, including difficulty managing the system, ensuring camera uptime, and adequate storage capacity.

System deficiencies leave many of the City's assets, parks and facilities unmonitored.

Discussion:

The proposed LTT Partners solution will replace the current 14 outdated system(s) with a consolidated single management platform for City security cameras. The proposal includes adding 97 new cameras and incorporating existing cameras into the management software, providing remote access to all licensed cameras, 30-day cloud-based storage of footage, and will increase functionality of 46 existing on-premises cameras. (City Hall & Public Works Administration)

The City's property assets exceed more than \$250 million. In order to protect these assets and the staff and public who use them on a daily basis, a modern and accessible security camera system is needed.

In addition to improving public safety, this intended system will reduce time spent managing camera infrastructure and pulling footage and provide a standard for future camera installation projects such as the Public Safety Facility and Redmond Wetlands Complex. The Airport has a separate camera system solution.

The City issued a Request for Proposals (RFP) to update our current camera system in January 2023. Nine proposals were received on January 27, 2023 from the following vendors:

- Absco Solutions
- CelPlan Technologies
- ConvergeOne
- Convergint
- Data Center Warehouse
- Ednetics
- Innova NW
- LTT Partners
- Okos

The review committee determined LTT Partners submitted the top scoring proposal, best fulfilling the project requirements outlined in the RFP at a cost-effective price. Providing services including but not limited to cameras, software licenses for both new and existing hardware and system management (5 years), installation, configuration, mounting, cabling, LTE (internet) solution for remote locations, power solution for remote locations, and warranties. LTT Partners is also able to meet our requested completion date deadline of June 30, 2023.

Fiscal Impact:

The City will be responsible for a contracted total amount to LTT Partners (\$259,360.67), and the contract is set to a not to exceed \$305,000. Any remaining funds short of the \$305,000 may be put towards a 'beta' installation of solar panel deployment, necessary for remote locations without existing power. The City is also responsible for providing the cellular LTE SIM cards for internet connectivity, any camera mounting poles (purchase and installation), conduit for cabling, and providing power (and appropriate length power cables) to determined locations.

The not to exceed amount of \$305,000 will be approximately distributed to the following funds:

Fund / Sub-Fund	Amount	% of Project
Parks (General Operating)	\$ 193,000	63%
Water	\$ 58,000	19%
Wastewater	\$ 34,000	11%
Central Services	\$ 16,000	5%
Police (General Operating)	\$ 4,000	1%
TOTAL	\$ 305,000	

A formal budget adjustment is unlikely as other budget savings are anticipated to offset the camera system cost for each fund.

After the initial cost described above, the ongoing cost for the system is approximately \$11,000 annually over the next five years.

Alternative Courses of Action:

1. Approve the Redmond Security Camera Project.
2. Request additional information.
3. Reject the Redmond Security Camera Project.

Recommendation / Suggested Motion:

"I move to award a 5-year contract to LTT Partners in an amount not to exceed \$305,000, for security camera hardware and software management solution and authorize the City Manager to sign the contract"



REDMOND SECURITY CAMERA PROJECT – CONTRACT AWARD: \$305,000

REDMOND CITY COUNCIL
FEBRUARY 28, 2023



Current System Limitations:

- Nearly 14 different camera systems
- Difficult to manage cameras and pull footage
- End of life hardware, software lacks functionality, and no remaining warranty

Reasons for New System:

- Public safety
- Drastically reduces time spent on management and maintenance
- Infrastructure for future projects
 - ***Public Safety Facility***
 - ***Redmond Wetlands Complex***
 - ***Airport Expansion***

PROJECT BACKGROUND



Video Management System (VMS):

- 5-year cloud-based camera system, **Ava Aware**
- Included 30-day cloud storage
- 97 new cameras
- 46 existing cameras
- 6 locations with existing infrastructure
- 16 remote locations needing cellular internet
- Configuration, installation, mounting, testing, etc.

PROJECT SCOPE

SLIDE / 3



Ava Dome



Ava 360



Ava Bullet



Ava Quad



Ava Flex





PROJECT SCHEDULE

AUG - DEC 2022

JAN - FEB 2023

MAR 2023

JUNE 2023

**IN-HOUSE DESIGN
AND RESEARCH**

**PROCUREMENT
PROCESS**

**SITEWALKS AND
INSTALLATION**

**PROJECT
COMPLETION**



TOP SCORING RFPS – 9 BIDS SUBMITTED

Bidder	Amount
LTT Partners	\$305,000
ConvergeOne	\$334,506
Innova NW	\$403,469
Okos	\$417,031



QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: February 28, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: John Roberts, Deputy City Manager
SUBJECT: Northpoint Mixed-Income Neighborhood Project Master Developer Request for Qualifications to deChase Miksis Development and authorize the negotiation of a Disposition and Development Agreement

Report in Brief:

This item requests City Council award the Request for Qualifications (RFQ) for the Master Developer of the Northpoint Mixed-Income Neighborhood Project to deChase Miksis Development and authorize the negotiation of a Disposition and Development Agreement.

Background:

In November 2022, the City solicited a RFQ from development teams to manage the development and build-out of the Northpoint Vista (formerly Skyline Village) Mixed-Income Neighborhood Project. The respondents could include a single developer, a partnership, consortium, or other arrangement that brings together the necessary development capacity, experience, and capital to achieve the vision of Northpoint Vista.

The Project - The 2016 Oregon Legislature passed House Bill (HB) 4079 aimed to boost affordable housing by allowing two Oregon cities to develop affordable and market rate housing on lands currently outside Urban Growth Boundaries (UGB) without going through the standard UGB expansion process. The law directed the Land Conservation and Development Commission to establish a selection process to award two cities pilot projects, one for a city with a population up to 25,000, and one for a city with a population greater than 25,000. Bend was awarded the pilot project, over Redmond, for cities with a population greater than 25,000. However, under the leadership of Representative Jack Zika, HB 2336 passed in the spring of 2019, awarding Redmond the Affordable Housing Pilot Program.

Property Location: The site for this new neighborhood will be 40 acres in the northeast part of Redmond. The subject property is situated between NE Maple Avenue to the north and NE Kingwood Avenue to the south. Deschutes County has agreed to donate the 40-acre site to the City.

Project Objectives: The vision of Northpoint Vista is to serve as a model for mixed-income housing development in both Central Oregon and across the state. The Project will result in approximately 450 housing units of affordable, workforce, and market rate housing. The Project is envisioned to incorporate sustainable design, commercial uses, including space for childcare, parks, trail connectivity, community amenities, transit opportunities and other infrastructure. Northpoint Vista neighborhood anticipates attracting families, individuals, professionals, and seniors of varied socio-economic backgrounds. The unit type and count may vary due to the flexibility needed in this type of development and at this early stage.

Key Features:

- The Project includes land zoned for a range of Middle Housing (i.e., cottages, triplex, quadplex, townhomes), multi-family, streets and other infrastructure, open spaces, access to transit, and area for community services.
- HB 4079 and 2336 require a minimum of 50 years of affordability for this project's affordable housing units. The affordability period on workforce housing will be consistent with the City's code requirements at the time of construction. Rent controls, deed restrictions, Homeowner Associations and Covenants, Conditions, and restrictions will be used to ensure affordability requirements.
- The Project's location is embedded into the City's existing and planned land use context. The Project will advance the Eastside Framework Plan, a joint urbanization plan recognized by the City and Deschutes County.

General Milestones to Date:

- 2018: City applies for House Bill 4079.
- 2019: HB 2336 awarded to Redmond authorizing UGB expansion through an expedited process for affordable housing.
- December 2019: Deschutes County agrees to donate 40 acres for the project.
- January - June 2020: Topographic survey, environmental assessment, traffic impact analysis conducted.
- December 2020: UGB and Comprehensive Plan Amendment approved by Deschutes County.
- April 2021: Ordinance #2021-03 approved for Northpoint Vista; Master Development Plan, 2040 Greater Redmond Area Zone Map Amendment from Redmond Urban Growth Aea to R-4 (General Residential) and MUN (Mixed-Use Neighborhood), UGB expansion and partition for 40 acres.
- April - July 2022: RFQ developed and solicited for a Project Manager (no responses received).
- December 2022: Recordation of final partition plat transferring ownership to City.
- October 2022 - February 2023: RFQ for Master Developer advanced and solicited, 4 received and evaluated.

Discussion:

An RFQ was issued in November 2022 to solicit a Developer with demonstrated qualifications and experience to enter into a collaborative public-private partnership with the City to develop Northpoint Vista. A pre-submittal meeting was conducted as an opportunity to ask questions about the Project and RFQ process. Subsequently, a request for clarification was posted on the City's website during the recruitment period.

The minimum qualifications identified in the RFQ for the Developer were:

1. Relevant experience in developing affordable and workforce housing projects (planning, permitting, financing, building, and operating affordable and workforce housing).
2. Minimum of five-years of experience with relevant projects of similar scope of services or objectives.
3. Experience in developing and building supporting infrastructure, ancillary commercial space and other improvements.
4. Experience with similar public/private partnerships for development.

Other information requested in the response to the RFQ included: identifying the Developer's similar projects; names of principals, key personnel, and any subcontractors who will be assigned to the project; two examples of completed similar public/private developments over the last five years; and identification of proposed partner organizations, if any, and the portion(s) of service of the engagement.

Four responses to the RFQ for Master Developer of Northpoint Vista were received and evaluated to determine the Developer that best aligned with the City's goals and objectives. Staff recommends Council award the RFQ to deChase Miksis Development. deChase was the highest ranking respondent and their submittal outlining the development team, vision and experience is attached. deChase and some of their team members will attend the Council meeting to introduce themselves, overview their vision of the Project and be available for questions.

Next Steps - The next step is negotiating a Disposition and Development Agreement (DDA) with deChase. Fundamentally, a DDA is an agreement between a property owner (most often a public entity) and a property developer where the owner agrees to convey property to the developer in exchange for the developer agreeing to develop the property according to the terms of the agreement. They are very commonly used in the context of affordable housing. The main elements often address the entity's goals, the project's financing, benchmarks that the developer must achieve, conditions associated with the entity's conveyance of the property to the developer and an allocation of responsibility for infrastructure financing and improvements. The terms are typically very detailed and will often involve significant input from lenders, depending on the source(s) of funding. It is expected it will be several months before a final DDA will be ready for execution.

Examples of elements typically addressed in an DDA:

- General terms of conveyance
- Offsite improvements, demolition, site preparation, and utilities
- Development of the Project and Project delivery
- Indemnity after conveyance
- Assignment provisions
- City assistance
- Permitted mortgages
- Default, remedies
- Miscellaneous provisions
- Exhibits, such as: Legal Description of City Property, Description of Project, Deed Form, Schedule of Performance, Affordable Housing Covenant, Certificate of Completion, Release of Units, Memorandum of Agreement, Project Budget, Promissory Note, Deed of Trust

The meeting provides the Council with the opportunity to identify terms, or broader ideas, they would like to be explored and addressed in the DDA. Once a draft agreement is prepared, it will be presented to the Council to award the Professional Services Contract and Development Agreement. Final award will be subject to the execution of the contract.

Notice - The City is required and will send notice of its selection to all firms that responded to the RFQ in accordance with ORS 279B.410.

Fiscal Impact:

Funds are currently budgeted in Fiscal Year (FY) 2022/23 for a Northpoint Project Manager who was expected to serve as the City's lead and representative to build-out the project and manager respective phases of the Project. The Project Manager RFQ solicited no formal response. The subject and dedicated funds are available to be used to cover legal costs associated with developing the DDA. It is anticipated to budget a similar amount in FY 2023/24 for execution of the DDA and additional land use, engineering or building fees associated with amendments to the Northpoint Master Plan or site plan.

Additional cost considerations:

- Deschutes County has agreed to donate the 40-acre site to the City, and the City plans to thus convey the site to the awarded Developer as negotiated in the final Professional Services Contract and Development Agreement.
- The City has been awarded approximately \$1,850,000 in grant funding intended to extend sewer via the eastside sewer interception. It is anticipated the sewer extension could be completed by Fall 2023.
- City staff will assist Developer with obtaining all necessary or additional land use entitlements, land use approvals and background documents.
- City Staff will assist Developer with necessary contacts and logistics to arrange or conduct public meetings, including outreach to underserved communities, as needed.
- City staff will assemble the list of and assist with recruitment of interested partners as necessary and/or requested.
- City staff will be available during all phases of the Project to assist in providing technical assistance, information, documentation, and explanations as needed.

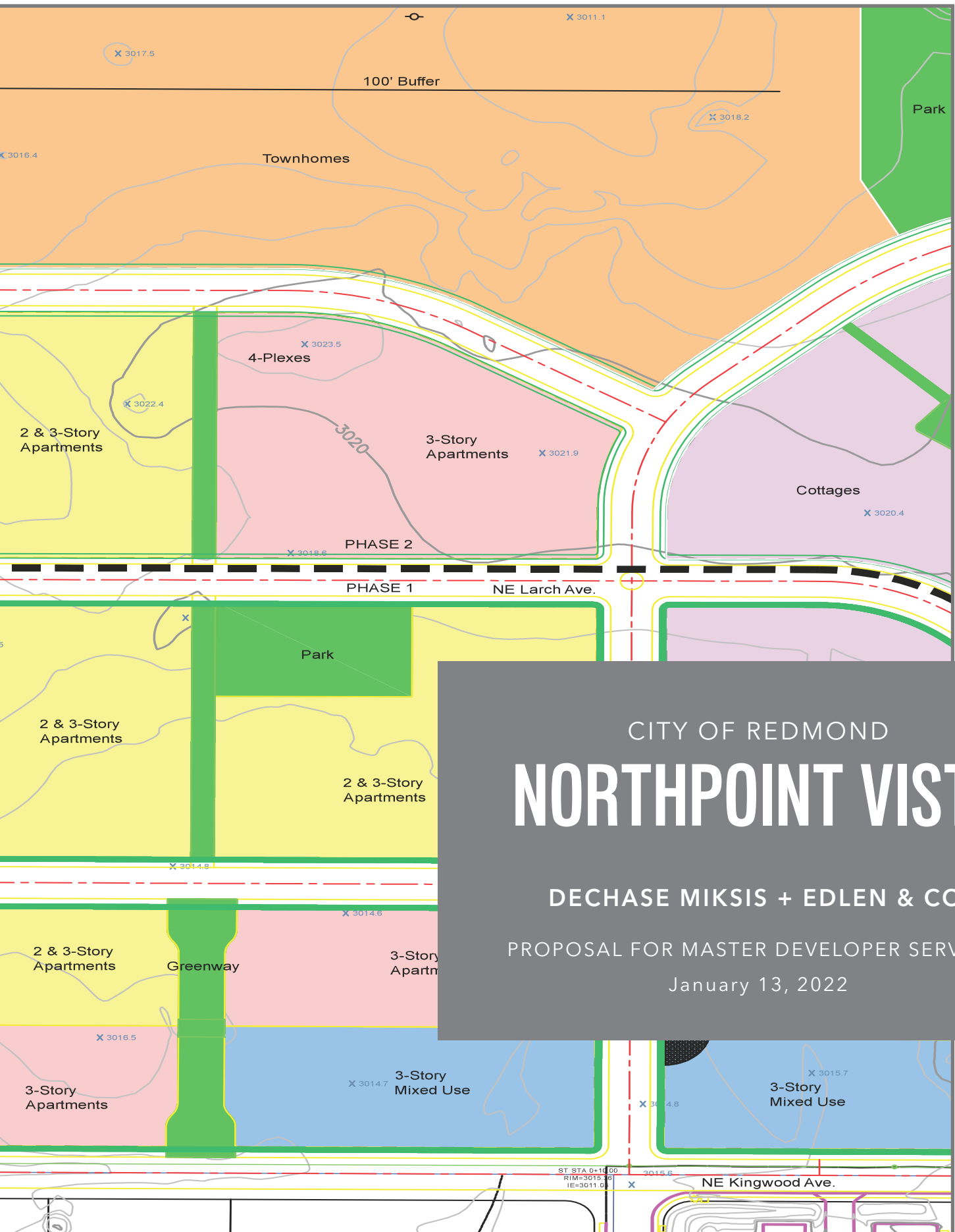
Of note, City staff will assist Developer by advocating for identified State and Federal resources. In addition, staff will help Developer access additional resources that may become available, including tax abatements, System Development Charge deferrals or waivers. City staff is actively working with local representatives this legislative session to try and secure additional funding for on-site improvements.

Alternative Courses of Action:

1. Award the RFQ for Master Development of Northpoint Vista to deChase Miksis Development.
2. Request additional information.
3. Do not award the contract.

Recommendation / Suggested Motion:

"I move to award the Northpoint Mixed-Income Neighborhood Project Master Developer RFQ to deChase/Edlin Development and direct staff to proceed with negotiations of a Master Development Agreement to be brought to City Council at a future date."



CITY OF REDMOND

NORTHPOINT VISTA

DECHASE MIKSIS + EDLEN & CO.

PROPOSAL FOR MASTER DEVELOPER SERVICES

January 13, 2022

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January 13, 2023

CITY OF REDMOND

Kelly Morse, City Recorder
411 SW 9th Street
Redmond, OR 97756

VIA SUBMISSION PROTOCOL:

RE: REQUEST FOR QUALIFICATIONS

MASTER DEVELOPER OF NORTHPOINT VISTA MIXED-INCOME NEIGHBORHOOD PROJECT

Dear Kelly and Members of the Selection Committee,

We are pleased to provide our response to the City of Redmond's Request for Qualifications for a Master Developer of Northpoint Vista Mixed-Income Neighborhood Project. We are extremely excited about the opportunity to work with the City of Redmond to create a new mixed-income neighborhood that will meet the housing needs of all residents. The city needs a partner with a successful track record in planning and executing complex, multiphase public-private development projects. Our development team of Edlen & Co. and deChase Miksis has the experience to deliver. In addition, we have partnered with Housing Works and Kôr to collaborate on the master plan and execute some aspects of the development.

Our team brings decades of urban mixed-use design, development, and operating experience and a long track record of successfully completing complex, multi-phase public-private partnerships. We are experts at partnering with city officials, staff professionals, and the broader community to navigate development complexities and deliver on a community vision. We approach projects with a focus on sustainability that is restorative to the environment and enriches the lives of people. We have assembled a consultant team that includes regional and local firms with broad expertise in master planning, infrastructure, sustainability, and place-making.

The joint venture between Edlen and Company and deChase Miksis is not new; we are equal partners in eight joint venture projects over the last five years. This partnership brings together a local firm in deChase Miksis with over 10 years of experience working on some of the most complex projects in the area along with a regional firm in Edlen & Co. with development expertise that has national reach. Mark Miksis of deChase Miksis is responsible for this submission and is authorized to represent the respondent. We look forward to the possibility of working with the City of Redmond on this exciting project.

Sincerely,



Mark Miksis

deChase Miksis Development
1777 SW Chandler Ave; Ste 242
Bend, OR 97702
(541) 232-2508

mark@deChase.com



SOUTH WATERFRONT

The deChase + Edlen & Co. joint venture has a track record of successful delivery of projects of similar scale and scope to Northpoint Vista. Additional development partners include the regional housing authority and a local nonprofit that develops affordable for-sale homes. Our design partners include best-in-class experts with both local and regional experience. The depth and breadth of the development portfolio described in the section that follows demonstrates the ability of our team to solve projects large in scale, that require extensive partnerships and complex layers of financing.

Edlen & Company and deChase Miksis have the experience and expertise to bring the Northpoint Vista project to life. Over the last two decades, the firms have been responsible for several large multi-block, multi-phased projects with a combined six master planned developments completed, in design, or under construction. Projects like the Brewery Blocks and South Waterfront reimagined and transformed Portland neighborhoods. The Brewery Blocks transformed a nearly vacant five-block area into a 1.8 million sq. ft. vibrant 24-hour, mixed-use neighborhood with office, housing, and retail spaces that are sustainable – environmentally, socially, and economically. The Brewery Blocks have become an urban destination, with vibrant streetscapes, and are connected to the rest of the city by a smart transportation system. The South Waterfront Central District transformed a 38-acre brownfield into a sustainable mixed-use urban community featuring garden streets, stormwater bioswales, an enhanced river greenway, a two-block central park, medical wellness center, retail, and public transit.

Successful implementation of these projects is not possible without the partnership of the public sector. Edlen & Co. and deChase have an extensive and successful track record of working with the public as well as nonprofit partners to achieve and exceed public policy objectives including meaningful MWESB participation, community engagement, a range of housing affordability, and sustainability goals. The portfolio of both firms includes experience with a wide array of funding sources, both traditional and non-traditional to fund both the infrastructure as well as buildings.



EDLEN & CO.

EDLEN KRAGE SHERMAN
IMPACT REAL ESTATE

151 SW 1st Avenue; Ste 300
Portland, OR 97204

(503) 913-4552

EdlenandCo.com

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PROJECT ROLE: JOINT-VENTURE DEVELOPER

Edlen & Co. is one of two successor companies to Gerding Edlen. Edlen & Co.’s focus is on mission-driven real estate with an emphasis on affordable and middle-income housing development and preservation, public-private partnerships, and projects that further push the boundaries of sustainability.

Edlen & Co.’s portfolio includes more than 1,000 units of affordable housing (at or below 60% area median income) completed, under construction, and in the pipeline. These projects serve low-wage workers as well as populations with special needs and are funded using Low-Income Housing Tax Credits, tax-exempt bonds, state and local gap funds, and grants. Edlen & Co. has earned an exceptional level of trust and respect in the communities we serve through the firm’s outstanding record of delivering highly customized projects in partnership with public and nonprofit entities. We have extensive experience leading diverse and collaborative teams and are dedicated to ensuring that all aspects of the design and execution are on time, on budget, and consistent with the project vision.

deCHASE MIKSIS

1777 Chandler; Ste 242
Bend, OR 97702

(541) 232-2508

deChase.com

▶▶ CLICK TO JUMP TO RESUMES

PROJECT ROLE: JOINT-VENTURE DEVELOPER

deChase Miksis (deChase) specializes in the execution of complex mixed-use, multi-family, commercial, and institutional development projects. The team has been involved with the visioning, design, and construction of more than 2,500,000 square feet of commercial and multi-family real estate projects.

Focused on community-need development, deChase does not specialize in any one-product type, but rather seek to add value where needed in the communities in which we work. Depending upon client needs, we can manage every aspect of the development process from identifying properties for potential acquisition to asset management.

deChase is a values-based, purpose-driven company that ensures that our clients’ interests are represented through every stage of development, helping navigate complexity, save time, minimize risk, and maximize return.

REDPOINT

1777 Chandler; Ste 242
Bend, OR 97702

(541) 312-5291

RedpointCM.com

▶▶ CLICK TO JUMP TO RESUMES

PROJECT ROLE: CONSTRUCTION MANAGEMENT

Started in 2021, Redpoint was the result of putting together a team of industry veterans to provide Owner’s Rep/Construction Management services to developers and management teams in the Pacific Northwest. With offices in Boise, Bend, Eugene, and newly started Portland, Redpoint is able to assist with projects across the region. Experienced in multifamily, commercial, and institutional product types, and collective expertise in preconstruction, scheduling, team leadership, contracting, accounting, and oversight, Redpoint is able to guide projects in all facets of real estate development, construction, and design assist for the duration of a project.



1120 NW Couch; Ste 300
Porland, OR 97209

(503) 224-9656

GBDarchitects.com

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PROJECT ROLE: MASTER PLANNING

Creating beautiful spaces for people means connecting them to the beauty of the natural environment to light, air, and materials made of wood, earth, and stone. The perfect building, in GBD terms, is one that produces more energy than it consumes and consumes more wastethan it produces. GBD was an early adopter of green building rating systems such as LEED, and continue to be one of the nation’s leaders in sustainable planning, design, and development.

GBD comprises a team of more than 85 architects, planners, interior designers, andadministrative staff who pursue architecture, space planning, and interior design as a collaborative, inter-disciplinary endeavor. The GBD culture is warm, open, and highly professional with an obvious passion and love for what they do. And what they do is build beautiful, responsible spaces that move and elevate people.



721 SW Industrial Way Ste 130
Bend, OR 97702

(541) 330-6506

BLRB.com

▶▶ CLICK TO JUMP TO RESUMES

PROJECT ROLE: ARCHITECTURAL DESIGN

BLRB has four offices across the Pacific Northwest with locations in Tacoma, Spokane, Portland, and Bend. They have a staff of over 50 talented individuals including principal architects, project managers, project architects, interior designers, job captains, graphic designers, design professionals, specification writers, and support staff. There are 17 team members in the Bend office alone. They are a diverse and curious team that enhances communities for generations through innovative design.

BLRB’s Housing Studio has experience on a variety of project types: market-rate; senior assisted living & memory care facilities; houseless shelters; affordable senior; and affordable workforce. BLRB’s Bend office has completed over 500 housing units over the last five years in Central Oregon. They assist development teams locally with site acquisition, due diligence, architectural and interior design services, permitting, bidding, construction observation, and post-occupancy services. In addition to housing, BLRB provides services on K-12 schools, houseless shelters, commercial buildings, interior remodels, and civic projects. Their extraordinary team members regularly volunteer to enrich and enhance our local communities.



963 SW Simpson Ave, Ste 200
Bend, OR 97702

(541) 385-4772

DOWL.com

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PROJECT ROLE: CIVIL ENGINEERING, LAND USE PLANNING, & SURVEY SERVICES

DOWL is a multidisciplinary consulting firm that has been providing engineering, environmental, and related land-development services to public and private clients for nearly 60 years. The firm has more than 500 employees working from offices throughout the western United States, including 150 employees in their six Oregon offices. DOWL is deeply committed to serving Central Oregon, having regularly led work in the region for more than 50 years. From their Bend office, their teams regularly work on many of the most challenging projects in the area, including major housing developments, commercial buildings, water and utility infrastructure, parks, bridges, and street/roadway projects.



1325 W 1st Avenue; Ste 204
Spokane, WA 99201

(509) 570-2157

PLACE-la.com

▶▶ CLICK TO JUMP TO RESUMES

PROJECT ROLE: LANDSCAPE ARCHITECTURE

Over the past 25 years members of PLACE have played a pivotal role in collaborating with an array of community development organizations and public institutions with a mission of removing barriers to housing access. Passionate about design excellence, their creative work centers on equity in the public realm and community engagement. Reflected in their placemaking efforts worldwide is a dedication to local impact, design excellence, social justice, and a positive contribution to society. Recently they collaborated with Portland Housing Bureau and Prosper Portland on Broadway Corridor planning and Home Forward on The Louisa Flowers. PLACE also partnered with REACH CDC, Hacienda CDC, Verde, Bienestar, Central City Concerns, Community Development Partners, Oregon Harbor of Hope, and the Housing Authorities of Yamhill County, Tacoma, and Vancouver providing homes at an affordable rate creating cultural and social gathering open space and public realm for wellness activities.

With a history of collaboration with GBD on neighborhood development projecs, PLACE brings successful experience and understanding of the unique needs of mixed-use and mixed-income housing along with capacity, flexibility, and reputation for delivering vibrant open space for generations to enjoy.



MARK MIKSIS

PARTNER

Mark Miksis has more than 24 years of experience working in the urban planning, design, and real estate profession. A licensed architect and LEED-accredited professional, Mark has focused on delivering high-quality, high-efficiency developments that respond to both the needs of the users and their owners. He has extensive experience in all aspects of real estate development, including project sourcing, feasibility, financing, planning, construction, leasing, and property operations.

Prior to joining deChase, Mark was Director of Real Estate Development for Arlie & Company where he oversaw the design and construction of Crescent Village, a \$100M mixed-use project with buildings achieving LEED Platinum and Gold certifications.

Mark started deChase Miksis Development with Dean Papé 10 years ago.

RELEVANT PROJECTS

The Warren Workforce Housing

Spokane, WA
138-unit mixed-income and mixed-use urban infill project with retail space.

Hixon at Westside Yard

Bend, OR
203-unit mixed-use market-rate housing with office and retail space in the Old Mill District.

Crosswood Apartments

Eugene, OR
127-unit market-rate multi-family using structural Cross-Laminated Timber and other sustainable design features.

1203 Willamette Adaptive Reuse

Eugene, OR
36,000 sf adaptive-reuse of an abaondon furniture showroom into office and retail.

1059 Willamette Workforce Housing

Eugene, OR
138-unit workforce housing urban-infill workforce housing in downtown Eugene.

Atlas Mill

Coeur d’Alene, ID
A unique 50+ acre, 150-unit mixed-use development along the Spokane River, featuring a mix of multi-family, commercial office, and retail within the three lots.

CONTACT INFORMATION

mark@deChase.com
(503) 232-2508
1777 Chandler; Ste 242
Bend, Oregon 97702
deChase.com

EDUCATION

University of Oregon
Bachelor of Architecture

CIVIC INVOLVEMENT

Eugene Chamber of Commerce, Board of Directors
City of Eugene, Mayor’s Sustainability Business Initiative Task Force Member
City of Eugene, Green Building Advisory Task Force, Member



DEAN PAPÉ

PARTNER

Dean started deChase Miksis over 10 years ago with a passion for creative and complex real estate projects. With more than 20 years of experience in all areas of real estate development, including project acquisition/disposition, financial analysis, marketing, design, entitlement, construction, and asset management, Dean has a great understanding of how to develop a successful project.

Over his career, Dean has completed projects ranging in size from a few thousand to a few hundred thousand square feet that include all types of housing office (market rate, low-income, workforce, student, and mixed-income), industrial, mixed-use residential, and retail. Dean manages all aspects of the development process and has built strong relationships with landowners, business owners, and community organizations through work in public, private, and public-private partnership opportunities.

Dean started deChase Miksis Development with Mark Miksis 10 years ago.

RELEVANT PROJECTS

Ash+River Workforce Housing

Boise, ID
Recipient of the ULI Kemp Award for Excellence in Affordable and Workforce Housing, LEED Gold Ash+River Townhomes was developed in close partnership with CCDC and includes 34 workforce townhouses and flats serving households between 80 and 120% AML along with 500 square feet of retail space.

Atlas Mill

Coeur d’Alene, ID
A unique 50+ acre, 150-unit mixed-use development along the Spokane River, featuring a mix of multi-family, commercial office, and retail within the three lots.

The Martha Workforce Housing

Boise ID
3-story, 48-unit multifamily building that aims to provide more housing options to an up-and-coming area of town at an acheiveable price point in Boise’s West End.

Thomas Logan Affordable Housing

Boise, ID
60-unit, seven-story low-income, mixed-use project providing five stories of residential use that sit above a concrete podium consisting of retail space on street level and office space on the second level.

The Lucy Mixed-Income Housing

Boise, ID
This mixed-use project fulfills the City of Boise’s desire to provide more density to the downtown core and consists of approximately 9,000 square feet of retail and 114 mixed-income apartments.

Boise YMCA Master Plan

Boise, ID
2.5 city block private development including housing and office mixed-use.



CONTACT INFORMATION

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(503) 956-7210
151 SW 1st Avenue; Ste 300
Portland, Oregon 97204
[EdlenandCo.com](https://edlenandco.com)

EDUCATION

University of Pennsylvania
Bachelor of Arts in Psychology and
Bachelor of Science in Economics

Portland State University
Master of Urban Studies

CIVIC INVOLVEMENT

Architectural Foundation of Oregon,
Board Member

Earth Advantage, Board Member

Urban Land Institute, Urban Product
Council Chair

City of Portland Planning and
Sustainability Commission,
Former Commissioner



EDLEN KRAGE SHERMAN
IMPACT REAL ESTATE

JILL SHERMAN

CO-FOUNDER & PARTNER

Jill leads Edlen & Co.’s public-private partnerships and build-to-suit projects for nonprofit and for-profit organizations, facilitating the important work of nonprofits and public agencies in our communities. Her projects at Edlen & Co., and previously at Gerding Edlen Development which she joined in 2003, include affordable housing, community facilities and mixed-use and mixed-income residential. Over the past decade she has completed \$200 million of income restricted affordable multi-family rental housing. Jill sources new deals and manages all aspects of the development process, with a depth of expertise at integrating non-conventional sources of financing including low-income housing tax credits, new market tax credits, historic tax credits, tax-exempt bonds, and urban renewal funds.

RELEVANT PROJECTS

Wynne Watts Commons Workforce & Inclusive Housing

Gresham, OR
150-units of affordable housing, 20% serving individuals with Intellectual and Developmental Disabilities, targeting net zero energy

Beatrice Morrow

Portland, OR
80-unit affordable housing, community space, commercial retail space

Capitol Hill Station

Seattle, WA
Four building, 428-unit mixed-use, mixed-income, transit-oriented development with public plaza

LifeWorks NW Center for Hope & Recovery and Beech Street Apartments

Portland, OR
In-patient treatment facility for women and their children, 32 units of affordable permanent substance-free family housing

The Nick Fish

Portland, OR
75-unit mixed-income and mixed-use development with office, social service and retail space

1059 Willamette Workforce Housing

Eugene, OR
138-unit workforce housing urban-infill workforce housing in downtown Eugene.

Boise YMCA Master Plan

Boise, ID
2.5 city block private development including housing and office mixed-use.



CONTACT INFORMATION

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(503) 929-6129
151 SW 1st Avenue; Ste 300
Portland, Oregon 97204
[EdlenandCo.com](https://edlenandco.com)

EDUCATION

Loyola University of Chicago
Bachelor of Science

CIVIC INVOLVEMENT

Oregon Symphony, Board Member

Sport Oregon, Board Member

Business of Culture and the Arts,
Former Board Chair/Member

PHAME Arts Academy, Former Board
Member



EDLEN KRAGE SHERMAN
IMPACT REAL ESTATE

MATT EDLEN

CO-FOUNDER & PARTNER

Matt oversees Edlen & Co.’s acquisition and investment strategies including deal structuring, contract negotiation, property due diligence, finance and transaction coordination, asset management and ongoing investor reporting. Over his 13 years in the business, Matt served as the Director of East Coast and Midwest Acquisition and Development for Gerding Edlen’s Green Cities Funds, helping the firm expand into new target markets including Chicago and Boston. Prior to his work with the fund, Matt worked directly with Gerding Edlen’s in-house property management group to craft and execute on its marketing, leasing and operations strategies.

RELEVANT PROJECTS

The Warren Workforce Housing

Spokane, WA
138-unit mixed-income and mixed-use urban infill project with retail space

Atlas Mill

Coeur d’Alene, ID
A unique 50+ acre, 150-unit mixed-use development along the Spokane River, featuring a mix of multi-family, commercial office, and retail within the three lots.

The Martha Workforce Housing

Boise ID
3-story, 48-unit multifamily building that aims to provide more housing options to an up-and-coming area of town at an acheiveable price point in Boise’s West End.



CONTACT INFORMATION

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[EdlenandCo.com](https://edlenandco.com)

EDUCATION

Walla Walla University
Bachelor of Arts in Business

Portland State University
Master of Real Estate Development

CIVIC INVOLVEMENT

Hoyt Arboretum, Board Member

Urban Land Institute - NW,
NEXT Committee Member



EDLEN KRAGE SHERMAN
IMPACT REAL ESTATE

CARLY HARRISON

SENIOR DEVELOPMENT MANAGER

Carly is a Development Manager focusing on the firm’s public-private partnerships and projects with nonprofits. Carly manages all aspects of predevelopment including due diligence, contract management, design, entitlements, financing. Leveraging a background in finance and accounting as well as over ten years in development, she brings expertise in the financial structure required for affordable housing and other community projects that rely on complex capital stacks.

Carly has been with Edlen & Co and it's predecessor firm, Gerding Edlen Development for 11 years.

RELEVANT PROJECTS

Wynne Watts Commons Workforce & Inclusive Housing

Gresham, OR
150-units of affordable housing, 20% serving individuals with Intellectual and Developmental Disabilities, targeting net zero energy

The Nick Fish

Portland, OR
75-unit mixed-income and mixed-use development with office, social service and retail space

Beatrice Morrow

Portland, OR
80-unit affordable housing, community space, commercial retail space

LifeWorks NW Center for Hope & Recovery and Beech Street Apartments

Portland, OR
In-patient treatment facility for women and their children, 32 units of affordable permanent substance-free family housing



CONTACT INFORMATION

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EDUCATION

University of Nebraska - Lincoln,
Bachelor of Science, Construction
Management



GREG HOLCOMB

PARTNER

Greg Holcomb is a Partner in Redpoint, providing project management services for real estate development and construction. Greg has more than 30 years of experience in the real estate development and construction industry. This includes roles with general contractors, real estate developers, and real estate development consultants. Through-out his career, Greg has successfully managed more than 100 projects of varying types, sizes, and complexities.

These projects have predominately been in the commercial building market. The primary market segments include healthcare, hotels and hospitality, institutional, multifamily housing, office, and retail. The projects have included ground-up construction, renovations, and tenant improvements. Greg strives to be his client’s trusted advisor providing the highest level of quality and integrity. He manages your projects as if they were his own.

Greg has been with Redpoint and his predecessor firm, Holcomb Construction, for 20 years.

RELEVANT PROJECTS

Deschutes Public Library District Bond Program

Multiple Locations in Deschutes Count
Implementation of Bond Program to construct 2 new libraries and renovation of 5 existing libraries.

Hixon at Westside Yard

Bend, OR
203-unit mixed-use market-rate housing with office and retail space in the Old Mill District.

The Reserves at Pilot Butte

Bend, OR
Three-story garden-style multifamily buildings with a total of 82 apartment homes in the Old Mill District. Completed in 2022.

Bend Bulletin Apartments

Bend, OR
84-unit, 5-story market-rate apartment building.

Heart of Oregon Corps, Centralized Campus

Redmond, OR
New building, renovation of 2 existing buildings and development of site to create a centralized campus for youth workforce training and education.

Crosswood Apartments

Eugene, OR
127-unit, 5-story apartment building.



NICHOLAS RADON, AIA, LEED
ASSOCIATE PRINCIPAL

Nicholas (Nick) started at BLRB five years ago in the Bend office and has nearly 20 years of experience in the field of architecture. With a focus on and passion for multifamily housing, Nick has completed over 3,000 multifamily homes since entering the field in 2003. Currently, Nick is involved with another 2,000 plus in various stages of design and construction in the PNW. The BLRB housing studio, led by Seth Anderson and Nick, is committed to providing our region with sustainable, accessible, and resilient housing.

CONTACT INFORMATION

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EDUCATION

University of Southern California,
Bachelor of Architecture

PROFESSIONAL ASSOCIATIONS

Licensed Architect in Oregon and
California

American Institute of Architects

LEED Green Associate

CIVIC INVOLVEMENT

City of Bend Accessibility Advisory
Committee, Current member & former
Chair

American Red Cross, Frequent platelet,
plasma, & blood donor

Architects in Schools through the
Architecture Foundation of Oregon,
volunteer

RELEVANT PROJECTS

The Hixon at Westside Yard
Bend, OR
203-unit mixed-use market-rate housing with office and retail space in the Old Mill District.

The Reserves at Pilot Butte
Bend, OR
Three-story garden-style multifamily buildings with a total of 82 apartment homes in the Old Mill District. Completed in 2022.

Raintree 65
Bend, OR
65-acre master planned development with mixed-employment district, industrial/makers district, and residential district. Overall, the initial concepts propose around 650 apartment homes, 75 single family homes, 60 cottages, 30 duplexes, 150,000 SF of office/retail, 60,000 of light industrial, and preserved open space. Currently in master planning and land annexation stage.

The Current (954 Emkay)
Bend, OR
Vertical, mixed-use development with 202 apartment homes, resident amenities, and retail. Currently under construction.

Modera Century West
Bend, OR
297-unit market rate development. Construction to start in early 2023.

Cornelius Multifamily
Bend, OR
15-acre master planned community with around 350 apartment homes and live/work townhomes. Currently in land use entitlement phase.



KATHERINE SCHULTZ, AIA, LEED AP BD+C, NCARB
PARTNER

In addition to managing and leading the firm, Katherine has deep expertise in design and project management of highly sustainable masterplans and mixed-use housing, hotels, corporate headquarters, and institutional projects. Kat's strong communication skills, aptitude for team-building, and positive attitude enable her to respond to and direct clients, consultants, city officials, and contractors toward the successful completion of projects.

Katherine has been with GBD for 18 years.

RELEVANT PROJECTS

Story Mill Master Plan
Bozeman, MT
80-acre with seven districts targeting environment protection while creating an energy-efficient, healthy community.

Shoreline Area, Urban Design Study
Boise, ID
20-acre economically viable master plan along a unique riverfront.

Foothills District Framework Plan & Design Guidelines
Lake Oswego, OR
107-acre redevelopment to include unique area characteristics while establishing an economically viable plan.

Stadium Point Master Plan
Peoria, AZ
Multi-building, multi-use redevelopment adding two 11-story and one 8-story building with residential, office mixed-use.

Boise YMCA Master Plan
Boise, ID
2.5 city block private development including housing and office mixed-use.

Weston Blocks Master Plan
Portland, OR
Multi-block master plan adding 704 housing units, mixed-use, and 600 parking stalls.

Montgomery Park Master Plan
Portland, OR
11-acre mixed use commercial development.

CONTACT INFORMATION

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EDUCATION

University of Oregon, Bachelor of
Architecture

PROFESSIONAL ASSOCIATIONS

Licensed Architect in Oregon, Arizona,
Idaho, California, Maryland, North
Dakota, Tennessee, Utah, Washington,
and Texas

American Institute of Architects

LEED AP BD+C

NCARB

CIVIC INVOLVEMENT

Portland Planning and Sustainability
Commission, Prior Chair

Portland Design Commission, Prior
Member



GBD

CRAIG MENDENHALL, AIA, LEED AP
PRINCIPAL

Craig Mendenhall is a proven design leader at GBD. For more than 20 years Craig’s unique design flair, enthusiasm, and tenacity have placed him at the forefront of industry leaders in the Portland community. As a team player, with a holistic approach to his design thinking, Craig doesn’t just create solutions without first understanding the problems. His designs are empathetic, meant for human consumption, and stand up to rigorous scrutiny from other design practitioners. Craig is a professional who simply knows how to execute and delivers exceptional results.

RELEVANT PROJECTS

Story Mill Master Plan

Bozeman, MT
80-acre with seven districts targeting environment protection while creating an energy-efficient, healthy community.

Foothills District Framework Plan & Design Guidelines

Lake Oswego, OR
107-acre redevelopment to include unique area characteristics while establishing an economically viable plan.

Stadium Point Master Plan

Peoria, AZ
Multi-building, multi-use redevelopment adding two 11-story and one 8-story building with residential, office mixed-use.

Ice Blocks Master Plan

Sacramento, CA
2-block housing mixed-use development with 200 units of housing in two 80,000 buildings with structured parking.

Murray City Center Master Plan

Murray City, UT
35-acre downtown development of a city hall, cultural center, residential, office mixed-use.

Peterkort Gardens Master Plan

Beaverton, OR
25-acre development of housing and office mixed-use reaching LEED-ND Gold certification.

Evergreen School District, LeRoy Haagen Campus Master Plan

Vancouver, WA
10-acre public school development including a district office and technical high school.

CONTACT INFORMATION

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EDUCATION

University of Oregon, Bachelor of Architecture

PROFESSIONAL ASSOCIATIONS

Registered Architect in Oregon
American Institute of Architects
LEED AP

CIVIC INVOLVEMENT

Evergreen School District, Guest Speaker
ACE Mentorship Program, Mentor



GBD

MARK RAGGETT
ASSOCIATE PRINCIPAL

Mark is a specialized contributor to GBD providing 20 years of experience working on challenging urban design and master planning projects, ranging from citywide comprehensive plans and regional transit planning efforts to streetscape improvement plans and large site masterplans. Mark led the Urban Design Studio in the City of Portland for almost ten years, helping shape a broad range of transformational projects. Utilizing his interest in exploring, testing, and rendering new ideas at various scales, he can lead and facilitate broad discussions on design with an emphasis on open, frequent, and transparent communication. Mark has years of experience anticipating and navigating the public process, products, and tools necessary to achieve bold visions.

RELEVANT PROJECTS

Parkrose-Argay Development Study

Portland, OR (*while at the City of Portland)
30-acre high-density, mixed-use development in urban farmland.

Shoreline Area, Urban Design Study

Boise, ID
20-acre economically viable master plan along a unique riverfront.

Weston Blocks Master Plan

Portland, OR
Multi-block master plan adding 704 housing units, mixed-use, and 600 parking stalls.

Tumwater Village Master Plan

Oregon City, OR
23-acre plan in a deeply spiritual area including mixed-use, access to water, and a new street grid.

RiverPlace Master Plan

Portland, OR
8-acre mixed-use residential development, expanding open space.

Division Green Street/Main Street Plan

Portland, OR
New streetscape characters, safety improvements, and building relationships for the community.

Downtown Carlton Urban Design Study

Carlton, OR
Studied and tested a series of properties to evaluate what businesses would best suit the town.

CONTACT INFORMATION

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EDUCATION

University of Oregon, Master of Architecture
University of California San Diego , Bachelor of Arts

PROFESSIONAL ASSOCIATIONS

American Institute of Certified Planners
American Planning Association



CONTACT INFORMATION

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EDUCATION

Oregon Institute of Technology,
Bachelor of Science – Surveying
Concordia University, Master of
Business Administration



LYNN BRUNO, PLS
PROJECT PRINCIPAL, SR. PROJECT MANAGER

Lynn is an accomplished project and team leader with decades of experience leading land development projects in Central Oregon, including several major new housing developments and resorts. His depth of experience in all aspects of the design and construction process has provided him with extensive relationships with the private firms in the area as well as the staff at local agencies. Having spent more than 35 years leading these projects, Lynn is well practiced in leading project teams to proven strategies to make projects more efficient and get them built according to his client’s vision. Furthermore, his career origins as a Professional Land Surveyor gives him practical insights into evaluating an area’s potential and possible issues.

RELEVANT PROJECTS

- Stevens Ranch Development**
Bend, OR
370-acre property development to include 1,000+ new housing units, plus commercial, park, and educational facilities.
- Gateway North**
Bend, OR
52-acre property development including employment, commercial, and 400+ housing units for senior and multi-family uses.
- NWX2 Development**
Bend, OR
245-acre extension of the NorthWest Crossing development being developed into residential and mixed-use, including more than 650 housing units.
- Eagle Crest II**
Redmond, OR
600-acre subdivision including housing and recreational uses.
- Mill Site Development**
Bend, OR
Historic 200-acre site transformed into an industrial, commercial, and residential site in downtown Bend.
- Awbrey Butte Development**
Bend, OR
1,800-acre development including more than 700 homes, plus parks, trails, and other amenities.
- Brasada Ranch**
Powell Butte, OR
1,800-acre, multi-phase resort development including housing and recreational uses.



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EDUCATION

Portland State University, Master of
Arts in Urban and Regional Planning
Kansas University, Bachelor of Arts in
Environmental Science

PROFESSIONAL ASSOCIATIONS

American Institute of Certified
Planners
American Planning Association



READ STAPLETON, AICP
SR. PROJECT MANAGER - LAND USE PLANNING

Read has provided professional planning services throughout the Pacific Northwest for over 24 years. In addition to his in-depth knowledge of regional land use regulations and the development entitlement process, Read has extensive experience with single-family, multi-family, commercial, industrial, and public projects in Oregon, Washington, Idaho, and California. He has led the development entitlement process for numerous institutional, private, and government clients as well as large master-planned community projects with a mixture of uses and multiple phases. Read consistently provides strategic approaches for navigating the complex web of local, state, and federal land use and environmental hurdles that challenge land development projects.

RELEVANT PROJECTS

- Stevens Ranch Development**
Bend, OR
48-acre subdivision including mixed-use multi-family facilities and public infrastructure.
- Oregon Graduate Institute (OGI)/AmberGlen Redevelopment**
Hillsboro, OR
52-acre property development including employment, commercial, and 400+ housing units for senior and multi-family uses.
- Vancouver Innovation Center**
Vancouver, WA
180-acre development including housing, employment, education, park, and commercial uses.
- Three Creeks Development**
Ridgefield, WA
118-acre development to include single-family residences, apartments, school, and employment uses.
- Ninebark Multifamily Development**
Bend, OR
246-unit apartment project and 32-acre waterfront redevelopment.
- Witch Hazel Village South**
Hillsboro, OR
940-acre site including various residential densities, as well as utilities and transportation network planning.
- Beef Bend Development Planning**
Tigard, OR
Development planning for 350-acre site, including residential sites, utilities and roadway networks.
- Brickworks Residential Development**
Bend, OR
1,800-acre development including more than 700 homes, plus parks, trails and other amenities.



CONTACT INFORMATION

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EDUCATION

Oregon Institute of Technology,
Bachelor of Science – Civil Engineering
Technology

Oregon Institute of Technology,
Bachelor of Science – Surveying

Spokane Community College,
Associate of Applied Science in Civil
Engineering Technology



STEVE HANNAS, PE, PLS
PROJECT MANAGER - CIVIL ENGINEER, SURVEY

During his three-decade career, Steve has led engineering and survey services for a truly vast amount of projects throughout Central Oregon across a wide variety of project types, including residential subdivisions, parks, schools, resort developments, apartments, and commercial developments. These projects have provided him with a wide variety of experience working with various municipalities and agencies to develop designs and obtain necessary approvals. As both a licensed professional engineer and professional land surveyor, Steve has a dual specialization rare in this industry that enables him to develop well-thought-out, constructable designs efficiently.

RELEVANT PROJECTS

NWX2 Development
Bend, OR
245-acre extension of the NorthWest Crossing development being developed into residential and mixed-use, including more than 650 housing units.

Discovery West
Bend, OR
245-acre housing development including approximately 700 dwelling units (450 single-family, 60 attached single-family and 201 multi-family units.

Iron Horse Development
Prineville, OR
1,100-acre development with more than 90 homes, as well as commercial and light industrial spaces.

Awbrey Glen Development
Bend, OR
156 individual houses, including recreational areas and commercial spaces.

Deer Ridge Development
Powell Butte, OR
1,800-acre, multi-phase resort development including housing and recreational uses.

Brickworks Residential Development
Bend, OR
1,800-acre development including more than 700 homes, plus parks, trails and other amenities.



CONTACT INFORMATION

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EDUCATION

University of Oregon, Bachelor of
Science in Planning, Public Policy, &
Management

University of Oregon, Bachelor of
Science in Political Science



MATTHEW ROBINSON
ASSOCIATE PLANNER

Matt has three years of experience providing key planning support to our projects on both the public and private sides. He has provided critical support to several of DOWL’s Central Oregon housing projects, including master plans for both Stevens Ranch and Gateway North. These experiences have given him experience leading applications involving area master plans, land use code updates, comprehensive plan amendments/ zone changes and urban reserve area, and urban growth boundary amendments. Matt has demonstrated significant technical competencies and extraordinary communication skills. He embodies DOWL’s “passionate contributor” spirit and works tirelessly to be sure that the clients’ goals are met and expectations are exceeded.

RELEVANT PROJECTS

Stevens Ranch Development
Bend, OR
370-acre property development to include 1,000+ new housing units, plus commercial, park, and educational facilities.

Gateway North
Bend, OR
52-acre property development including employment, commercial, and 400+ housing units for senior and multi-family uses.

Three Creeks Development
Ridgefield, WA
118-acre development to include single-family residences, apartments, school, and employment uses.

Witch Hazel Village South
Hillsboro, OR
940-acre site including various residential densities, as well as utilities and transportation network planning.

Brickworks Residential Development
Gresham, OR
Residential development, including 190 single and multi-family row houses.

Ninebark Multifamily Development
Bend, OR
246-unit apartment project and 32-acre waterfront redevelopment.

Beef Bend Development Planning
Tigard, OR
Development planning for 350-acre site, including residential sites, utilities and roadway networks.



PLACE

MAURICIO VILLARREAL, PLA
PRINCIPAL

With passion to create a welcoming public realm, Mauricio connects his Latin American culture with fellow designers, community, and the society. A founder and Design Principal of PLACE, Mauricio’s portfolio of distinct public realm and high desert environments reflects socially-purposeful design strategies and excellence in design resulting in award-winning projects.

Uncovering mutually beneficial solutions, he develops an inclusive vocabulary to address power dynamics and generate unity around a shared vision. His portfolio includes successful public-private partnership in Central Oregon, 20-year collaboration with GBD, and iconic mixed-use and mixed-income housing projects creating welcoming outdoor environments. He is currently engaged with Juniper Ridge, a 500-acre development in Bend. Recognized internationally for design excellence, Mauricio creative work provides an intimate connection of built and natural environments.

Mauricio is one of four founders of the company and has been with PLACE for 13 years.

CONTACT INFORMATION

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EDUCATION

University of Oregon, Bachelor of
Landscape Architecture
Ochanomizu School of Fine Arts, Tokyo

PROFESSIONAL ASSOCIATIONS

American Society of Landscape
Architects

CIVIC INVOLVEMENT

Portland Parks Board
Architecture Foundation of Oregon
Portland State University School of
Architecture, Adjunct Professor
First Stop Portland, PSU

RELEVANT PROJECTS

Montgomery Park
Portland, OR
Mixed-use neighborhood master planning with office and retail space.

Hassalo on Eighth
Portland, OR
657-unit mixed-use development with office and retail space.

Rockwood Village
Portland, OR
224-unit affordable housing with community center, playground, community gardens.

James Center North, Tacoma Housing Authority
Boise ID
600-unit mixed-income, mixed-income neighborhood with retail space.



PLACE

CHARLES BRUCKER, PLA, LEED AP
PRINCIPAL

As a landscape architect and founder of PLACE, Charles has extensive experience working on a wide range of mixed-use and housing developments with progressive sustainable infrastructure. His green techniques successfully integrate natural systems with human use and design aesthetics resulting in designs that stand the test of time, use the land respectfully, and increase public awareness. The ecological solutions Charles brings to each project culminate in Net Zero, One Planet Living, and LEED certified award-winning efforts.

Charlie has led the landscape design and planning efforts for numerous high desert projects including the award-winning Tetherow Resort, achieving the Audubon International Certified Signature Sanctuary certification. He is currently engaged with Juniper Ridge, a 500-acre development in Bend. Rooted in nature, history, and culture, he weaves the placemaking story to celebrate diversity, performance, and attractive communities.

Charles is one of four founders of the company and has been with PLACE for 13 years.

CONTACT INFORMATION

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EDUCATION

University of Oregon, Bachelor of
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PROFESSIONAL ASSOCIATIONS

American Society of Landscape
Architects

CIVIC INVOLVEMENT

City of Beaverton, Planning
Commission
University of Oregon/Portland State
University/University of Washington
Architectural Review Critic

RELEVANT PROJECTS

Slabtown Square
Portland, OR
200-unit mixed-income, mixed-use development with retail space.

James Center North, Tacoma Housing Authority
Boise ID
600-unit mixed-income, mixed-income neighborhood with retail space.

Hassalo on Eighth
Portland, OR
657-unit mixed-use development with office and retail space.

Rockwood Village
Portland, OR
224-unit affordable housing with community center, playground, community gardens.



STORY MILL
BOZEMAN, MONTANA

DETAILS: Master Planned Mixed-Use Residential Development
1,207-Unit Mixed-Use, Workforce Housing Community
80 Acres
2,626,304 Gross Sq Ft
128,189 Sq Ft Retail
52,929 Sq Ft Office Space
Design Completion: 2009 (project did not move forward after the recession)

GBD completed the Story Mill neighborhood master plan and conceptual design in 2008. Designed around existing historic buildings and the beautiful East Gallatin River, the 80-acre master plan was envisioned to be a comprehensive, eclectic community of seven different districts in beautiful Bozeman, Montana.

These districts each have their own design vision and include varied commercial/retail uses and various densities and types of housing. Together, they create a live-work-play neighborhood that is at once restorative and active: a place of connectedness to both the neighborhood and the community; a place of historic richness with modern energy; a place that is accessible by automobile as well as by bicycle and foot. The project's mission statement and goals include the protection of the environment while creating an energy-efficient, healthy community.



STEVEN'S RANCH
BEND, OREGON

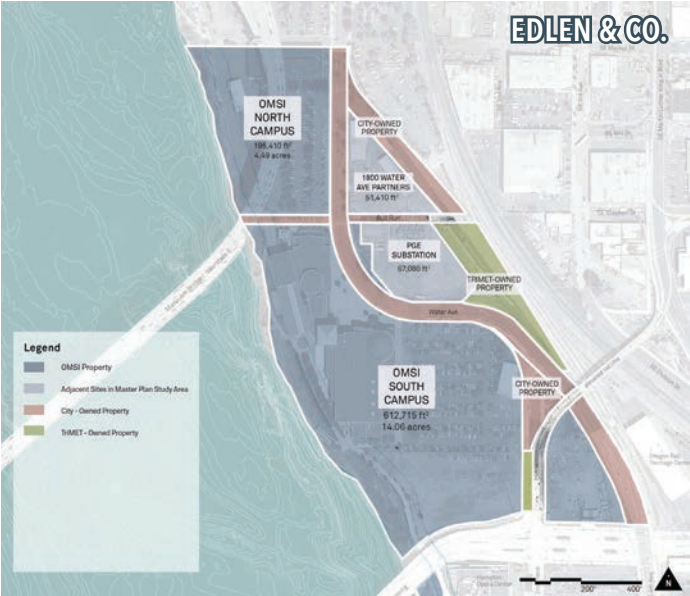
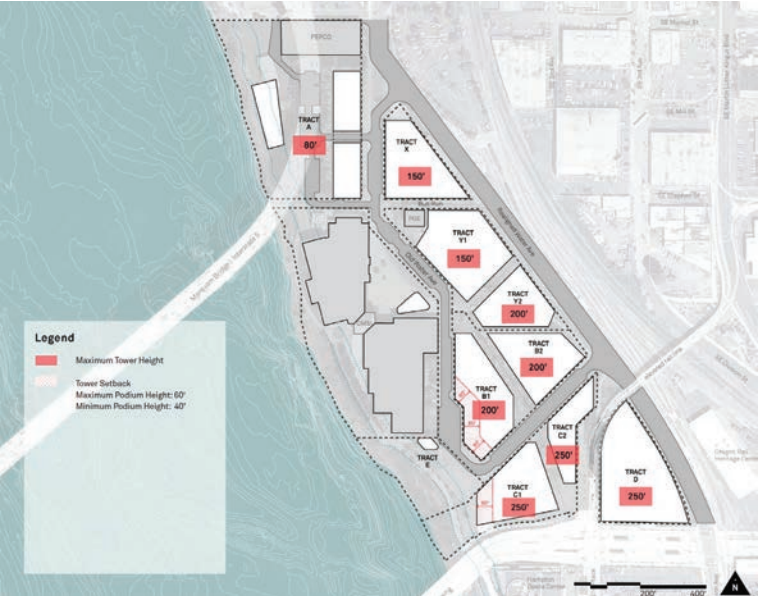
DETAILS: Master Planned Mixed-Use Residential Development
1,207-Unit Mixed-Use, Workforce Housing Community
375 Acres
1,000+ Multi-family units anticipated
16.3MM Gross Sq Ft
Timeline: Master Plan approved September 2021
First 2 subdivision phases approved February 2022
Entitlements & Development on-going

DOWL is the lead civil engineering and land use planning consultant for the design and preparation of the Stevens Ranch Master Plan. The master plan involved concept planning for residential, commercial, and industrial uses, preliminary site design and subdivision layout, drafting of the master plan's overlay code for implementation into the Bend Development Code, and annexation of the site into City-limits.

DOWL developed designs for the sanitary sewer and water utility system, street layout and off-site transportation infrastructure improvements, application of zoning designations throughout the site, and writing the Stevens Ranch Development Code that was adopted

into the Bend Development Code. DOWL also conducted the master plan's neighborhood meeting, assisted in preparing the master plan's burden of proof and written findings, and presented the master plan to both Bend Planning Commission and Bend City Council at public hearings. The project received final approval in March of 2021, and DOWL continues to be the lead consultant on subdivision platting and design.

DOWL's comprehensive understanding of the City of Bend's master planning process and Oregon's land use system and regulations were vital to the project's success and ultimate approval. DOWL's extensive familiarity with Central Oregon provided a strong foundation for the master plan's creative design, which will provide Bend with over 1,000 new housing units and extensive commercial and industrial development and job growth in the coming years. DOWL has begun developing final designs for the initial phases of the project. The full buildout of Stevens Ranch is anticipated to take approximately 10 to 20 years.



OMSI
PORTLAND, OREGON

DETAILS: Master Planned Development
18 Acres
11 acres planned for redevelopment
Estimated Completion for all Phases: 2040

Gerding Edlen (predecessor company to Edlen & Co.) was selected by OMSI to help plan the district and execute the master plan through the development of eight acres of underutilized land. OMSI's vision is a new inclusive and equitable community destination and neighborhood that will be a center for sustainability, a center for excellence in innovation and science teaching and learning, and provide a long-term revenue stream to support OMSI's core mission. Since being selected, the focus has been on the horizontal development with Edlen & Co. working alongside OMSI and the city on the Central City Master Plan (CCMP) and public private partnership to fund the required infrastructure. New infrastructure will include roads, a waterfront education park and third-party sewer system. Anticipated infrastructure funding sources include system development charges, tax increment funds, OMSI capital campaign, local improvement district and State lottery funds.

In 2020, Metro awarded a \$750,000 planning grant to the city and OMSI to engage a broad coalition of partners to collaborate on the development of the waterfront education park and to explore the potential development of a Center for Tribal Nations at the site . The project models a new partnership between the museum, tribal and intertribal organizations, and the City of Portland to restore the native community's presence on the Willamette and address the shared challenges of sustainability, resilience, and inclusion.



CRESCENT VILLAGE
EUGENE, OREGON

DETAILS: Master Planned Development, Infrastructure, Office, Retail, Housing
40 Acres
(2) 80,000 sq. ft. housing above retail buildings
37,000 sq. ft. office above retail building
40 single-family homes
Completed: 2014

Crescent Village is one of the largest recent real estate developments in Eugene. In a town that does not typically support large developments, this 40-acre development succeeded in gaining unanimous support from surrounding residents and businesses because of Arlie & Company's focus on design and liveability, plus its transparent response to the needs of the existing neighborhood.

Arlie & Company's vision for Crescent Village was to create a mix of high quality housing, retail shops and services, office space, and integrated parks, transforming the Northeast Eugene neighborhood into a walkable, people-focused community. While working closely with the City, Mark Miksis and his planning and development team introduced and gained approval for new urban concepts that had not previously been attempted in the City of Eugene.



Guided by the principles of New Urbanism, Crescent Village was designed as a place where people could walk to local shops, dine in restaurants close to home, and get to know their neighbors. The Village features a wide variety of living spaces, designed to appeal to many different lifestyles.



EDLEN & CO.

WYNNE WATTS COMMONS

GRESHAM, OREGON

DETAILS: Affordable, Workforce, & Inclusive Housing
150-Units
96,500 Gross Sq Ft
128 Parking Stalls
Public-Private Partnership
Urban Renewal
Low-Income Housing Tax Credits
Largest Net-Zero Energy Affordable Housing Project in the PNW
Completion: 2022

This 150-unit building is being developed in partnership with Albertina Kerr Centers, a Portland-Metro based nonprofit that provides services for children and adults with intellectual and development disabilities (I/DD). The project targets low-income Oregonians including seniors and those with disabilities and those with I/DD who have historically not had access to both accessible and affordable housing.

Albertina Kerr Workforce and Inclusive Housing project includes 147 affordable housing units, with 24 studios, 92 1-bedroom units, 23 2-bedroom units, and 8 3-bedroom units, with 30 of the units at 30% AMI, 102 units at 60% AMI and 15 units at 80% AMI. The 30 units at 30% AMI will be for residents with I/DD and will be fully integrated into the overall building and resident population, allowing residents with I/DD and those without to be neighbors. This integration is of critical importance to Albertina Kerr to create a building-wide culture of inclusion across all ability levels.



There will also be 3 additional units (150 total) that will serve as temporary or emergency housing for those experiencing homelessness.

Kerr's Workforce & Inclusive Housing project will be the largest net-zero energy, affordable housing project in the Pacific Northwest and one of the largest net-zero energy affordable housing projects in the country - ranking in the top 5 in the country for net-zero energy multifamily buildings. Solar panels will produce enough renewable energy to provide all the electricity required to operate the entire building over the course of a year, adding another layer of affordability in that residents won't pay for utilities, including high-speed internet access.



DECHASE

LOGAN & LUCY MIXED INCOME HOUSING

BOISE, IDAHO

DETAILS: Affordable, Workforce, & Market-Rate Mixed-Use Housing
174-Units
165,625 Gross Sq Ft
16,000 Sq Ft Retail
8,000 Sq Ft Office Space
Low-Income Housing Tax Credits
Public-Private Partnership
The Lucy is LEED Gold Certified
Completion: 2021

Placed in the heart of the Old Boise Historic District, Logan and Lucy deliver two unique urban communities that seamlessly fit into the existing fabric of downtown Boise by taking design cues from the context of the immediate neighborhood.

The Lucy is six stories over ground floor retail with 114 residential units, roof-top patios, private resident event space, and first floor courtyard. The Logan is five stories of multifamily units with second floor office space and first floor retail. The 60 residential units are mixed-income; 75% of the units are affordable with the remaining 25% market-rate.

The overall form, materials, and uses were drawn from the character of the Old Boise neighborhood, the pedestrian friendly nature of the Basque Block, and the City of Boise's desire to increase density in the downtown core. Given the long street frontage, the mass of the buildings is broken down into two proud brick volumes joined by secondary stucco elements that highlight the residential entrances to each building.





THE NICK FISH

PORTLAND, OREGON

DETAILS: Affordable + Workforce Mixed-Use Housing
75-Units
84,554 Gross Sq Ft
10,242 Sq Ft Retail
53 Parking Stalls
Low-Income Housing Tax Credits & New Market Tax Credits
Public-Private Partnership
LEED Gold Anticipated
Completion: 2021

Named after the well-respected Portland City Council member who passed away in early 2020, after a battle with cancer, The Nick Fish is a mixed-use development located in the Gateway district of Portland. The building is immediately adjacent to Gateway Discovery Park. The 75 rental apartment units include 52 affordable units for households earning between 30% and 60% AMI and 23 market-rate units.

The development, a partnership between Human Solutions and Edlen & Co. consists of mixed-income housing, office space for Human Solutions, and ground floor commercial retail owned and managed by Prosper Portland, Portland’s urban renewal agency. The retail space will be targeted to small local businesses owned by black, indigenous, and people of color.

The Nick Fish features sustainability elements such as a rainwater management system, an extensive green roof, and 94 long term bicycle parking spaces combined with a proximity to transit to encourage alternative forms of transportation.



AZIMUTH 315

BEND, OREGON

DETAILS: Affordable Housing
50-Units
26,348 Gross Sq Ft
Low-Income Housing Tax Credits
Public-Private Partnership
Completion: 2018

Azimuth 315 is an affordable housing development in the Northwest Crossing neighborhood in Bend. The apartment homes were designed with workforce housing in mind for our growing community. Azimuth 315 contains many sustainable features such as Energy Star-compliant appliances, photovoltaic solar panels, solar hot water, LED lighting, occupancy sensors, low-flow water fixtures, on-site storm water management, etc. The building contains a total of 50 apartment homes with 36 one-bedroom units and 14 two-bedroom units. Each unit has its own private balcony or patio.

In addition to the 50 one-bedroom and two-bedroom units, there are several amenities for the residents with a manager’s office, community room, fitness center, bike storage room, meeting room, reading room, and shared laundry room. The site contains several other amenities, including surface parking, covered carports with solar panels, a playground, and outdoor spaces.





ASH + RIVER WORKFORCE HOUSING

BOISE, IDAHO

- DETAILS:
- Workforce Mixed-use Housing
 - 34 Units
 - 47,000 Gross Sq Ft
 - 500 Sq Ft Retail
 - Public-Private Partnership
 - LEED Gold Certified
 - ULI Award for Excellence in Affordable and Workforce Housing
 - Completion: 2019

Ash + River Workforce Housing was a public private partnership between the developer and multiple public agencies. The project features a mix of one-, two-, and three-bedroom townhomes that are targeted to households earning 80%-120% of area median income.

The project serves as a catalyst in an emerging neighborhood near downtown Boise and fronts on a public path and city park. The site is pedestrian and bike friendly. The public path that paritally frames the site connects residents to the Boise River, the 26-mile Greenbelt, and multiple parks within walking distance.

The townhomes front the street and park, with parking tucked between the two bays of buildings and under a small structure. Views from the public realm are of a locally inspired landscape, warm overhead soffits and quality building materials. A 500 sq. ft. incubator retail space anchors the corner and is occupied by a local coffee vendor.

The development was a recipient of the Urban Land Institute’s Jack Kemp Award for Excellence in Affordable and Workforce Housing in 2021.

Ash + River is LEED Gold certified.



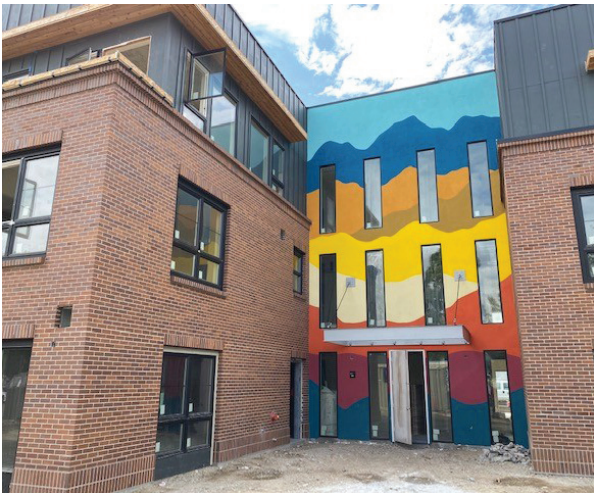
THE MARTHA WORKFORCE HOUSING

BOISE, IDAHO

- DETAILS:
- Mixed-Use Workforce Housing
 - 48 Units
 - 37,748 Gross Sq Ft
 - 39 Parking Stalls
 - Public-Private Partnership
 - LEED Gold Anticipated
 - Estimated Completion: Q1 2023

Situated in Boise’s West End, is a new 3-story multifamily building providing more housing options in an up-and-coming area of town. The building massing is set back from the corner of 18th and Idaho creating community-serving open space. An angled roof-line breaks up the length of the building as it steps back from Idaho St, providing a more traditional residential design at the eastern side of the building. Individual resident entries activate the street with at-grade patios, seating, and landscaping to tie-in with the adjacent neighborhood housing while giving a townhome feel to the building.

The project consists of a public-private partnership between Boise’s Urban Renewal Agency and the development team which combined multiple sites to create a more efficient program. The building will consist of 48 total units, as well as a bicycle workroom and storage amenity. The unit mix consists of studio, one-bedroom, and two-bedroom units with 15% of the units provided as workforce units at 100% of the AMI.





38 DAVIS WORKFORCE HOUSING
PORTLAND, OREGON

DETAILS: Workforce Mixed-Use Housing
65 Units
136,000 Gross Sq Ft
5,400 Sq Ft Retail
80,000 Sq Ft Office Space
Graywater Treatment System
Solar Hot Water System
Public-Private Partnership
Urban Renewal
LEED Gold Certified
Completion: 2016

Located in Portland’s Old Town/Chinatown neighborhood, 38 Davis contains dynamic office space, middle-income housing, and higher education classrooms for the University of Oregon’s Sports Product Management and Executive MBA programs. The L shape structure has a historical façade that integrates well into the neighborhood while the interior has a more modern feel which lends itself to a multitude of uses. Retail and the University of Oregon’s classrooms sit on the first floor, followed by three floors of office space, and finished off with two floors of apartments, more than half of which are affordable at 80% to 100% of area median income.

38 Davis achieved LEED Gold certification, through sustainability elements such as a greywater treatment system whereby greywater generated by the residents is treated and then used for toilet flushing on the office floors, and a solar hot water system.



THE WARREN WORKFORCE HOUSING
SPOKANE, WASHINGTON

DETAILS: Workforce Mixed-Use Housing
138 Units
126,800 Gross Sq Ft
1,622Sq Ft Retail
57 Parking Stalls
Public-Private Partnership
LEED Gold Anticipated
Estimated Completion: 2022

The Warren provides both workforce and market-rate housing to the growing demand for housing in the Spokane Valley. Residents include urban transplants from larger metropolitan areas along with local residents who desire to learn, work, and play within a short distance of their homes.

The project includes 138 units that is comprised of a mix of studios, one, and two-bedroom apartments. This mix of unit types will provide residents new options that have not been constructed in the downtown Spokane market since the 1980s. The project also includes 57 parking stalls plus bike parking.

Amenities include outdoor urban amenity deck, amenity room, secured parking, energy-efficient systems, easy access to public transportation and a location mere steps from the Spokane River. Neighborhood retail will also be developed and will likely include a coffee shop, market, or restaurant opening up to a plaza with seating and an enhanced landscape.



EXPERIENCE + QUALIFICATIONS

RELATED EXPERIENCE PROJECT MATRIX

The development team has extensive experience in all housing types including mixed-income, affordable, workforce and market-rate. Many of these projects are public private partnerships and include nontraditional sources of funding. The matrix below illustrates our recent experience.

PROJECT	LOCATION	NEW MARKET TAX CREDITS						
		LIHTC	AFFORDABLE &/OR WORKFORCE		SUSTAINABILITY CERTIFICATION	PUBLIC-PRIVATE PARTNERSHIP	URBAN RENEWAL	MIXED-USE
Ash+River Townhomes	Boise, ID	✓		✓	✓	✓	✓	
38 Davis	Portland, OR			✓	✓	✓	✓	✓
The Logan Affordable Housing	Boise, ID		✓	✓		✓	✓	✓
The Lucy	Boise, ID			✓		✓	✓	
The Nick Fish Affordable Housing	Portland, OR	✓	✓	✓	✓	✓	✓	✓
The Gibson	Boise, ID					✓	✓	
6th & Front Parking Garage + Hotel	Boise, ID					✓	✓	✓
Wynne Watts Commons Affordable Housing	Portland, OR		✓	✓	✓	✓		
The Hixon	Bend, OR			✓				✓
The Warren	Spokane, WA				✓	✓	✓	✓
Crosswood	Eugene, OR				✓			✓
The Martha Workforce Housing	Boise, ID			✓	✓	✓	✓	
The Tilan	Caldwell, ID							✓
Riverline	Boise, ID					✓	✓	✓
Strata	Bend, OR					✓	✓	
Atlas Mill	Coeur d'Alene, ID			✓		✓	✓	✓
De Paul Treatment Center	Portland, OR	✓		✓		✓	✓	
Patricia Reser Center for the Arts (PRCA)	Beaverton, OR				✓	✓	✓	✓
Beaverton Central Parking Garage	Beaverton, OR				✓	✓	✓	✓
PAE Living Building	Portland, OR				✓			✓
South Waterfront	Portland, OR		✓		✓	✓	✓	
OHSU Center for Health and Healing	Portland, OR		✓			✓	✓	
The Meriwether	Portland, OR		✓		✓	✓	✓	
The John Ross	Portland, OR		✓		✓	✓	✓	
Atwater Place	Portland, OR		✓		✓	✓	✓	
The Ardea	Portland, OR		✓		✓	✓	✓	
Brewery Blocks	Portland, OR	✓			✓	✓	✓	✓
BB1: Whole Foods	Portland, OR				✓		✓	
BB2: Brewhouse and Cellar	Portland, OR				✓		✓	✓
BB3: The Gerding Theater	Portland, OR	✓			✓	✓	✓	
BB3: The Henry	Portland, OR				✓		✓	✓
BB5: The Louisa	Portland, OR			✓	✓		✓	✓
The Civic & The Morrison	Portland, OR	✓	✓	✓	✓	✓		✓
Indigo @ 12 West	Portland, OR	✓			✓		✓	✓
Life Works NW Center for Hope and Recovery	Portland, OR	✓	✓	✓	✓	✓		
Beatrice Morrow	Portland, OR		✓	✓	✓	✓	✓	✓
City of Beaverton City Hall	Beaverton, OR				✓	✓	✓	
Old Town Recovery Center	Portland, OR	✓			✓	✓	✓	
Hooper Detox Center	Portland, OR	✓			✓	✓		
Hill Park Apartments	Portland, OR		✓	✓	✓	✓	✓	
Lane Community College Titan Court & Downtown Campus	Portland, OR	✓			✓	✓	✓	✓

PROPOSED PARTNER ORGANIZATIONS

deChase and Edlen & Co will act as the master developer for the project overseeing the entitlement, lot creation, and infrastructure implementation. Kôr and Housing Works will be key partners and be at the table throughout the planning process to ensure their needs are met. The deChase/Edlen & Co. team will take the lead on the multifamily workforce housing aspects of the project. We will work with Housing Works on the implementation of the affordable components while Kôr will take lead on the affordable and workforce home ownership aspects of the project.



Kôr builds permanently affordable homeownership communities for qualified homebuyers. Kôr has closed on five homes, has twelve under construction, and 37 in pre-development. Kôr has successfully managed millions in City of Bend Affordable Housing Fee Funds; City of Bend CDBG Funds; Deschutes County ARPA funds; OHCS LIFT funds; construction loans; and private loans and grants. Moreover, Housing Works serves as a guarantor of all Kôr communities. In parallel, Kôr’s Homeownership Program reaches and prepares qualified homebuyers to purchase Kôr’s affordable homeownership units. In its last housing lottery, Kôr had 59 qualified applicants apply for 5 units, demonstrating the need for Kôr’s program.

As the regional housing authority, Housing Works will be a key partner in developing, managing, and providing resident services for affordable components of the development. Housing Works’ deep experience with affordable housing projects in Central Oregon will be essential to the success of this development.



LIABILITY INSURANCE COVERAGE

The development joint venture carries General Liability insurance, Workers Compensation and Professional Liability Insurance. We can increase the General Liability and Professional Liability as needed for the project. Contracts with professional consultants and contractors will include insurance requirements sufficient to cover potential claims.

REFERENCES

- TODD DUNKELBERG
Deschutes Public Library, Director
toddd@dpls.lib.or.us // (541) 312-1021
- ERIC KING
City of Bend, City Manager
eking@bendoregon.gov // (514) 388-5505
- ABE FARKAS
The Farkas Group (consultant to City of Glenwood)
abe.k.farkas@gmail.com // (503) 886-0893
- JILL CHEN
Portland Housing Bureau, Investments Manager
jill.chen@portlandoregon.gov // (503) 865-6378
- WINTA YOHANNES
Albina Vision Trust, Executive Director
winta@albinavision.org // (503) 927-1808

PROJECT VISION STATEMENT

We believe in the opportunity of this site and the foundational work the City of Redmond has put in place. You will see in our submission materials that we have a track record of delivering on projects of similar scale and scope. The depth and breadth of the development portfolio described in our proposal demonstrates the ability of our team to solve projects large in scale, that require extensive partnerships and complex layers of financing. We have the experience, capacity, and expertise and this project is solidly in our wheelhouse.

Our firms have a commitment to providing housing at all income levels in smaller markets throughout the intermountain west and in particular Central Oregon. These markets often have limited resources to assist in development and lower achievable rents with construction costs similar to larger markets. Our team has successfully developed a lean approach to project execution in these markets to overcome these challenges. We have assembled a local team with extensive, relevant local experience and we will run this project out of our Central Oregon office ensuring the project will receive the attention it deserves.



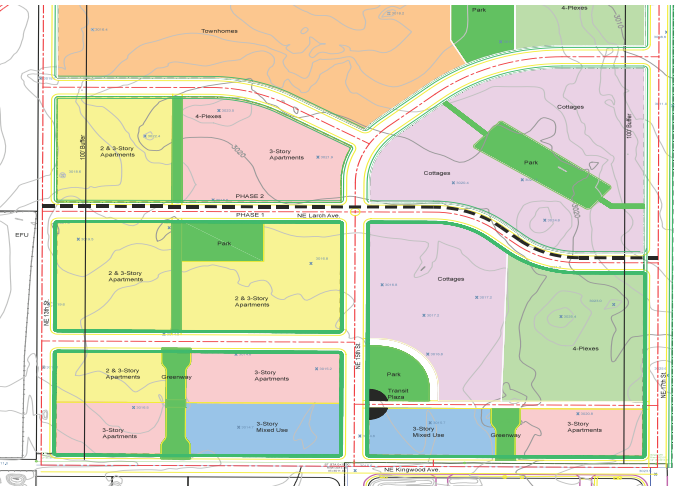
We have a proven commitment to sustainability with a deep belief that we all have a responsibility in being good stewards of the environment. A core part of the work will be assessing, recommending, and testing targets (and subsequent metrics) for district-wide sustainability. We understand the importance of place-making and the role buildings have in being climate responsive, resilient, and regenerative while also enhancing the human experience through the design of meaningful environments. By evaluating concepts and strategies with a balanced perspective, we can assess site planning through a lens of enhancing biodiversity health, hydrology and water quality, and the movements of sun and wind patterns to understand available resources for potential renewable energy opportunities.

HB 4079 provides a unique opportunity to accelerate meeting the needs of housing in Redmond. The City of Redmond has laid the groundwork and our team is ready to hit the ground running. The majority of the land use and infrastructure issues have been solved. With the UBG expansion, the Eastside Framework plan, the Skyline Village Master Plan, and the Infrastructure analysis that the City of Redmond has completed this project is well positioned to move quickly to parcel creation and project development.

Our first step will be to engage in a robust analysis of the site’s existing conditions, the character of its existing landscape, and what opportunities it has to offer. To accomplish this, we will study the site to understand its potential and how it fits into the larger urban patterns. We will also review all existing documentation, current site plans, planning, and design work that will help inform the direction of an outcome for the development. Along with the analysis of the existing information, we will look at infrastructure options, the built form, housing types, current construction costs, and market conditions in order to develop our economic model. The goal of this exercise will be to develop a resilient development, as well as create flexible, phase-able block layouts for efficient, cost-effective housing development with implementable infrastructure packages. Through this process, we may determine that there are modifications required of the master plan. Our current schedule has outlined this process and built it into the timeline. A complete phasing plan that evaluates infrastructure buildout and funding sources is outlined in the schedule section of the proposal.

CITY STAFF ASSISTANCE

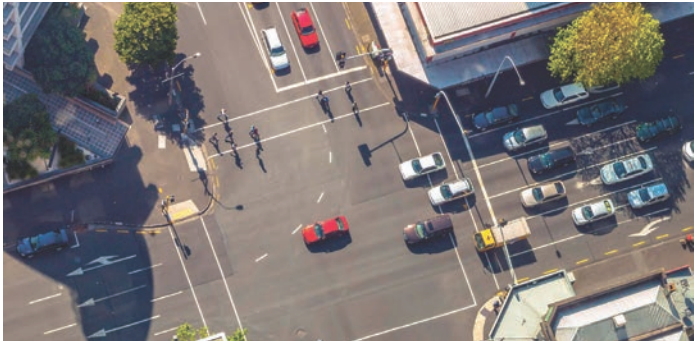
We will start with an engaging, collaborative, and information-rich workshop with the City of Redmond team and other identified stakeholders to confirm the goals, guiding principles, and objectives for the master plan development. The workshop will allow us to test previously held assumptions and aspirations with the City of Redmond against current assumptions and priorities for the area. This workshop will set the framework and goals for the development project and the criteria against which all phases of work will be evaluated.



This project will require engagement with many departments at the City of Redmond from Community Development (Building, Economic Development, Planning, Affordable Housing), Parks, Public Works, Engineering as well as city leaders and elected officials. We will bring our technical resources and our creative vision to the table but will need to rely on city resources to ensure we meet the common goals of the project. This engagement will take place at critical junctures of the project from the initial kick-off meeting to technical process and approval meetings. Only through this type of partnering will we be able to ensure goals and timelines are met on such a complex, large-scale project.

STRATEGIES FOR NEEDED INFRASTRUCTURE

An analysis of the existing and proposed infrastructure required to serve the 40-acre tract is critical to the development and phasing of the project. Each infrastructure type is discussed in detail below based on the information available.



TRANSPORTATION

The Master Plan envisions significant road improvements bordering the site. NE 17th Street is designated as a Major Collector and will be improved within an 80-foot right-of-way in a north-south direction between NE 17th/NE Kingwood and NE 17th/NE Negus Way. The corridor allows for an increased volume of traffic along the east side of Redmond while providing an enhanced pedestrian and bike experience.

Local Residential Roads, including NE 13th Street on Northpoint Vista’s west side, will be developed consistent with local road standards. Some internal roads (NE 15th Street, NE Larch Avenue, and two other unnamed roadways) will also be developed to local standards.



DOMESTIC WATER

The project anticipates using the existing 12-inch waterline along the site’s southern boundary within NE Kingwood Avenue as the primary source of water for the project. The plan will incorporate a looped waterline system to using a combination of NE 13th and NE 17th with the planned internal road network. The looped system will provide sufficient fire protection while avoiding dead-end waterlines as much as possible.

Our team will collaborate with City of Redmond Engineering staff to develop a water model that meets the needs for the project and future connections. The model will determine waterline sizes and configurations while maximizing efficiency within the system.



NATURAL GAS, POWER, TELEPHONE, & OTHER FRANCHISE UTILITES

Natural gas utility lines exist along the south side of NE Kingwood Avenue with the other utilities. Our team anticipates being able to work with these utility providers to create a system to provide gas to the development that meets the needs of the project from this source.



SANITARY SEWER

The existing 12-inch sanitary sewer within NE Kingwood Avenue on the southern border of Northpoint Vista has enough capacity for 150 dwelling units. This will accommodate the workforce and/or affordable housing in Phase 1 of the development and will allow this project to move forward quickly.

The remainder of Northpoint Vista will use new Eastside Sewer Inceptor expected to start construction in June 2023. The new interceptor will be available near the northwest corner of the site and will provide capacity for the entire project. The proposed sewer alignment will follow the existing unimproved NE 13th Street corridor and the proposed internal street network. This infrastructure should be complete in time to accommodate the remainder of the phase 1 work and all the phase 2 work.

INFRASTRUCTURE APPROACH

The infrastructure extension has the potential to present one of the biggest economic challenges to the project. Our team plans to implement a development that “right size” the amount of necessary infrastructure – coupled with attractive alternatives – to reduce costs and encourage non-traditional transportation trips. We believe this experience directly relates to the characteristics the development needs to be built and succeed. In addition, we will need to explore creative ways to finance the infrastructure. We will explore strategies such as the creation of an LID, state and federal infrastructure grants, and project SDC’s allocated to park build-out within the development.

Currently, the state legislature is actively working on several proposed bills (HB 2981 and HB 2980) that are specifically targeting moderate-income housing. We are closely tracking these initiatives to ensure all tools are brought to bear on this project. Our current plan is committed to provide a development project that focuses on all levels of affordable and workforce housing. If required to support the build-out of the infrastructure, we will evaluate the incorporation of market-rate housing to aid in project feasibility.

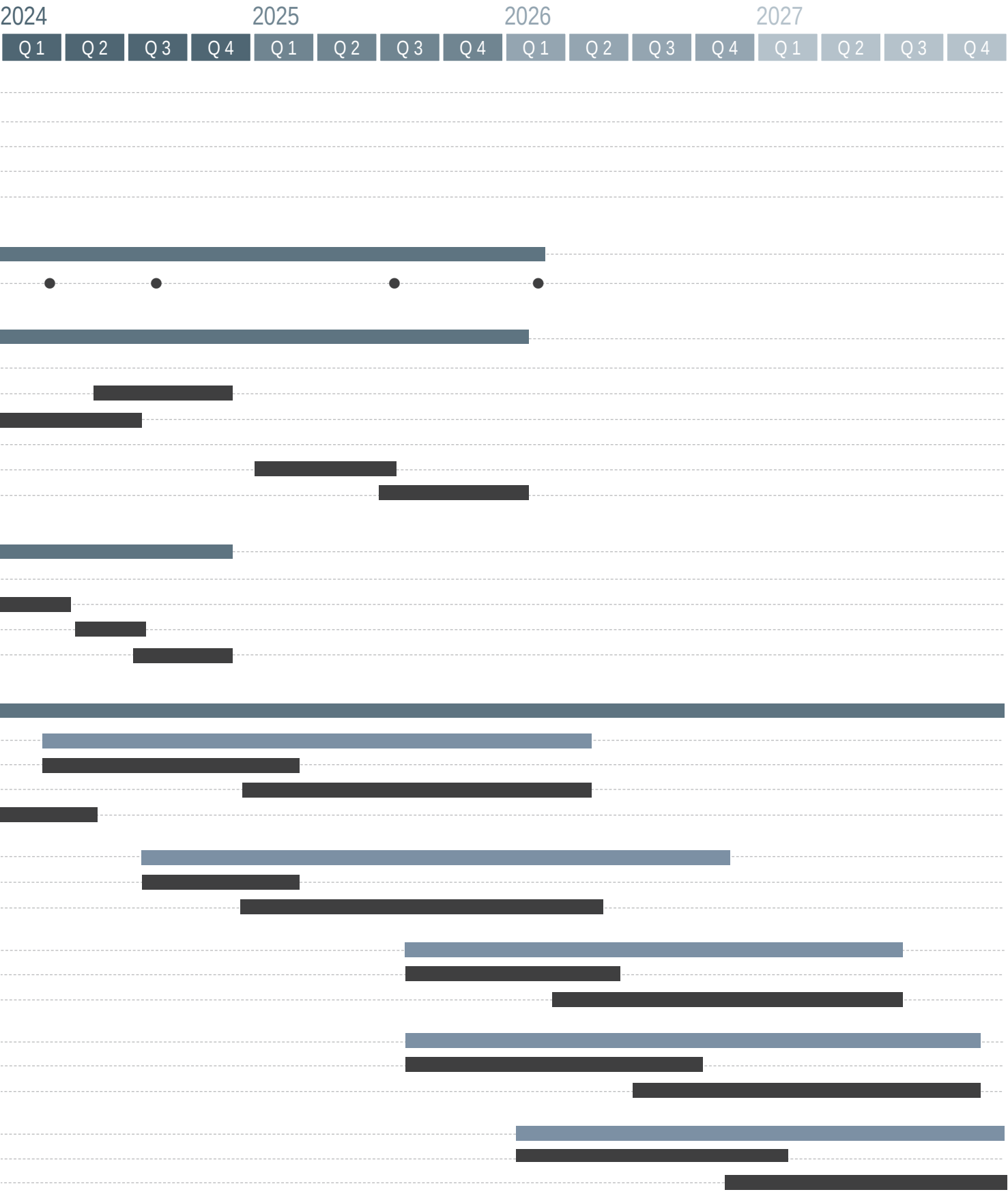
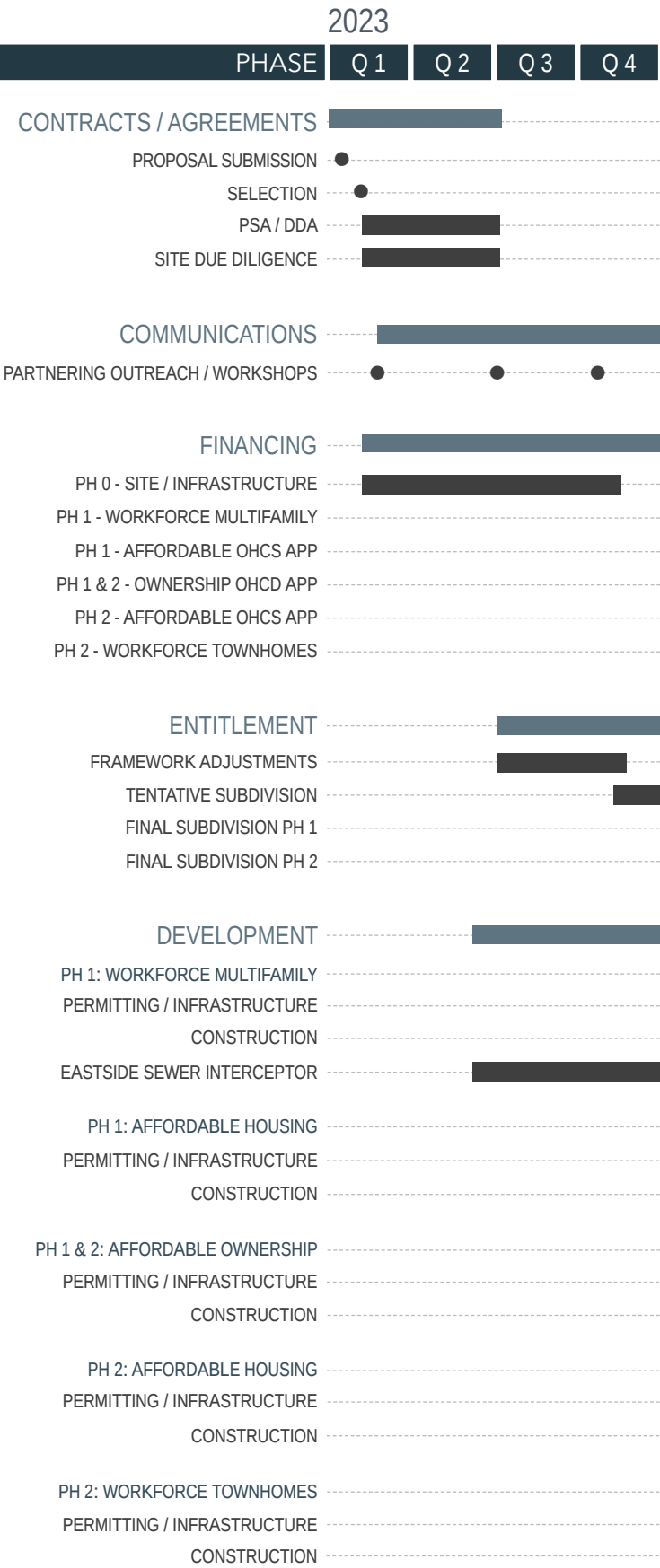
PROPOSED TIMELINE

TIMELINE & PRIORITIES

This project has been well positioned by the City of Redmond to move quickly to execute the development. The key to maintaining this momentum will be to move through agreements quickly and efficiently while we do our detailed site due diligence. During this due diligence and planning process we will determine if adjustments to the land use work will be needed to execute a successful project. This project schedule has assumed that some adjustments will be needed prior to the completion of the Phase 1 subdivision of the project.

Due to the existing infrastructure in Kingwood once we have the final subdivision approved for Phase 1 will be in a position to submit for permitting on the first development project of up to 150 units. We have proposed moving the initial phase of workforce housing forward as it is not dependent on the state-level funding that is only issued once a year. The proposed schedule shows we will be under construction on the workforce housing phase of the project in Q4 of 2024 with the first affordable housing project targeting a funding award in Q3 of 2024 and a construction start of Q3 of 2025. This will also allow the Eastside Sewer Interceptor to be completed and extended to serve this project and all future phases.

We have assumed a final subdivision on Phase 2 of the project to be approved by Q4 of 2024 allowing time to complete our funding applications to the state with award in Q3 of 2025. This will allow the Phase 2 homeownership, affordable multi-family, and workforce housing projects a clear path to be under construction by Q1 of 2026.



MEETING THE PROJECT OBJECTIVES



The project objectives include addressing the urgent need for more affordable and workforce housing by providing approximately 450 housing units with 50% affordable at 60% area median income (AMI) for rentals and 80% AMI or less for home ownership, and 50% affordable at 81%-120%AMI. There could potentially be up to 25% market-rate units (reducing the workforce units to 25%). Our vision includes affordable and workforce rental units, affordable and workforce homeownership units provided in partnership with Kôr, and possibly market-rate units if needed to be able to finance the infrastructure. As demonstrated in the Experience + Qualifications Section, the Edlen & Co. and deChase joint venture has significant experience in the development of affordable, workforce, and market-rate rental housing.

Affordable rental housing is financed by sources specific to units at or below 60%. The largest single source is the federal Low-Income Housing Credits (LIHTC), whereby an investor provides capital to build the project in exchange for a 10-year federal tax credit. There are two types of LIHTCs: 9% LIHTCs which are extremely competitive and 4% LIHTCs which are worth less than 9% LIHTCs (about half) but are less competitive (prior to 2022, the 4% LIHTC was non-competitive). Projects that utilize the 9% tax credit are typically smaller projects that include units at 30% AMI that serve special populations such as people experiencing homeless, individuals with disabilities, and individuals with persistent mental illness. Projects that utilize the 4% tax credit tend to be larger, with more units at 60% AMI.

Due to the below-market rents, the permanent debt these projects can support is extremely low which results in the need for additional subsidies. Sources for this additional ‘gap funding’ typically come from the local jurisdiction (city and-or county) and-or the state and are awarded through a competitive process. For Northpoint Vista, most of the gap funds would likely come from the state via the Oregon Local Innovation and Fast Track (LIFT) program. Locally, a subsidy could be provided via free or below-market land, property tax exemption or reduction, and an exemption from or reduction to permit fees and system development charges.



Affordable homeownership is even more challenging to finance because the federal tax credit is only available for rental projects. The state LIFT program has funding available for homeownership for households at or below 80% AMI. Local subsidies could include free or below-market land, property tax exemption or reduction, and exemption from or reduction to permit fees and system development charges.

Workforce housing projects are typically funded with equity and debt. Depending on the AMI level that is being served and the cost of development, there may still be a need for some subsidy (albeit at a much more modest level than for affordable housing) to achieve the return required to attract investors. Possible subsidy sources could include free or reduced-cost land and-or property tax exemption for a limited number of years (10). Our team is also working on a unique approach to workforce housing that utilizes tax-exempt bonds to fund 100% of the project cost. A nonprofit owns the project. In 2022, Edlen & Co. received IRS approval for Northwest Community Housing Foundation, a new 501(c)(3) created for the purpose of acquiring and developing affordable and middle-income housing (up to 150% AMI).



CAPITAL RESOURCES

Together deChase and Edlen & Co. have successfully developed over \$5 billion of real estate, including more than 30 public-private partnerships. Many of these projects required complex financial structures, utilizing a variety of capital sources. The team has extensive experience with both traditional and non-traditional financing sources, understanding in-depth the rules, regulations, and requirements that come with each source.

Our portfolio includes nine LIHTC projects, 11 New Market Tax Credit projects, six projects with Historic Tax Credits, 14 projects with tax-exempt bonds, 10 projects with local jurisdiction gap funding including Oregon Local Innovation and Fast Track (LIFT), HOME, CDBG, and tax-increment financing and five projects with project-based vouchers. Our team identifies, secures, and structures the capital sources and is responsible for all documentation, regulatory compliance, and financial reporting. In addition to projects funded with non-traditional sources of capital, our firms have raised over \$300 million of debt and \$200 million of equity in the last five years. We are successful because our lenders and investors know we are diligent and will execute our obligations.

COMPREHENSIVE OUTREACH

Our strategy includes partnerships with Housing Works on the development of affordable rental housing and Kör on the development of affordable and workforce homeownership. We also reached out to the Redmond Chamber which we would continue to engage for connections to local businesses as well as to provide feedback during the planning and development process, the Latino Community Association, which we hope would assist with outreach and engagement to the Latino immigrant community, and NeighborWorks, which we hope would be an outreach and service provider partner for the affordable housing.



If selected, we would implement a comprehensive outreach and engagement strategy to get input from community members and businesses during the planning and design process. Our team already includes a local architect and engineer. As we expand the consultant team, we will prioritize opportunities for local firms. During the construction phase, we would work with the selected general contractor(s) to develop and implement a plan to engage the local subcontractor community. We would also develop an outreach plan to engage nonprofit social service providers, culturally specific nonprofits, and potential future residents of the affordable housing to provide input on the proposed projects, help with outreach during pre-leasing and provide on-site services and enrichment activities for the future residents.



Our portfolio includes projects in partnership with housing authorities, affordable housing partners, and other nonprofits. We have completed two projects with Home Forward (formerly the Housing Authority of Portland), as well as projects with nonprofit affordable housing providers including Our Just Future (formerly Human Solutions), Central City Concern, Catholic Charities, Portland Community Reinvestment Inc., and Community Roots. In addition to affordable housing nonprofits, we have worked with other nonprofits including LifeWorks NW and Fora Health, Wynne Watts Commons, and Albina Vision Trust. We also have a long history of successful projects with public partners including cities, counties, urban renewal agencies, transit agencies, universities, and community colleges.

Our joint venture also has a successful track record on the participation of Minority, Women, and Emerging Small Businesses (MWESB) in our projects for both professional services and construction, as further described in the following section.



150 NE Hawthorne Ave., Suite 110• Bend, Oregon 97701 korlandtrust.org



1/4/2023

City of Redmond
Attn: Kelly Morse, City Recorder
411 SW 9th Street
Redmond, OR 97756

Re: Northpoint Vista Mixed-Income Neighborhood Project

Dear City of Redmond,

Kôr Community Land Trust is a non-profit affordable homeownership developer in Deschutes County. Kôr provides environmentally sustainable and permanently affordable homeownership opportunities for those who contribute to the fabric of the Central Oregon economy and community. Using the Community Land Trust model, Kôr ensures that the community will have access to healthy, affordable homes for generations to come.

Kôr is committed to providing family-sized affordable and sustainable homeownership communities within the Northpoint Vista Mixed-Income Neighborhood Project. Kôr serves Central Oregon’s workforce, including teachers, builders, servers, maintenance workers, and many more who contribute to the fabric of our economy. These are working individuals and families who can qualify for a mortgage but cannot afford to purchase a home on the rising market when their own wages remain stagnant. Kôr bridges this gap by creating homeownership that is attainable and affordable. In this way, Kôr serves households earning 30-120% area median income.

Kôr supports the deChase Miksis Development-led master developer submission to the City of Redmond. If selected, Kôr would work in partnership to bring family-sized, permanently affordable and sustainable homeownership units to Northpoint Vista. Together, we can create sustainable, equitable communities where everyone can afford to live where they work and play.

If you have any questions, please contact Kôr’s Executive Director, Jackie Keogh, at jackie@korlandtrust.org.

Sincerely,

Jackie Keogh, Executive Director



January 5, 2023

Linda Cline
City of Redmond
411 SW 9th St
Redmond OR 97756

RE: Notice and Requests for Qualifications
Master Developer of Northpoint Vista Mixed-Income Neighborhood

Since its inception in 1977, Housing Works has provided housing services to thousands of low-income families in an effort to move them above the poverty line. Housing Works follows the mission, “Fostering Dignity through Housing” by providing a variety of housing programs and related services to workforce and low-income households. Housing Works is the largest affordable housing provider in the Central Oregon region with over 1200 units of housing, serving Crook, Deschutes, and Jefferson counties.

In the past 7 years, Housing Works has been a very active developer of affordable housing in Central Oregon, bringing 525 new units of housing at 15 different development sites. In Redmond, we have developed 162 units in the last 5 years with 60 additional units starting this summer. To continue with this momentum, we have been discussing partnership opportunities with the deChase Miksis/Edlen Company Development team related to the City’s Master Developer RFQ. If the deChase Miksis/Edlen Company led team is chosen as master developer, Housing Works will be seeking to build affordable and possibly supportive housing through purchase of available multifamily land in their master planned community. We are committed to increasing the supply of affordable housing in Redmond and see this partnership as an opportunity to further advance the number of quality, affordable units that will serve Redmond’s low income workforce.

Sincerely

Keith Wooden
Real Estate Director

405 SW 6th Street
Redmond, OR 97756
D (541) 923-1018
F (541) 923-2095
W www.housing-works.org

SOCIAL, ENVIRONMENTAL, AND ECONOMIC SUSTAINABILITY

deChase Miksis’s mission is to create places where all people can live, work, learn, and play; people are at the center of what the firm does. Edlen & Co.’s focus is on projects at the intersection of environmental stewardship, social sustainability, and responsible growth. Edlen & Co and deChase connect people to opportunities through innovative and collaborative partnerships to create sustainable projects that help everyone reach their potential.



Edlen & Co.’s hiring practices have resulted in a diverse workforce with a current makeup of two-thirds women and 22% minority. This diversity is represented across all levels of the organization from ownership to the most recent hire. The development portfolio of the firm includes numerous projects that benefit traditionally disadvantaged communities. Those projects include the LifeWorks Northwest’s Center for Hope and Recovery, a culturally specific in-patient drug and alcohol treatment facility for African American women, and the Beatrice Morrow which provides 80 units of affordable housing with a preference for households that were displaced from North and Northeast Portland, one of Portland’s historically Black neighborhoods. A joint venture between Edlen & Co. and Albina Vision Trust recently received an award from the City of Portland Metro Bonds to develop 94 units of affordable family housing targeted to households displaced from north and northeast Portland, Portland’s historically Black neighborhood.



Edlen & Co. has a decades-long track record in achieving meaningful Minority-owned, Woman-owned, and Emerging Small Business (MWESB) participation for its construction as well as professional service providers such as architects and engineers. Recent projects have achieved 20-33% MWESB participation. The firm also has experience prioritizing local firms and vendors, such as in the Wynne Watts Commons project (see description above), which is on track to meet the city of Gresham’s Buy Local policy.

The partners at Edlen & Co. and deChase Miksis’ have over 160 years of experience in the design, construction, and operation of sustainable, high-performance buildings. Edlen & Co. (and its predecessor company Gerding Edlen) is the nation’s leader in developing LEED-certified buildings with 78 projects certified or registered, including 23 Platinum, 50 Gold, and 5 Silver. Edlen & Co. has pioneered and implemented various cutting-edge, sustainable design strategies, from the firm’s first project in the early 1990s where ice generation storage machines were used at night to generate daytime building cooling capacity, to solar and wind installations, rainwater harvesting, and reuse, on-site wastewater treatment to biophilic design and construction. Along the way, some ideas have ended up in the recycling bin; however, the firm continues to challenge itself, and its designers, engineers, and contractors to consistently raise the bar to achieve the most environmentally responsible projects while adhering to budgetary objectives. Much like design excellence, Edlen & Co. believes the environmental footprint of its buildings is a lasting legacy to the community.



38 DAVIS WORKFORCE HOUSING

Edlen & Co. just completed the PAE Living Building project, which is pursuing certification as a Living Building, the most aspirational green building certification in existence. Living buildings are net zero energy, water, and waste. In June 2022 Edlen & Co. completed Wynne Watts Commons (described in an earlier section) 150 units of affordable housing which will be net-zero energy. Quite often what others may view as financially unfeasible, through a decades-long history of leading sustainable development in the U.S., Edlen & Co. views as attainable through innovative engineering and financing strategies, along with commitment and hard work. deChase Miksis has seen local success in receiving sustainability awards for LEED and City of Boise Green Building certificates. deChase Miksis continues to strive to be a leader in sustainable projects in Boise and is currently developing projects in downtown Boise that are anticipated to receive LEED accreditation and Green Building certification.

THANK YOU.





NORTHPOINT COUNCIL UPDATE

February 28, 2023



EDLEN & CO.

INTRODUCTION

OVERVIEW OF JOINT VENTURE

- Equal partners in eight joint venture projects
- Local + national experience
 - Insights into local community and real estate market
 - Existing relationship and trust
 - Large scale project experience
 - Non-traditional and traditional financing expertise



INTRODUCTION

PARTNER RESUMES

MARK MIKSIS— LEAD DEVELOPER

- Partner at deChase Miksis
- 18 years of experience in urban planning, design, and real estate

JILL SHERMAN — LEAD DEVELOPER

- Co-founder & Partner at Edlen & Co.
- 20 years of experience in real estate development with a focus on public-private partnerships



INTRODUCTION

EXAMPLE PROJECT

CRESCENT VILLAGE

- 40-acre Master Planned
- Mixed-use with town center, rental and ownership
- Complete infrastructure extension
- Festival street
- Green building demonstration project



INTRODUCTION

EXAMPLE PROJECTS

WYNNE WATTS COMMONS

- Affordable, Workforce, & Inclusive housing
- 147 units, at 30%, 60% and 80% AMI
- 3 units for emergency housing
- Net-Zero Energy
- Public-Private Partnership
- Urban Renewal
- Low-Income Housing Tax Credit funding



INTRODUCTION

PROJECT ROLES

EDLEN & CO.

LEAD

Infrastructure funding

Raising equity and debt

Non-traditional funding sources

JOINT

Team Selection

Master Planning

Underwriting

**CHASE
MIKSIS**

LEAD

Community Engagement

Entitlements/Permitting

Team coordination and
oversight

INTRODUCTION

PROJECT TEAM



EDLEN & CO.

DEVELOPER

REDPOINT

CONSTRUCTION
MANAGEMENT

GBD

MASTER PLAN
ARCHITECT

BLRB architects

BUILDING DESIGN
ARCHITECT



CIVIL ENGINEERING

PLACE

LANDSCAPE
ARCHITECT

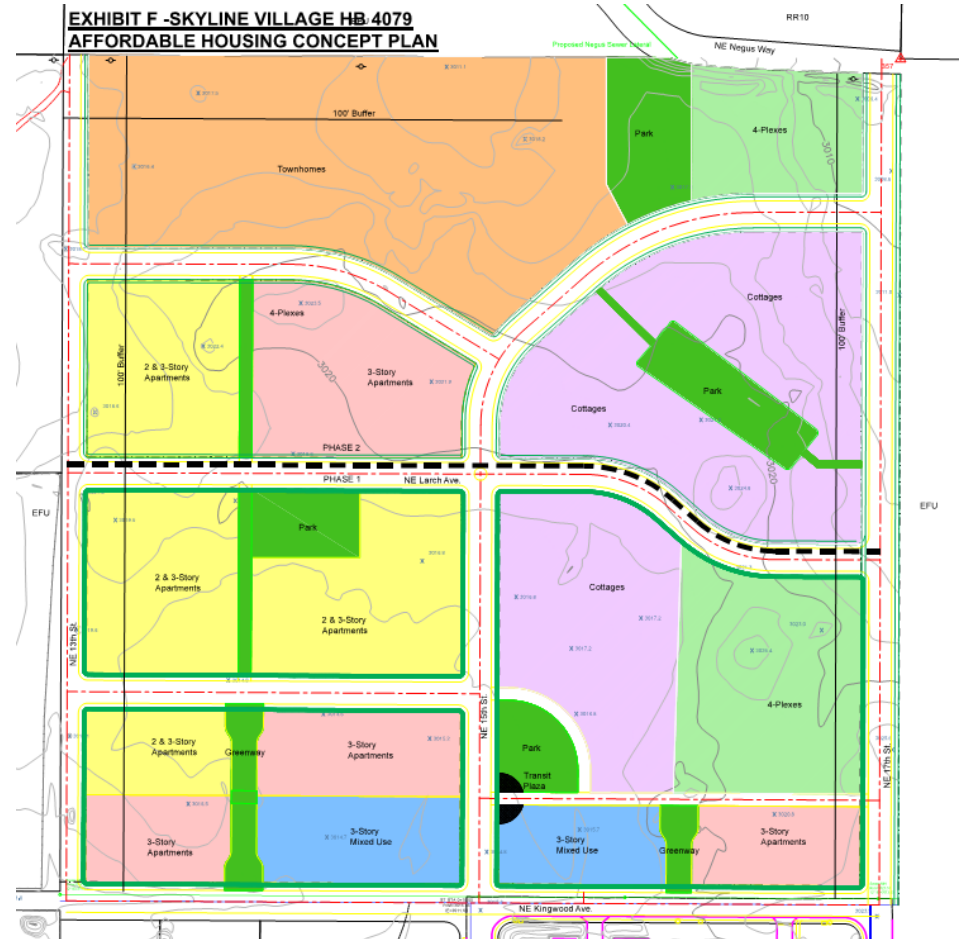


EDLEN & CO.

MASTER PLAN PROCESS

SITE PLAN

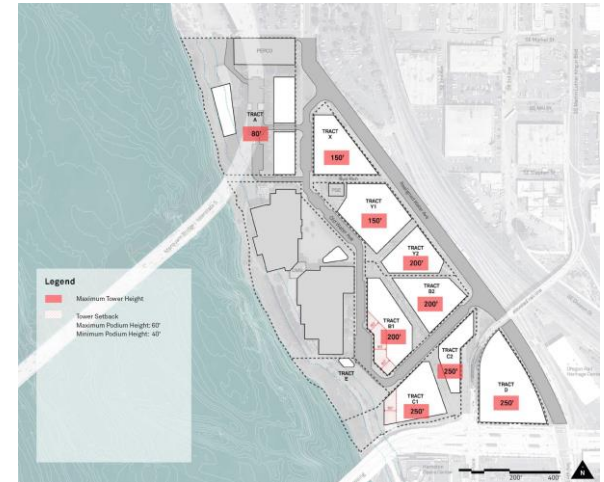
1. Master Plan is starting point
2. Make any recommended adjustments (as needed)
3. Lot sizes and shapes
4. Street location
5. Open space location
6. Uses and densities
7. Parking



MASTER PLAN PROCESS

INFRASTRUCTURE

1. Infrastructure needs based on uses and densities
2. Cost estimate
3. Funding options and finance plan
4. Phased approach to infrastructure and building
5. Financing may inform phasing and timeline



QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: February 28, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
Keith Leitz, City Attorney
FROM: John Roberts, Deputy City Manager
SUBJECT: Continued - Ordinance #2023-02 - An Ordinance amending the Redmond City Code Chapters 4, 5, 6 and 7 regulating camping on public property, enforcement of property in rights-of-way, making technical changes to improve administration and declaring an emergency.

Report in Brief:

This item is a continued public hearing from February 14, 2023 regarding Ordinance 2023-02.

Background:

A public hearing was conducted on February 14 and served as an opportunity for feedback and discussion regarding text amendments to City Code Chapters 4 (Utilities), 5 (Public Protection), 6 (Traffic) and 7 (Business). The amendments will regulate camping on public property, clarify enforcement of property in rights-of-way, and make technical changes to improve administration through time, place and manner (TPM) regulations.

At the public hearing, a staff presentation was conducted and accompanied by discussion and feedback on the proposed amendments. The council requested three things to examine further in drafting the regulations:

1. Prohibiting camping in the entirety of the Dry Canyon.
2. Prohibiting camping in residentially zoned areas.
3. Creating a 1,000 foot buffer from schools, rather than a 500 foot buffer.

The public hearing was continued and it is anticipated to adopt the TPM regulations in March or April after additional testimony and deliberation.

An overview of House Bill (HB) 3115 and 3124 was also provided at the hearing. Enacted during the 2021 legislative session, the two new laws impact how local jurisdictions manage camping on public property. Cities have until July 1, 2023, to update their ordinances to be in compliance with the HBs.

It is important to note that both HB 3115 and 3124 apply to public property and are not applicable to private property. This means that the rules and restrictions imposed by the HBs are not applicable city-wide, rather they are only applicable to property classified as public.

Discussion:

Regulating public property, as it relates to persons experiencing homelessness, in light of recent court decisions and legislative actions, is nuanced and complicated. The City recognizes the social nature of the problem of individuals camping on public property. The proposed amendments create clearer policies that impact and guide more effective management of public property, including: identification, clean-up to enhance livability, car and RV camping, and safety within the city.

Necessary or important modifications imbedded into the proposed code amendments include:

- Creating definitions, such as: camping, campsite, solid waste and utility facility.
- Focusing on protection of developed portions of public park areas.
- Identifying the ability to regulate camping and property in rights-of-way and protection of major utilities.
- Establishing noticing procedures to store personal property, and buffers from schools and childcare facilities from camping.
- Creating flexibility in siting safe parking and vehicle camping sites.

Section 5.710, as drafted, identifies the specific sensitive areas or assets in which there would be additional protection from illegal camping:

5.710 Prohibited Camping. *Except as expressly authorized in the City Code, it shall be unlawful for any person to:*

1. *Establish or occupy a campsite at any time on the following property:*

- A. *Structures or buildings on developed or regularly maintained portions of Public Park Areas.*
- B. *In the Central Business District (C-2) Commercial, Limited Service Commercial (C-4), and Public Facilities (PF) zones.*
- C. *Public Works facility or Public Parking Lot.*
- D. *Those containing a Utility Facility and within 500 feet.*
- E. *Within 500 feet of any public, private or parochial school and childcare facility or preschool as defined in ORS 329A.250 as amended.*
- F. *Within 500 feet from any permitted shelter use or afe Parking and Vehicle Program site authorized by the City.*
- H. *On sidewalks or in a pedestrian right-of-way in a manner reducing the clear, continuous sidewalk width of less than five feet.*

These provisions establish exclusion areas and associated buffers for illegal camping. An exclusion for the entirety of the Dry Canyon, residential zoned properties, and a 1000' buffer from schools was explored and can be incorporated.

Sections 6.153 (Prohibited Storage), 6.155 (Prohibited Parking or Standing) and 6.168 (Prohibited parking and enforcement in public parking lots) currently all have different parameters regarding durational limits (e.g., seven days, 48 or 72 hours). These sections have been amended to create alignment regarding the length of time to lawfully store property in rights-of-way, camp in a street in a residential zone or residential area, and parking in a public parking lot. It is suggested the length of time be 72 consecutive hours before enforcement can be taken.

The entirety of the TPM regulations allows the city to take action and enforcement when it is exceedingly apparent there is a need.

One thing to be aware of, is that there is an 'objectively reasonable' legal test that goes into these regulations. In simple terms, this means camping cannot be banned in the entire City. HB 3115 establishes local laws regulating the acts of sitting, lying, sleeping, or keeping warm and dry in outdoor public spaces must be objectively reasonable as to the time, place, and manner with regards to persons experiencing homelessness. The measure also establishes an affirmative defense that the law is not objectively reasonable for persons who are charged with violating a local law, and allows a person experiencing homelessness to bring forward a suit to challenge the objective reasonableness of a local law.

A working draft of the proposed amendments is attached as Exhibit A. Additionally, one public comment received is attached recommending a 1000' buffer from schools and school zones.

Fiscal Impact:

The proposed amendments will enable the city to more effectively enforce unhoused and unsheltered situations when necessary. However, the TPMs will also require the City to invest in additional programs or resources to mitigate the impact of illegal camping (e.g., establish more safe parking sites).

There are costs currently incurred by the City and Police Department in monitoring and regulating camping on public property and property in rights-of-way. In addition to policing costs, the City pays for related clean-up, disposal of waste and storing property. It is anticipated the scaling of associated costs will increase if the unhoused population continues to grow.

Alternative Courses of Action:

The City Council should open and conduct a public hearing, consider additional public testimony and provide feedback. No formal action to adopt Ordinance #2023-02 is being requested. After deliberation, continue the public hearing to the March 14, 2023 regular meeting. The Ordinance, when adopted, would be via emergency and go into effect immediately.

As required by City Charter, notices regarding this ordinance coming before the Council were posted in three public places on February 7, 2023, and February 21, 2023, and three copies of the ordinance were available for review at City Hall.

Recommendation / Suggested Motion:

Staff recommends the Council continue the public hearing on Ordinance #2023-02 to the March 14, 2023, City Council meeting.

**CITY OF REDMOND
ORDINANCE NO. 2023-02**

Working Draft

AN ORDINANCE AMENDING THE REDMOND CITY CODE CHAPTERS 4, 5, 6 and 7 REGULATING CAMPING ON PUBLIC PROPERTY, ENFORCEMENT OF PROPERTY IN RIGHT-OF-WAYS, MAKING TECHNICAL CHANGES TO IMPROVE ADMINISTRATION AND DECLARING AN EMERGENCY.

WHEREAS, The City of Redmond desires to allow individuals and families that are temporarily experiencing the effects of homelessness to camp in relatively safe and sanitary locations while they are actively seeking access to stable and affordable housing; and;

WHEREAS, The City of Redmond desires to establish codes related to camping in the City to allow for legal camping during reasonable time periods, while protecting sensitive areas of the City that are disproportionately impacted by the negative effects of such activity; and,

WHEREAS, The City of Redmond desires to discourage camping in areas where such activities fundamentally undermine the public's ability to use that public property for its intended purpose and create unsafe and unsanitary living conditions, which can threaten the general health, welfare and safety of the City and its inhabitants; and,

WHEREAS, The City of Redmond encourages the active participation of all concerned persons, organizations, businesses and public agencies to work in partnership with the City and the homeless community to address the short- and long-term impacts of unsheltered and homelessness in the community; and

WHEREAS, the City of Redmond wishes to create a process to ensure camping is available and appropriately regulated in limited situations; and

WHEREAS, the City of Redmond recognizes changes are needed to the City Code to create consistency and improve the regulation of property in rights-of-way; and

WHEREAS, the City Council finds that the attached code amendments (Exhibit A) are necessary to further the above interests and to protect the health, safety and welfare of City residents.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends the Redmond City Code Chapter 4 – Utilities, Chapter 5 – Public Protection, Chapter 6 – Traffic, and Chapter 7 – Business. A copy of the code amendments is attached hereto as “Exhibit A.”

SECTION TWO: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance which can be given without such invalid part or parts.

SECTION THREE: The City Council finds that it is in the best interest of the City of Redmond to have this Ordinance take effect immediately upon adoption and signature.

Therefore, the City Council hereby declares an emergency.

PASSED by the City Council and **APPROVED** by the Mayor this **xx** day of March 2023.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A
Redmond City Code Proposed Amendments

Proposed text amendments are shown in strike-through and **in Red or Red Underline**.

CONTENTS

(***)

5 PUBLIC PROTECTION

Criminal Code.....	5.000 to 5.045
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Emergency Provisions.....	5.500 to 5.606
<u>Camping Regulations</u> Safe Parking Program and Vehicle Camping	5.700 to 5.7 <u>2</u> 45

(***)

CHAPTER 4: UTILITIES - SYSTEMS DEVELOPMENT CHARGE

(***)

4.735 Credits.

(***)

5. *Transferability of credits.* Credits shall be transferable from one property or development to another, provided the transferor shall note in writing on the credit certificate the effective date of the transfer, and the name, address and telephone number on the transferee.
6. ~~*Affordable Housing SDC Credit Transfer Policy.* The City Council may establish an Affordable Housing SDC Credit Transfer Policy by Resolution. Any such policy will include at a minimum the following elements:~~
 - A. ~~The policy shall establish a SDC credit bank with credit derived from publicly owned demolished or relocated single family dwelling unit structures previously utilized by city infrastructure.~~
 - B. ~~The value of SDC credit within the bank shall be calculated as the cash value of the SDC (improvement and reimbursement) at the time of demolition.~~
 - C. ~~The cash value of the SDC credit shall be applied to qualified affordable housing projects as determined by the Affordable Housing SDC Credit Transfer Policy.~~
 - D. ~~The policy shall provide a process to be followed by applicants for the allocation of any credits in the City's SDC credit bank. Such applications shall be reviewed by the Public Works Director and decided in writing by the City Manager or his/her designee. Appeals of decisions under the Policy shall be made consistent with Section 4.740. Neither this code provision or the related Policy guarantee either the existence of credits or the approval of any transfer request.~~
- 67.** *Limitations on credits.*
 - A. Credits are not transferable from one type of **SDC** systems development charge to another.
 - B. Credits shall be used within ten years from the date the credit is given.
 - C. Credits are not refundable for cash or any other thing of value.

Exhibit A

Redmond City Code Proposed Amendments

- 78.** *Application for credit.* Application for SDC credits upon construction of a qualified public improvement, including any eligible right-of-way dedication, must be made within 90 days of City acceptance of the improvement (not including warranty period).
- 8.** *Affordable Housing SDC Credit Transfer Policy.* The City Council may establish an Affordable Housing SDC Credit Transfer Policy by Resolution. Any such policy will include at a minimum the following elements:
- A. The Policy shall establish a SDC credit bank with credit derived from publicly owned demolished or relocated dwelling unit structures previously connected to city infrastructure.
 - B. The value of SDC credit within the bank shall be calculated as the cash value of the SDC (improvement and reimbursement) at the time of demolition or relocation.
 - C. The cash value of the SDC credit shall be applied to qualified affordable housing projects as determined by the Affordable Housing SDC Credit Transfer Policy (Policy).
 - D. The Policy shall provide a process to be followed by applicants for the allocation of any credits in the City's SDC credit bank. Such applications shall be reviewed by the Community Development Department and decided in writing by the City Manager or designee. Appeals of decisions under the Policy shall be made consistent with Section 4.740. Neither this code provision or the related Policy guarantee either the existence of credits or the approval of any transfer request.
 - E. Limits on Affordable Housing Credits SDC
 - 1. Credits shall be used within two years from the date the credit is given.
 - 2. Credits are only applicable to projects constructed by non-profit organization.

(***)

Chapter 5: Public Protection

(***)

Parks

5.312 Definitions. For purposes of Section 5.314, the following shall mean:

City Property. Other real property owned or controlled by the City either within or without the city limits, excluding maintained city streets.

Person. A person, firm or corporation, not including City or Central Oregon Park & Recreation District personnel or those acting with the authority or permission of the Council or the Central Oregon Park & Recreation District.

Public Parks. All property owned or controlled by the City or Redmond Parks and Recreation Department ~~by the Central Oregon Park and Recreation District~~ and operated for the public's recreational use.

5.314 Violations.

1. Persons using public parks and other city property shall comply with ~~obey~~ the following rules and regulations:
 - A. No person shall cut, remove or damage flowers, trees, or trails.
 - B. No person shall build a fire except in a stove or fireplace provided. Fires shall not be left unattended and every fire must be extinguished before its user leaves the park. Portable gas, gasoline, charcoal and oil camp stove may be used in

Exhibit A

Redmond City Code Proposed Amendments

~~the parks only if in safe operating condition and only if operated in a safe manner.~~

- C. No person shall camp except in areas regulated per Section 5.700 et seq. ~~designated for camping or in connection with activities authorized by the Council.~~
- D. No person shall damage or injure a structure, building, installation, equipment or other property ~~in public parks.~~
- E. No person shall sell merchandise or services or operate a concession in ~~public parks without the appropriate a permit~~ or license.
- F. No person shall litter ~~in the parks.~~ bring or dispose garbage or refuse. Garbage ~~and~~ or refuse shall be deposited in proper receptacles ~~provided for this purpose.~~ ~~Garbage and refuse shall not be brought to parks.~~
- G. No person shall operate or park a motor vehicle except on roads or designated parking areas.
- H. No person shall operate in or bring into ~~a public park~~ a vehicle with a gross weight exceeding five tons, except buses carrying passengers to the park and vehicles necessarily used in the construction of public facilities.
- I. No persons shall use a device to amplify sound without a permit from the City, except radios, tape and CD players and similar devices may be used if done so in a manner allowed by the City's ~~of Redmond~~ Noise Ordinance.
- J. No person shall ride or lead a horse ~~in a public park~~ except on a designated bridle path. Horses or other animals shall not be tied to a tree or shrub in such manner as to cause damage to the tree or shrub.
- K. No person shall use golf clubs, archery equipment, discus, javelin, shot put or model aircraft ~~in parks~~ except as permitted by the City.
- L. Except as authorized ~~by permit by the City of Redmond~~ or, where required, a permit from the Oregon State Fish and Game Commission, no person shall hunt, pursue, trap, kill, injure, or disturb the habitat of a bird or animal.

(***)

- Q. No person shall use the public parks between from one hour after sunset until sunrise, except as permitted by the City Manager or designee. No person shall use public park structures, and buildings or maintained areas except as posted and as permitted by the City Manager or designee and regulated per Section 5.700 et seq.
- R. No person shall enter any building, enclosure, or place within any of the parks upon which the words "no admittance" is displayed or posted by sign, placard, or otherwise, without the consent of the Public Works Department or Parks Division parks supervisor.
- S. No person shall refuse a request to obey any reasonable direction of a city employee ~~park officer or employee employed by the Public Works Department, or an officer of the Redmond City Police Department.~~
- T. No person shall willfully mark, scratch, disfigure, deface, or in any manner injure any public drinking fountain ~~in the City, or throw, place, or deposit in any cup or basin of same any cigar stub or cigarette stub, or any other matter or refuse~~ whatever, or obstruct the regular flow of water thereof in any manner ~~whatever~~ in public parks.

2. A violation of this section is a Class B civil infraction.

(***)

Exhibit A
Redmond City Code Proposed Amendments

CAMPING REGULATIONS ~~SAFE PARKING PROGRAM AND VEHICLE CAMPING~~

5.700 Purpose and Scope.

1. The purpose of this section is to maintain rights-of-way, streets, parks and other public areas within the City in a clean, sanitary and accessible condition and to adequately protect the health, safety and public welfare of the community by addressing time, place, and manner regulations that identify when, where and how camping is not prohibited, as well as define enforcement and compliance. This section addresses camping in tents and other portable shelters, as well as camping and sleeping in vehicles.
2. This section is meant to regulate the use of public property within the City and are not intended to regulate activities on private property.

~~Safe parking, provided through overnight camping and transitional overnight parking accommodations as described in this section, is intended to be used on a limited basis for emergency or transitional shelter purposes by individuals, families, or households who lack permanent or safe shelter.~~

5.705 Definitions. For the purposes of Sections 5.700 to ~~5.715~~ 5.725, the following definitions ~~mean~~ terms and phrases shall have the meaning set forth herein:

Camp or Camping. To pitch, erect, create, use, or occupy camp facilities for the purposes of habitation, as evidenced by the use of camp paraphernalia.

Campsite. Any place where one or more persons have established temporary sleeping accommodations by use of camp facilities or camp paraphernalia.

Camp Facilities. Include, but are not limited to, tents, bivouacs, huts, other temporary or portable shelters, and vehicles or Recreational Vehicle.

Camp Paraphernalia. Includes, but is not limited to, tarpaulins, cots, beds, sleeping bags, blankets, mattresses, hammocks, or other sleeping matter, or non-city designated cooking facilities and similar equipment.

Park Areas. A publicly owned grounds operated under the supervision of the City's Public Works Department, providing outdoor passive and active recreation opportunities.

Parking Lot. A developed location that is designated for parking motor vehicles, whether developed with asphalt, concrete, gravel, or other material.

Person in Charge. A person who has lawful control of a premises by ownership, by official position, or by another legal relationship to the premises.

Public Property. Any real property or structure owned, leased or managed by the City, including public rights-of-way and easements.

Recreational Vehicle (RV). See section 5.325.

Religious Institution or Place of Worship. A structure used primarily as a meeting area for religious activities.

Sanitary Facilities. Including, but not limited to, toilet, hand washing, and trash disposal facilities.

Solid Waste. Any garbage, trash, debris, yard waste, food waste, other discarded materials, and items in unsanitary condition or with no apparent value or utility.

Solid Waste Disposal Services. Contracted solid waste collection service for a collection of solid waste.

Store or Storage. To put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location.

Street. Any highway, lane, road, street, right-of-way, alley, and every way or place in the City of Redmond that is publicly owned or maintained for public vehicular travel.

Exhibit A

Redmond City Code Proposed Amendments

Utility Facility. Any major structure owned or operated by a public, private or cooperative electric, fuel, communication, sewage or water company for the generation, transmission, distribution or processing its products or for the disposal of cooling water, waste, or by-products, and including power transmission lines, major trunk pipelines, power substations, dams, water towers, sewage lagoons, sanitary landfills and similar facilities. A minor utility facility is excluded (i.e., sewer, water, gas, telephone and power local distribution lines and similar facilities allowed in any zone).

Vehicle. A car, camper, travel trailer, recreational vehicle, or similar conveyance. All vehicles must be operable and movable, either by their own power or towing if designed to be towed.

Vehicle Camp. Set up, or remain in a vehicle, for the purpose of establishing or maintaining a temporary place to live.

Vehicle Camping Site for Homeless Persons. A location where overnight camping spaces are provided temporarily to homeless persons living in vehicles.

~~5.715 Regulations for camping that is not part of the Safe Parking program.~~

5.710 Prohibited Camping. Except as expressly authorized in the City Code, it shall be unlawful for any person to:

1. Establish or occupy a campsite at any time on the following property:
 - A. Structures or buildings on developed or regularly maintained portions of Public Park Areas.
 - B. In the Central Business District (C-2) Commercial, Limited Service Commercial (C-4), and Public Facilities (PF) zones.
 - C. Public Works facility or Public Parking Lot.
 - D. Those containing a Utility Facility and within 500 feet.
 - E. Within 500 feet of any public, private or parochial school and childcare facility or preschool as defined in ORS 329A.250 as amended.
 - F. Within 500 feet from any permitted shelter use or Safe Parking and Vehicle Program site authorized by the City.
 - H. On sidewalks or in a pedestrian right-of-way in a manner reducing the clear, continuous sidewalk width of less than five feet.
2. Camp or maintain a campsite on any Public Property during the hours of 7:00 a.m. to 9:00 p.m.
3. Store personal property, including camp facilities and camp paraphernalia, on any Public Property during the hours of 7:00 a.m. to 9:00 p.m.
4. Knowingly leave personal property unattended on Public Property during the hours of 7:00 a.m. to 9:00 p.m. Personal property left unattended may be removed and disposed by the City, in accordance with State law, if:
 - A. The property poses an immediate threat to public health, safety or welfare; or
 - B. The property has been posted with a written notice in accordance with State law.
 - C. Any property removed by the City shall be held and disposed of pursuant to State law if not claimed within 30-days after removal.
 1. Individuals may claim their property, without a fee, by contacting the Police Department within 30 days.
 2. Items that have no apparent value, utility or are in unsanitary condition may be immediately discarded.
 3. Weapons, controlled substances other than prescription medication and items that appear to be either stolen or evidence of a crime shall be retained and disposed of by the Police Department in accordance with applicable legal requirements for the property in question.

Exhibit A
Redmond City Code Proposed Amendments

5. Notwithstanding the provisions of this Section, the City Manager or designee may temporarily authorize camping or storage of personal property on public property by written order that specifies the period of time and location:
- A. In the event of emergency circumstances; or
 - B. In conjunction with a public assembly, special event or temporary use permit.

5.715 Penalties and Enforcement (Camping)

- 1. Violation of any provisions in Section 5.700 et al is a Class C violation pursuant to the City Code and may result in a violation of ORS Chapter 153. Each day that a violation occurs will be considered a separate offense.
- 2. In addition to any other penalties that may be imposed, any campsite used for overnight sleeping in a manner not authorized by Section 5.710 or other provisions of the City Code shall constitute a public nuisance and may be abated as such and in accordance with State law.

5.710 Safe Parking and Vehicle Camping

5.720 Safe Parking and Vehicle Camping Guidelines. Safe parking, provided through overnight camping and transitional overnight parking accommodations as described in this section, is intended to be used on a limited basis for emergency or transitional shelter purposes by individuals, families, or households who lack permanent or safe shelter. **Guidelines.** Vehicle-camping is hereby authorized, subject to the standards and requirements set forth below:

- 1. Vehicle-camping is limited to properties operated by a religious institution or place of worship, non-profit, public, or commercial entity, and not currently used for a residential use. Vehicle-camping is not allowed within the Downtown Overlay District (DOD) or on Limited Service Commercial (C-4) on commercially zoned properties without City Council approval.
- 2. Notwithstanding any other provision of the Redmond City Code, persons may sleep overnight in a vehicle on a premises by an entity that owns or leases real property on which a structure and an associated parking lot are located, provided:
 - A. That said persons have obtained the permission of the Person in Charge.
 - B. The property owner has applied for and received approval for operation and registers the location with the City's Community Development Department.
 - C. The property owner agrees to abide by all conditions, including acceptance of liability and demonstration of insurance coverage in amounts acceptable to the City.
- 3. A person in charge who allows a person or persons to sleep overnight in a vehicle on the premises pursuant to this section shall:
 - A. Not grant permission for more than six (6) vehicles used for sleeping to utilize the parking lot at any one (1) time.
 - B. Provide or make available on the premises sanitary facilities including, but not limited to, toilet, handwashing, and trash disposal facilities at all hours people are authorized to be present for overnight parking.
 - C. Require all vehicles used for camping be licensed and registered.
 - D. Not require payment of any fee, rent, or other monetary charge for overnight sleeping in a vehicle as authorized by this section.
 - E. Not allow open flames at the premises, including within vehicles unless contained in a Recreational Vehicle (RV) currently titled and registered with the State of Oregon Department of Motor Vehicles.

Exhibit A

Redmond City Code Proposed Amendments

- F. Develop reasonable policies that set out:
 - 1. How individuals who may stay on the premises will be selected.
 - 2. How many continuous days someone may stay at the premise.
 - 3. What supervision will be provided.
 - 4. What structures or other items may be placed on the premises.
 - 5. Any other safety or aesthetic requirements for staying on the premises.
- 4. A person in charge who permits overnight sleeping in a vehicle pursuant to this section may revoke that permission at any time and for any reason. Any person who receives permission to sleep on a premises as provided in this section shall leave the premises immediately after permission has been revoked. The owner-operator has the right to refuse entry or discontinue use for any individual.
- 5. Parking spaces used for vehicle camping, and storage and sanitary facilities are located at a minimum:
 - A. No less than 10 feet from property lines of the premises/subject site.
 - B. Storage and sanitary facilities are no less than 20 feet from property lines.
 - C. Clear of pedestrian walkways, fire lanes, or other emergency access areas, or areas needed for corner vision or sight distance.
 - D. Applicable siting standards are subject to specific site constraints.
- 6. Camping is prohibited within 500 feet of a Safe Parking and Vehicle Program site permitted by the City.

5.715 Enforcement.

5.725 Enforcement (Safe Parking and Vehicle Camping)

- 1. This section shall not be construed to abrogate or limit the jurisdiction or authority of the Redmond Police Department or any other law enforcement agency.
- 2. Notwithstanding any other provision of this section, the City Manager or designee may:
 - A. Revoke authorization for safe parking programs and vehicle camping for violations of the requirements of this section.
 - B. Prohibit safe parking programs and vehicle camping on a property if the City finds that any activity related to safe parking or vehicle camping on that property constitutes a nuisance or other threat to the public welfare.
- 3. Nothing in this section of this code creates any duty on the part of the City or its agents to ensure the protection of persons or property with regard to permitted safe parking programs and vehicle camping accommodations.

CHAPTER 6: TRAFFIC

(***)

6.020 Definitions. In addition to the definitions contained in the Oregon Vehicle Code, the following mean:

Abandoned vehicle. ~~A vehicle left unoccupied and unclaimed, unregistered or uninsured, inoperable or could not be lawfully operated on the streets or highway, or in a damaged or dismantled condition upon the streets or alleys of the City and includes motor vehicles, boats, trailers, or other personal property.~~ Any vehicle, trailer, boat or property left upon any public highway, right-of-way, or public parking lot, which reasonably appears to be inoperative, wrecked, discarded, totally or partially dismantled, or could not be legally operated upon a public highway, and is either uninsured or not registered in Oregon.

(***)

Exhibit A Redmond City Code Proposed Amendments

Parking Regulations

(***)

6.153 Prohibited Storage. No person shall store any vehicle, boat, trailer, or other personal property on the City streets or within City the right-of-way for the City of Redmond. A vehicle or other personal property is considered stored on the street or within the right-of-way if it is not being presently used for local personal transportation and has been parked on a street or within the right-of-way for more than 72 consecutive hours ~~seven days in any six-month period~~. A violation of this section is a parking violation.

6.155 Prohibited Parking or Standing. In addition to those areas designated in ORS 811.550, no person shall stop, park or leave standing any vehicle, whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

1. Semi-truck tractor or trailer on a street in a residential zone or a residential area with an established residential use between the hours of 9 p.m. and 7 a.m.
2. ~~A semi-truck tractor or trailer blocking a sidewalk in a residential zone or a residential area with an established residential use.~~
23. A vehicle in an alley, except for a stop of not more than 30 consecutive minutes for loading or unloading persons or materials.
34. A vehicle in violation of lawfully erected parking limitation sign.
45. Upon State Highway 97 or State Hwy 126, except for authorized parking spots, within City limits. from Highland Avenue south to City limits.
6. ~~A commercial trailer or utility trailer (including but not limited to boat trailer, dump trailers) for any purpose located on a street in a residential or commercial zone for a consecutive period exceeding 10 hours. Provided however, the Chief of Police may issue a parking permit for a period not to exceed 48 hours in the event said period is needed to load or unload personal property. Provided further, brief interruptions in parking (for a period of 2 hours or less) shall not interfere with the 10 hour parking restriction.~~
57. A motor home, camp trailer or other vehicle that is being used to reside or sleep in on a street in a residential zone or a residential area with an established residential use, for more than 72 consecutive hours ~~in any six-month period~~.
6. A vehicle parked on SW Fifth Street or SW Sixth Street, between SW Black Butte Avenue and SW Forest Avenue for more than 72 consecutive hours.
78. A violation of this section is a parking violation.

6.157 Prohibiting Parking on Certain Streets Overnight and During Snow Emergencies.

1. ~~No person shall park any vehicle, boat, trailer or other personal property except in compliance with directions of a peace officer or an official traffic control device on any of the following streets between the hours of 2:30 a.m. and 5:30 a.m.:~~
 - A. ~~Fifth and Sixth Streets between Forest Avenue and Black Butte Avenue.~~
 - B. ~~The following avenues between Fifth and Seventh Streets:~~
 1. ~~Forest Avenue~~
 2. ~~Evergreen Avenue~~
 3. ~~Deschutes Avenue~~
 4. ~~Cascade Avenue~~
 5. ~~Black Butte Avenue~~

Exhibit A
Redmond City Code Proposed Amendments

12. In the event that there is an accumulation of snow in excess of four (4) inches, the City Manager or designee is hereby authorized to prohibit any person from parking a vehicle on the streets described in Section 6.157(4)(2) until the snow is removed. The City Manager or designee shall publish notice of said prohibition as soon as it can be reasonably determined that said prohibition shall be necessary. For the purpose of this Section, public notice shall only require dissemination of the prohibition to the news media and the posting of temporary no parking signs in various locations on said streets.
2. During a snow emergency, no person shall park any vehicle, boat, trailer or other property except in compliance with directions of a city employee or an official traffic control device on any of the following streets between the hours of 2:30 a.m. and 5:30 a.m.:
 - A. SW Fifth and SW Sixth Streets between SW Forest Avenue and SW Black Butte Avenue.
 - B. The following avenues between SW Fifth and SW Seventh Streets:
 1. SW Forest Avenue
 2. SW Evergreen Avenue
 3. SW Deschutes Avenue
 4. SW Cascade Avenue
 5. SW Black Butte Avenue
3. The City Manager or designee is also hereby authorized to remove any vehicles, boats, trailers or other personal property parked in violation of Section 6.157(2)(1) immediately without any further notice to the registered owner or operator thereof. ~~The City Council specifically finds that~~ Ssaid vehicles constitute a hazard and an obstruction to motor vehicle traffic using the road or highway as defined in ORS 819.120. Any vehicle or other personal property removed under the provisions of this action shall be subject to the provisions of ORS 819.120.
4. A violation of this section is a parking violation.

(***)

6.163 Removal or Towing of Illegally Parked Vehicles & Property

1. The City may remove (tow) or otherwise cause to be moved an illegally parked vehicle or property that is unattended or that is not removed after a request is made to the owner or person in charge of the vehicle or property.
2. The City should not remove any vehicle that was originally legally parked, unless:
 - A. The vehicle or property has remained illegally parked or stored for a period three times longer than the time originally allowed for the vehicle or property to be parked or stored.
 - B. Removal is needed for street cleaning, snow removal, or maintenance after at least 24 hours' notice.
 - C. The vehicle is obstructing traffic, including blocking of bicycle lanes.
 - D. The vehicle has been parked unmoved for a period of two times longer than the time originally allowed upon SW Fifth Street and SW Sixth Street between SW Forest Avenue and SW Black Butte Avenue.
 - E. The vehicle is parked on a street that has been closed or scheduled for closure.
3. Said vehicles constitute a hazard and an obstruction to motor vehicle traffic using the road or highway as defined in ORS 819.120. Any vehicle or other property removed under the provisions of this action shall be subject to the provisions of ORS 819.120. When the property removed is not subject to 819.120, the City may pursue liens against the owner of the property through process defined by City Code.

Exhibit A
Redmond City Code Proposed Amendments

- 6.165 Prohibited Parking.** No operator shall park and no owner shall allow a vehicle, boat, trailer or other ~~personal~~ property to be parked on a street for the principal purpose of:
1. Displaying the vehicle, boat, trailer or other ~~personal~~ property for sale.
 2. Repairing or servicing the vehicle, boat, trailer or other ~~personal~~ property, except repairs necessitated by an emergency.
 3. Displaying advertising from the vehicle, boat, trailer or other ~~personal~~ property.
 4. Selling merchandise from the vehicle, boat, trailer or other ~~personal~~ property, except when authorized.
 5. A violation of this section is a parking violation.

6.167 Prohibited Parking for Displaying of a Vehicle, Boat, Trailer or Other Personal Property or its Contents for Sale. For the purpose of displaying a vehicle, boat, trailer, other property or its contents for sale:

1. No person shall park a vehicle, boat, trailer or other ~~personal~~ property for more than four (4) hours in a twenty-four (24) hour period on private property not owned or leased by the owner of the vehicle, boat, trailer or other ~~personal~~ property where such property is in view of or upon:
 - A. State ~~US~~ Highway 97.
 - B. NW/SW Fifth & Sixth Streets. (including but not limited to 5th and 6th Streets), State
 - C. State Highway 126 (Highland Avenue and Glacier Avenue), Airport Way and Veterans Sisters Avenue.for the purpose of displaying the vehicle, boat, trailer or other ~~personal~~ property or its contents for sale, nor shall a person park a vehicle, boat, trailer or other ~~personal~~ property for more than four (4) hours in a twenty-four (24) hour period on State Highway 97 (including but not limited to 5th and 6th Streets), State Highway 126 (Highland Avenue and Glacier Avenue) for the purpose of displaying the vehicle, boat, trailer or other ~~personal~~ property or its contents for sale, nor shall a person park a vehicle, boat, trailer or other ~~personal~~ property at any time on Airport Way or on Sisters Avenue for the purpose of displaying the vehicle, boat, trailer or other ~~personal~~ property or its contents for sale.
2. For purposes of this subsection, the display of any sign or notice that a vehicle, boat, trailer, ~~or other personal~~ property or its contents are for sale shall be sufficient proof that the vehicle, boat, trailer or other ~~personal~~ property is parked for the purpose of displaying the vehicle, boat, trailer, ~~or other personal~~ property or its contents for sale.
3. A violation of this section is a parking violation.

6.168 Prohibited parking and enforcement in public parking lots. Enforcement of parking regulations in public parking lots.

1. No person shall park a vehicle, boat, trailer or other ~~personal~~ property in a public parking lot in violation of the posted restrictions including but not limited to fire lanes, time limitations and handicapped parking. No person shall park in a public parking lot except in a designated parking space. No person shall store any vehicle, boat, trailer, or other ~~personal~~ property in a public parking lot. A vehicle or other ~~personal~~ property is stored in a public parking lot if it is not being presently used for ~~local personal~~ transportation and has been parked in the parking lot for more than 72 consecutive hours ~~seven days in any six month period~~. For the purposes of this section, public parking lots shall include lots owned by the City of Redmond and the Redmond School District.

Exhibit A

Redmond City Code Proposed Amendments

2. The Redmond Police Department, and its designees, ~~its officers and employees~~ are authorized to enforce such regulations by the issuance of parking citations.
3. A violation of Section One above shall be a parking violation.

6.170 Use of Loading Zone. No person shall stand or park a vehicle for any purpose or length of time in a place designed as a loading zone when the hours applicable to the loading zone are in effect, except for loading or unloading persons or materials. When the hours applicable to the loading zone are in effect, the stop for loading and unloading shall not exceed the time limits posted. If no time limits are posted, use of the zone shall not exceed 30 minutes. A violation of this section shall be a parking violation.

6.175 Unattended Vehicles. When a Redmond Police Officer or Police Department employee finds an unlocked motor vehicle parked or standing unattended with the ignition key in the vehicle, the agent officer is authorized to remove the key from the vehicle and deliver the key to the person in charge of the police Department station.

6.180 Standing or Parking Buses and Ground Transportation Services Taxicabs. The operator of a bus or ground transportation service (inclusive of rideshare services) ~~taxicab~~ shall not stand or park the vehicle on a street in a business district at a place other than a bus stop or ground transportation designated area ~~taxicab stand~~, except that this provision shall not prevent the operator of a ground transportation service ~~taxicab~~ from temporarily stopping the ground transportation vehicle ~~taxicab~~ outside a traffic lane while loading or unloading passengers if no parking spaces are readily available.

6.185 Restricted Use of Bus and Ground Transportation Taxicab Stands Parking Areas. No person shall stand or park a vehicle other than a ground transportation vehicle ~~taxicab~~ in a designated ground transportation parking area ~~taxicab stand~~ or a bus in a bus stop, except that the operator of a passenger vehicle may stop temporarily while engaged in loading or unloading passengers when stopping does not interfere with a bus or ground transportation service ~~taxicab~~ waiting to enter or about to enter the restricted space.

(***)

6.200 Time limit.

1. No person shall park in excess of a time limit duly posted for said area.
 2. ~~No business owner, operator, employee or resident of a business or property on any street located between Black Butte Avenue and Glacier Avenue and 5th Street and 7th Street shall park in violation of any applicable parking restrictions for the streets within said area. If a business owner, operator, employee or resident therein violates the provisions of this Section, the applicable fine shall be set by resolution.~~
2. A violation of Section One above shall be a parking violation.

(***)

CHAPTER 7: BUSINESS

Itinerant Merchants

(***)

Exhibit A
Redmond City Code Proposed Amendments

7.574 Conditions of Permit. Conditions of operation that are necessary to protect the public health, safety, morals and general welfare may be imposed on a permit. A permit also shall be subject to the following conditions:

1. All signage and display of merchandise shall meet the City's clear vision area requirements.
2. All outdoor storage and display shall not interfere with a property's ingress and egress.
3. All items and display paraphernalia must be removed from the site at the close of business each day.
4. No camping or residential use is permitted and is subject to Section 5.700 et seq. (Camping Regulations).

(***)

Temporary Businesses

(***)

7.587 Conditions of Permit. Conditions of operation that are necessary to protect the public health, safety, morals and general welfare may be imposed on a permit. A permit also shall be subject to the following conditions:

1. All signage and display of merchandise shall meet the City's clear vision area requirements.
2. All outdoor storage and display shall not interfere with a property's ingress and egress, and off-street parking requirements.
3. No camping or residential use is permitted, and subject to Section 5.700 et seq. (Camping Regulations).

(***)

//End//



February 22, 2023

RE: Ordinance #2023-02 Section 5.710 1. E.

Dear Mayor Fitch and Redmond City Councilors:

On August 19, 2022 Portland Mayor Ted Wheeler extended a ban on homeless camps near high crash corridors to include designated safe walking routes used by school aged children. "Wheeler said the city needs to prioritize the safety of children. Wheeler noted children, specifically those in elementary and middle school, are a vulnerable group that could be harmed by trash and biohazards that are often found near homeless camps. School-age children should be able to walk, bike, and ride buses to get to and from schools without potentially dangerous hazards as a result of encampments, including trash, tents in the right-of-way, biohazards, hypodermic needles, and more," Wheeler said. (Read the full article here: [Mayor Wheeler bans homeless camps along school walking routes](#))

It's imperative to protect our children in the City of Redmond from these experiences as well. It is not and should not be considered unreasonable to protect the most vulnerable in our society and their fundamental right to safe, clean routes to and from school and safe, clean school zones.

Please reconsider the prohibited camping boundary within 500 feet of schools and amend Ordinance #2023-02 Section 5.710 1. E. to read:

"Within **1000 feet** of any public, private, or parochial **school zone** and childcare facility or preschool as defined in ORS 329A.250 as amended.

This modification will provide consistency for Law Enforcement, School Administration, Community Members and the Unhoused and will align with the following examples that specifically call out the distance of **1000 feet** as they define and regulate illegal activity in a **school zone**.

The definition of a school zone from 18 USC § 921(a)(26): "the term "**school zone**" means— (A) in, or on the grounds of, a public, parochial or private school; or (B) within a distance of **1,000 feet** from the grounds of a public, parochial or private school." [18 USC § 921\(a\)\(26\)](#)

Gun Free School Zones Act also uses the definition of school zones as follows: "The term school zone means in or on the grounds of a public, parochial, or private school, or within a distance of **1,000 feet** from school grounds."

[Gun Free School Zones Act](#)
[Senate Bill 890](#)

Drug Free School Zones and ORS 475.904 specifically mentions schools as well, "unlawful manufacture or delivery of controlled substance within **1,000 feet** of a school."

[ORS 475.904](#)

[Supreme Court Rules on School Drug Zones - BlueOregon](#)

In addition, Oregon Senate Bill 1522 expressly prohibits a "marijuana retailer or medical marijuana dispensary from being located within **1,000 feet** of building where public prekindergarten or kindergarten program is provided by school district or education service district."

[SB1522 2022 Regular Session - Oregon Legislative Information System \(oregonlegislature.gov\)](#)

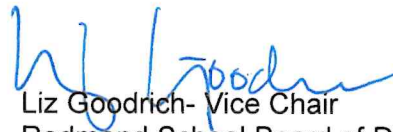
The distance of 1,000 feet has been well established, and thus a precedence set, to define and protect a school zone.

Thank you for continuing to prioritize the safety of our kids, our schools and our community. The Redmond School Board stands ready to be part of the conversation and solution.

Sincerely-



Michael Summers- Board Chair
Redmond School Board of Directors



Liz Goodrich- Vice Chair
Redmond School Board of Directors



Alice DeWittie
Redmond School Board Director



Eric Lea
Redmond School Board Directors



Keri Lopez
Redmond School Board Director

From: [Kayla Duddy](#)
To: [John Roberts](#)
Subject: FW: Ordinance #2023-02- Please reconsider the prohibited camping boundary in Section 5.710 1. E.
Date: Wednesday, February 22, 2023 9:03:39 AM

Good morning, John,

Please see the below Public Testimony for Ordinance #2023-02. Please include this in your item on the packet.

Kayla

From: Jerod and Keri Lopez [REDACTED]
Sent: Wednesday, February 22, 2023 7:56 AM
To: Public Testimony <publictestimony@redmondoregon.gov>
Subject: Ordinance #2023-02- Please reconsider the prohibited camping boundary in Section 5.710 1. E.

Spoofing Indicators

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include the written comment below in the Council's meeting packet.

Thank you-
Keri Lopez

Dear Mayor Fitch and Redmond City Councilors-

Thank you for the opportunity to speak at the City Council meeting February 14, 2023. As a Redmond community member, business owner and mother of two school aged children in the Redmond School District I have a vested interest in the proposed changes to Ordinance #2023-02.

On August 19, 2022 Portland Mayor Ted Wheeler extended a ban on homeless camps near high crash corridors to include designated safe walking routes used by school aged children. "Wheeler said the city needs to prioritize the safety of children. Wheeler noted children, specifically those in elementary and middle school, are a vulnerable group that could be harmed by trash and biohazards that are often found near homeless camps. School-age children should be able to walk, bike, and ride buses to get to and from schools without potentially dangerous hazards as a result of encampments, including trash, tents in the right-of-way, biohazards, hypodermic needles, and more," Wheeler said. (Read the full article here: [Mayor Wheeler bans homeless camps along school walking routes](#))

It's imperative to protect our children in the City of Redmond from these experiences as well. It is not and should not be considered unreasonable to protect the most vulnerable in our society and their fundamental right to safe, clean routes to and from school and safe, clean school zones.

Please reconsider the prohibited camping boundary within 500 feet of schools and amend Ordinance #2023-02 Section 5.710 1. E. to read:
"Within **1,000 feet** of any public, private, or parochial **school zone** and childcare facility or preschool as defined in ORS 329A.250 as amended.

This modification will provide consistency for Law Enforcement, School Administration, Community Members and the Unhoused and will align with the following examples that specifically call out the distance of **1,000 feet** as they define and regulate illegal activity in a **school zone**.

The definition of a school zone from 18 USC § 921(a)(26): "the term **"school zone"** means— (A) in, or on the grounds of, a public, parochial or private school; or (B) within a distance of **1,000 feet** from the grounds of a public, parochial or private school."
[18 USC § 921\(a\)\(26\)](#)

Gun Free School Zones Act also uses the definition of school zones as follows: "The term school zone means in or on the grounds of a public, parochial, or private school, or within a distance of **1,000 feet** from school grounds."
[Gun Free School Zones Act](#)
[Senate Bill 890](#)

Drug Free School Zones and ORS 475.904 specifically mentions schools as well, "unlawful manufacture or delivery of controlled substance within **1,000 feet** of a school."
[ORS 475.904](#)
[Supreme Court Rules on School Drug Zones - BlueOregon](#)

In addition, Oregon Senate Bill 1522 expressly prohibits a "marijuana retailer or medical marijuana dispensary from being located within **1,000 feet** of building where public prekindergarten or kindergarten program is provided by school district or education service district."
[SB1522 2022 Regular Session - Oregon Legislative Information System \(oregonlegislature.gov\)](#)

The distance of 1,000 feet has been well established, and thus a precedence set, to define and protect a school zone.

Thank you for continuing to prioritize the safety of our kids, our schools and our community.

Sincerely-

Keri Lopez

I am writing on behalf of myself, personally and entirely.

From: [Mike Schiel](#)
To: [Public Testimony](#)
Subject: Camper RV"s at Fireman"s P0nd
Date: Friday, February 24, 2023 11:23:12 AM

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We go to Fireman's Pond to eat our lunch as we watch the ducks and geese and we have seen up to three RV's camped there and paying nothing to do so. This camping/parking needs to be stopped ASAP!

Mike Schiel





CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: February 28, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Ordinance #2023-03 - An Ordinance amending Section 7 of the City of Redmond Public Facilities Plan adopting the 2023 Wastewater Facility Plan Amendment as a supporting plan to the 2040 Redmond Comprehensive Plan.

Report in Brief:

This item requests City Council conduct a public hearing and adopt Ordinance #2023-03 approving an amendment to section 7 of the City of Redmond Public Facilities Plan adopting the 2023 Wastewater Facility Plan Amendment as a supporting plan to the 2040 Redmond Comprehensive Plan.

Background:

The City's Public Facilities Plan (PFP), a supporting document to the City's Comprehensive Plan, identifies the major public infrastructure needed during the next 20 years to support the implementation of the City's 2040 Comprehensive Plan. The PFP contains the Capital Improvement Plans for transportation, water, wastewater, and parks. With the adoption of the PFP in 2008, City Council also adopted the associated infrastructure master plans.

As Redmond grows, updates to the individual infrastructure master plans are required and needed to help plan for infrastructure to accommodate growth and the estimated build-out of the Urban Growth Boundary as defined in the Comprehensive Plan. An amendment to the Wastewater Facility Plan is needed as the 2020 Wastewater Facility Plan Amendment evaluated an alternative to relocate the City's wastewater treatment facility, currently situated inside the City limits at the north end of Dry Canyon, outside the City limits where the city currently repurposes and discharges all of Redmond's treated wastewater effluent and biosolids. The alternative considered is the construction of a new wastewater treatment facility with a more sustainable and cost-effective lagoon and wetland treatment system, the Redmond Wetlands Complex.

The City is pursuing the wetland alternative. However, the 2018 Wastewater Facility Plan and 2020 Wastewater Facility Plan Amendment did not include a capacity analysis on the existing effluent pipelines that would be converted to interceptor pipelines to convey wastewater to the wetlands alternative site. A capacity analysis was performed in 2021 during the preliminary design process. The analysis determined the existing pipelines would be unable to accommodate forecasted flows through the planning period and that one of the pipelines would need to be expanded. The Wastewater Facility Plan requires a second amendment to include the evaluation of the pipelines.

Discussion:

The Statewide Planning Program requires that public facility plans be acknowledged by the Department of Land Conservation and Development and adopted as part of the City's Comprehensive Plan. The purpose is to coordinate land use and infrastructure planning to better facilitate efficient planning of public services.

The City regularly adopts functional public facility plans as part of its Comprehensive Plan. The 2018 Airport Master Plan, 2018 Wastewater Facility Plan (and 2020 Amendment), 2019 Parks Master Plan, 2020 Transportation System Plan, and 2021 Water Master Plan have all been acknowledged in the 2040 Comprehensive Plan. Any amendments to these master plans need to be incorporated and acknowledged. Included are the following exhibits:

- Exhibit A - 2023 Wastewater Facility Plan Amendment
- Exhibit B - Staff Report (711-23-000005-TA)

The Wastewater Facility Plan has been reviewed by the Council and is currently being implemented. The inclusion of this plan amendment and process is required per OAR Chapter 660, Division 11.

As required by the legislative amendment process, the Urban Area Planning Commission held the first evidentiary public hearing on February 15, 2023. After review, public testimony, and deliberation, the Commission voted unanimously to approve the Comprehensive Plan amendment, adopting and incorporating the updated plans into the Public Facilities Plan and as a supporting plan to the Comprehensive Plan.

Fiscal Impact:

There are no anticipated direct fiscal impacts. However, information from the Wastewater Facility Plan and subsequent amendments is used to inform the basis for items listed in the Capital Improvement Plans imbedded in the Public Facilities Plan.

Alternative Courses of Action:

Conduct the public hearing and consider additional public testimony. Courses of action include:

1. Approve Ordinance #2023-03.
2. Direct staff to make additional changes and approve Ordinance #2023-03.
3. Do not approve Ordinance #2023-03.
4. Take no action and request more information for review at a continued hearing.

As required by City Charter, notices regarding this ordinance coming before the Council were posted in three public places on February 21, 2023, and three copies of the ordinance were available for review at City Hall.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2023-03, by title only." (Voice vote)

(The City Attorney will read the ordinance by title only, twice.)

"I move to approve Ordinance #2023-03." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2023-03**

AN ORDINANCE AMENDING SECTION 7 OF THE CITY OF REDMOND PUBLIC FACILITIES PLAN AND ADOPTING THE 2023 WASTEWATER FACILITY PLAN AMENDMENT AS A SUPPORTING PLAN TO THE 2040 REDMOND COMPREHENSIVE PLAN.

WHEREAS, the City of Redmond has adopted the Public Facilities Plan, dated March 11, 2008, as part of the Redmond Comprehensive Plan in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the Redmond City Council has an adopted set of goals that include: “Enhance the quality of life in the City through the adoption of programs, policies and standards that balance growth while maintaining the city’s unique character; and

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on February 15, 2023, and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council adopt the 2023 Wastewater Facility Plan Amendment as a supporting plan to the 2040 Redmond Comprehensive Plan; and

WHEREAS, the Redmond City Council held a public hearing on February 28, 2023, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record and gather additional evidence and public testimony; and

WHEREAS, the Redmond City Council has received the Redmond Urban Area Planning Commission’s recommendation and, after receiving additional evidence and testimony, determined that the requested Redmond Public Facility Plan amendment, which includes the 2023 Wastewater Facility Plan Amendment, would contribute to the 2040 Redmond Comprehensive Plan Goals and Policies; and

WHEREAS, the Redmond City Council finds that the findings for the adoption of the amendment to the Redmond Public Facilities Plan have fully addressed the City’s Comprehensive Plan, the applicable state law, the Statewide Planning Goals and the City’s standards and criteria for an amendment to the Comprehensive Plan; and,

WHEREAS, the Redmond City Council finds that the attached amendment is necessary to further these interests.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby amends section 7 of the Redmond Public Facilities Plan and adds the 2023 Wastewater Facility Plan Amendment as a supporting plan to the 2040 Redmond Comprehensive Plan. The amendment and adopted text is attached hereto as “Exhibit A.”

SECTION TWO: In support of the amendment in Section One, the City of Redmond hereby adopts the findings, attached hereto as “Exhibit B” which were prepared by City staff and demonstrate compliance with the City’s Comprehensive Plan and the applicable Statewide Planning Goals.

SECTION THREE: SEVERABILITY. The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance, which can be given without such invalid part, or parts.

PASSED by the City Council and **APPROVED** by the Mayor this 28th day of February 2023.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

**WASTEWATER FACILITY PLAN AMENDMENT -
INTERCEPTOR PIPELINE**

FEBRUARY 2023



Prepared for the
City of Redmond, Oregon

**WASTEWATER FACILITY PLAN AMENDMENT - INTERCEPTOR PIPELINE
FOR
CITY OF REDMOND, OREGON**

FEBRUARY 2023



ANDERSON PERRY & ASSOCIATES, INC.

La Grande, Redmond, Hermiston, and Enterprise, Oregon
Walla Walla, Washington

The City of Redmond currently owns and operates a Water Pollution Control Facility (WPCF) located on the north end of Dry Canyon within the city limits. Treated wastewater effluent is conveyed from the WPCF's disinfection chamber through two sewer pipelines to the City's recycle and disposal facilities located outside the city limits to the northwest. The sewer pipelines consist of one 24-inch polyvinyl chloride (PVC) pipeline with restrained fittings designed to operate under pressure and one 24-inch reinforced concrete pipe with manholes at changes in grade and direction designed to operate as a traditional gravity sewer line. The sewer pipelines have significant lengths at a nearly flat grade of 0.001 feet per foot (ft/ft).

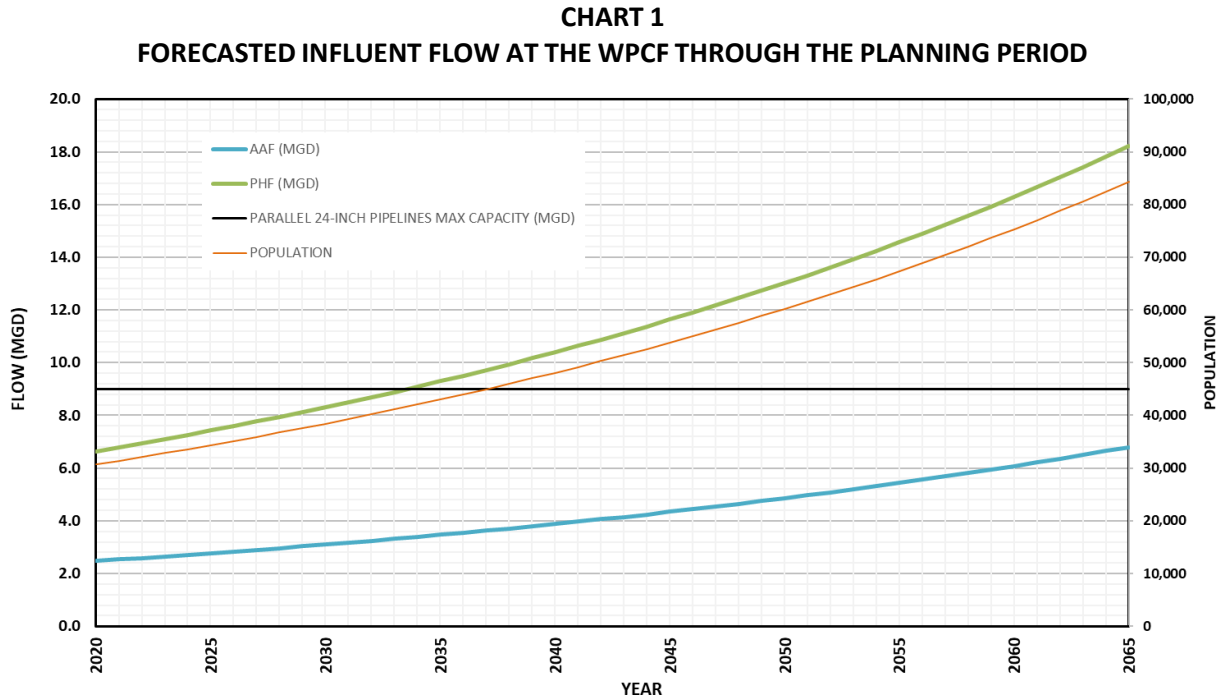
A Wastewater Facility Plan Update (Plan) prepared by Stantec in 2018 evaluated the existing WPCF's ability to treat wastewater associated with existing conditions and forecasted growth through a 20-year planning period. The Plan found the WPCF's existing secondary treatment facilities were nearing capacity and would need to be expanded or replaced to accommodate forecasted growth. The Plan also stated that, according to WPCF operators, the sewer pipelines used to convey treated wastewater to the recycle and disposal areas could meet current peak flow conditions with one pipeline out of service. However, no flow calculations were discussed or provided, nor was an evaluation of the sewer pipeline's ability to accommodate flow associated with forecasted population growth. In addition, measured historic flows used in the 2018 Plan were later determined to be lower than actual conditions.

In 2020, Anderson Perry & Associates, Inc. (AP) prepared a Wastewater Facility Plan Amendment that evaluated an alternative to expanding the existing WPCF. The alternative considered constructing a new wastewater treatment facility with a more natural treatment system located at the site of the existing recycle and disposal facilities. This alternative would require conveying raw sewage, instead of treated wastewater effluent, from the existing WPCF to the new site. The Plan Amendment did not evaluate the capacity of the existing sewer pipelines to convey raw sewage through the planning period to year 2045. The distance from the headworks of the existing WPCF to the new site is approximately 14,500 linear feet.

To determine the capacity of the existing sewer pipelines and evaluate its ability to convey the updated forecasted flows through the planning period, base flows were calculated using historical WPCF influent flow data, and forecasted flows were projected using average annual population growth rates published by Portland State University's Population Research Center. The analysis estimated year 2022 and 2045 peak hourly flow rates of 6.94 and 11.63 million gallons per day (MGD), respectively.

Conveying raw sewage requires access to the pipeline at manholes to clean, inspect, maintain, and dislodge blockages. Therefore, the existing PVC pipeline, if converted to convey raw sewage, could no longer operate as a pressure pipe and manholes would need to be installed to convert it into a gravity line.

Nominal diameter 24-inch pipes with a slope of 0.001 ft/ft conveying raw sewage under traditional gravity applications have a capacity of approximately 4.5 MGD assuming a flow depth of 0.8 times the nominal pipe diameter. Under these conditions, the existing pipelines (assuming conversion of the pressure pipe to gravity) would have a maximum capacity of approximately 9.0 MGD. With this result, it was determined the pipelines would be unable to accommodate forecasted flows through the planning period. Chart 1 shows the City's forecasted WPCF wastewater influent flow rates through the planning period.



AAAF = average annual flow
PHF = peak hourly flow

Chart 1 indicates that the capacity of the existing sewer pipelines would be exceeded in approximately 2034, or when the population reaches approximately 45,000. At that time, pipeline capacity would need to be increased. Two alternatives were considered to increase pipeline capacity:

- Install a third pipe in a new alignment
- Install a new larger pipe in the existing concrete pipe alignment

After analyzing costs, right-of-way, and private property impacts, installing a new 48-inch diameter interceptor in place of the existing 24-inch concrete pipeline is recommended. The 24-inch PVC pressure line would remain in place for other future uses such as a recycled water return line. The anticipated useful life of gravity sewer pipelines typically ranges from 60 to more than 100 years. Installing a pipe with capacity to serve an extended planning period is recommended as there is a nominal cost increase going to a larger diameter. A 48-inch pipe at a grade of 0.001 ft/ft has a design capacity of approximately 29 MGD. This 48-inch pipe would serve a population of approximately 135,000.

This Wastewater Facility Plan Amendment is intended to supplement the 2020 Plan Amendment completed by AP. The reader is encouraged to consult the 2020 Plan Amendment and this 2023 Plan Amendment for the complete analysis of the City's wastewater treatment system and recommended improvements to meet water quality goals through the planning period and beyond.

FINDINGS FOR AN AMENDMENT TO THE REDMOND COMPREHENSIVE PLAN: ADOPT AND INCORPORATE THE 2023 WASTEWATER FACILITY PLAN AMENDMENT INTO THE PUBLIC FACILITIES PLAN AND AS A SUPPORTING PLAN TO THE COMPREHENSIVE PLAN

HEARING DATE: February 28, 2023, 6:00 PM, Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)

HEARINGS BODY: Redmond City Council

FILE NUMBER: 711-23-000005-TA

FILE NAME: Redmond Comprehensive Plan Amendment

REQUEST: A Legislative Amendment to the Redmond Comprehensive Plan to Adopt and Incorporate the 2023 Wastewater Facility Plan Amendment into the Public Facilities Plan and as a Supporting Plan to the Comprehensive Plan

APPLICANT: City of Redmond

REVIEWING STAFF: Kyle Roberts, AICP, Planning Director
Through John Roberts, AICP, Deputy City Manager

I. BACKGROUND

Summary:

Redmond's Comprehensive Plan 2040 is the blueprint for the City's future development over the next 20 years. The Comprehensive Plan serves as the primary land use planning document, establishing a series of goals and policies that guide future growth and development. City leaders use the Comprehensive Plan to manage expected population and employment growth, coordinate public investments and make decisions about new and existing businesses, housing and neighborhoods, transportation, parks and trails, infrastructure, and more.

A major supporting plan to the Comprehensive Plan is the Public Facilities Plan (PFP). The PFP identifies the major public infrastructure needed during the next twenty years to support the City of Redmond's Comprehensive Plan. The PFP contains the Capital Improvement Plans (CIP) for Transportation, Water, Wastewater, and Parks. Individual master plans for Transportation, Water, Wastewater, and Parks provide background, analysis, and justification for the CIPs imbedded in the PFP. Naturally, as growth occurs, frequent updates are made to the master plans, pertinent reports, and documents that ultimately support and implement the Redmond Comprehensive Plan.

The City's 2018 Wastewater Facility Plan and 2020 Wastewater Facility Plan Amendment were recently adopted in December 2022 and acknowledged by the Department of Land Conservation and Development (DLCDD) in January 2023. As a result, they were incorporated as part of the PFP and as a supporting plan to the Comprehensive Plan.

The 2020 Wastewater Facility Plan Amendment evaluated an alternative to relocate the City's wastewater treatment facility, currently situated inside city limits near a residential area at the north end of Dry Canyon, outside city limits where the City currently repurposes and discharges all of Redmond's treated wastewater effluent and biosolids. The alternative considered constructing a new wastewater treatment facility with a more sustainable and cost-effective lagoon and wetland treatment system, the Redmond Wetlands Complex.

The City has chosen to pursue the wetland alternative; however, the 2018 Wastewater Facility Plan and 2020 Wastewater Facility Plan Amendment did not include a capacity analysis on the existing effluent

pipelines that would be converted to interceptor pipelines to convey wastewater to the wetlands alternative site. A capacity analysis was performed in 2021 during the preliminary design process. The analysis determined the existing pipelines would be unable to accommodate forecasted flows through the planning period and that one of the pipelines would need to be expanded. The Wastewater Facility Plan requires a second amendment to include the evaluation of the pipelines.

This proposed amendment to the Comprehensive Plan – to incorporate the 2023 Wastewater Facility Plan Amendment – Interceptor Pipeline – was initiated legislatively by the City. The findings and supporting materials, demonstrate that incorporating this amendment is consistent with the Statewide Planning Goals, the Comprehensive Plan, and Development Code Section 8.0760. The four criteria set forth in Section 8.0760 are addressed herein, as well as applicable state laws and requirements.

Proposal:

The request is for a legislative amendment to adopt and incorporate the 2023 Wastewater Facility Plan Amendment – Interceptor Pipeline document into the PFP and as a supporting plan to the Redmond Comprehensive Plan.

Incorporating this document will help assure that urban development in Redmond’s urban growth boundary is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the areas to be serviced, and that these facilities and services are provided in a timely, orderly, and efficient arrangement, as required by Goal 11 of the Statewide Planning Program.

Exhibits:

The following exhibit makes up the record in this matter:

Exhibit A – Wastewater Facility Plan Amendment – Interceptor Pipeline, February 2023

Noticing:

Per ORS 197.610, a notice of proposed additions to the Comprehensive Plan was submitted to the Department of Land Conservation and Development (DLCD) on January 6, 2023. Per Section 8.1110 of the Redmond Development Code, a public hearing notice for the February 15th Planning Commission hearing was published in the *Bend Bulletin* on February 3, 2023, and a public hearing notice for the February 28th City Council hearing was published in the *Bend Bulletin* on February 16, 2023.

Applicable Criteria:

The following are the applicable sections from the Oregon Revised Statutes, Oregon Administrative Rules, and the Redmond Development Code:

- Oregon Revised Statutes (ORS) – 197.610 and 197.797
- Oregon Administrative Rules (OAR), Chapter 660:
 - Division 11, Public Facilities Planning
 - Division 15, Statewide Planning Goals and Guidelines
- City of Redmond Development Code:
 - Article I – Zoning Standards
 - Section 8.0760: Criteria for Amendments

II. FINDINGS & CONCLUSIONS

Findings:

Redmond Development Code, Article I – Zoning Standards: Amendments: Sections 8.0750 through 8.0770 set forth the procedure and standards for an amendment to the Redmond Comprehensive Plan.

Specifically, Section 8.0760 sets forth the four review criteria that must be met when evaluating amendment requests. Findings for each criterion are presented below.

8.0760 Criteria for Amendments. The burden of proof is upon the applicant. The applicant shall show the proposed change is:

1. In conformity with all applicable State statutes;

FINDING: The following State statutes apply directly to this application:

ORS 197.610, *Submission of proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development;*

ORS 197.797, *Local quasi-judicial land use hearings; notice requirements; hearing procedures.*

ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development (DLCD). Notice of the proposed adoptions and additions to the Redmond Comprehensive Plan has been provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendment.

ORS 197.797 sets forth noticing requirements. The applicable RDC standards that address amendment and legislative procedures and noticing requirements (i.e., Sections 8.0750-8.0770 and 8.1100-8.1125) were developed in compliance with the applicable State statute regarding noticing and public hearings. The relevant findings, incorporated by reference herein, show compliance with the aforementioned statutes.

Notice of the proposed Comprehensive Plan amendment has been advertised in the local newspaper (public notice) as required by the RDC and State statute. Regarding statutory public hearing requirements, this proposal is legislative and not quasi-judicial. Sections 8.1100 through 8.1125 of the RDC implement the quasi-judicial statutory requirements in similar fashion and have been met. The Redmond Urban Area Planning Commission and City Council public hearings and review processes meet the statutory requirements for the purpose of the review.

Based on the above discussion and finding, staff concludes that the proposed amendments comply with criterion #1.

2. In conformity with the State-wide planning goals whenever they are determined to be applicable;

FINDING: The following State-wide planning goals have been determined to apply directly to this application:

Goal 1 – Citizen Involvement - calls for the opportunity for citizens to be involved in all phases of the planning process. The Redmond Urban Area Planning Commission serves as the City's formal citizen advisory commission to fulfill Goal 1 and is made up of Redmond area residents.

A public notice and agenda for the Planning Commission meeting where and when the proposed amendments will be discussed was provided in accordance with law. All documents

were available for public review. The public notice advertising the February 15th public hearing was published in the *Bend Bulletin*.

Goal 2 – Land Use Planning – requires establishing a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. Through the course of review of the amendment, input was received from City staff, and Planning Commission through the public hearing process. Additional input will be received from City Council and residents of the community through the public hearing process.

Goal 3 – Agricultural Lands – is not applicable because there are no agricultural lands in the city limits.

Goal 4 – Forest Lands – is not applicable because there are no forest lands in the city limits.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces – is not applicable because the proposed Comprehensive Plan amendment does not affect any regulation that implements Goal 5 and the City's acknowledged regulations implementing Goal 5 remain in effect with no change in applicability.

Goal 6 – Air, Water, and Land Resources Quality – requires that all waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules, and standards. The wastewater facility plan and subsequent plan amendment will ensure compliance with applicable state and federal environmental quality statutes, rules, and standards.

Goal 7 – Areas Subject to Natural Hazards – is not applicable because the City's acknowledged regulations implementing Goal 7 remain in effect with no change in applicability.

Goal 8 – Recreational Needs – requires the City to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts. This goal is not applicable as the wastewater facility plan amendment has no effect on the availability of or access to recreational opportunities.

Goal 9 – Economic Development – requires the City to plan and zone enough land to meet the community's projected commercial and industrial needs. The City adopted an Economic Opportunities Analysis (EOA) in 2020. This document serves as the City's compliance document under Goal 9, OAR 660-009-0015, ORS 197.712, and provides the basis for commercial and industrial development policies established in the Comprehensive Plan. An updated wastewater facility plan will help the City plan for and implement said policies, for example, determining which lands/areas are serviceable with public facilities.

Goal 10 – Housing – provides for the housing needs of citizens of the state. The City adopted a Housing Needs Analysis (HNA) in 2019. This document serves as the City's compliance document under Goal 10, OAR Chapter 660 Division 008, and ORS 197.296(3). This report concludes that Redmond should plan to accommodate development of 6,963 new dwelling units over the next 20 years in order to house the projected population growth. Planning for public facilities is a vital component in planning for the development of future housing. An

updated wastewater facility plan will help the City plan for infrastructure needed to accommodate the development of the community's demand for housing.

Goal 11 – Public Facilities and Services – requires cities to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development. As mentioned earlier, as growth occurs, frequent updates are made to the master plans, pertinent reports, and documents. This plan amendment is needed to incorporate into the wastewater facility plan the evaluation of the existing effluent pipelines that will serve the proposed Redmond Wetlands Complex. Ultimately, information and data from the wastewater facility plan are used to inform the basis for CIPs imbedded into the PFP. The CIPs provide for the budgeting and scheduling of identified needed infrastructure projects.

Goal 12 – Transportation – requires the City to provide and encourage a safe and convenient and economic transportation system. Per OAR 660-012-0060, the proposed Comprehensive Plan amendment will not significantly affect an existing or planned transportation facility. Therefore, compliance with Goal 12 is maintained.

Goal 13 – Energy Conservation – is not applicable because the City's acknowledged regulations implementing Goal 13 remain in effect with no change in applicability.

Goal 14 – Urbanization – requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. Updated information and data contained in the wastewater facility plan is used to help plan for infrastructure needed to accommodate growth and the estimated buildout of the Urban Growth Boundary as defined in the Comprehensive Plan.

Goal 15 – Willamette River Greenway – is not applicable to the city of Redmond.

Goal 16 – Estuarine Resources – is not applicable to the city of Redmond.

Goal 17 – Coastal Shorelands – is not applicable to the city of Redmond.

Goal 18 – Beaches and Dunes – is not applicable to the city of Redmond.

Goal 19 – Ocean Resources – is not applicable to the city of Redmond.

Based on the above discussion and finding, the proposed Comprehensive Plan amendment is consistent with the statewide planning goals and therefore complies with criterion #2.

3. In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and

FINDING: The following Comprehensive Plan chapters and policies have been determined to apply directly to this application:

Chapter 1 of the Comprehensive Plan identifies goals and policies that address citizen involvement. Goal 1 speaks to engagement and the opportunity for the community to be informed and involved in all phases of the planning process. The Urban Area Planning Commission serves as the City's formal citizen advisory committee (as required by State Administrative Rule) and is made up of Redmond area residents. The Planning Commission is formally recognized through City Code and was appointed by the City Council. Thus, the

Planning Commission is the appropriate public review and recommendation body to the City to meet this Comprehensive Plan policy.

Chapter 2 of the Comprehensive Plan identifies goals and policies that pertain to land use planning and procedures. Specifically, it speaks to establishing a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Most relevant to the proposed Comprehensive Plan amendment, Goal 3 of the chapter addresses implementation tools of the Comprehensive Plan. Policy 2-3-3 identifies the need to “Adopt updates to system plans, as required by state law or necessary to address changing community needs and incorporate these plans by reference in the Comprehensive Plan.” Incorporating the wastewater facility plan amendment into the PFP and adding it as a supporting plan to the Comprehensive Plan will support the implementation of the Comprehensive Plan, primarily Chapter 11.

Chapter 9 of the Comprehensive Plan identifies goals and policies that address economic development in Redmond. Goal 3 of the chapter identifies policies related to infrastructure planning. Policy 9-3-2 states that “The City will ensure that infrastructure planning is cost-effective, supports economic development, is consistent with the City’s master plans for new area development, and supports cohesive development patterns across the City.”

To ensure the planning of public infrastructure is consistent with the City’s infrastructure master plans, said plans must be incorporated into the City’s PFP and identified as ancillary plans to the Comprehensive Plan. In order to incorporate these plans and subsequent amendments, they must be formally adopted by the local governing body and acknowledged by DLCD.

Chapter 10 of the Comprehensive Plan identifies goals and policies related to housing in Redmond. Policy 10-4-1 of Goal 4, Infrastructure Planning, states the need to “Coordinate land use planning with the Capital Improvement Plan to ensure that infrastructure is available to support residential development...” As mentioned earlier, new data and information from the wastewater facility plan amendment will be incorporated into the PFP, which contains the CIPs.

Chapter 11 of the Comprehensive Plan addresses public facilities and services. The chapter describes existing public and private facilities and services and known present and future needs based on projected growth. It does not present specific public improvements which may be needed. That information is contained in the City’s adopted PFP. The PFP is a support document to the Comprehensive Plan, which describes in detail the water, sewer, transportation, and park facilities needed to accommodate anticipated development and includes cost estimates of facility improvements.

The proposed amendment to incorporate the 2023 Wastewater Facility Plan Amendment into the PFP and Comprehensive Plan, directly addresses all three of the goals outlined in Chapter 11 and many of the goals’ policies.

Based on the above discussion and finding, staff concludes that the proposed Comprehensive Plan amendment is consistent with the applicable Redmond Comprehensive Plan goals and policies.

4. That there is a change of circumstances, further studies justifying the amendment or mistake in the original zoning.

FINDING: Justification for the proposed amendment to the Wastewater Facility Plan is described in sufficient detail in the 2023 Wastewater Facility Plan Amendment document (Exhibit A). The proposed amendment is needed and is in response to the capacity analysis of pipelines performed during the preliminary design analysis of the proposed Redmond Wetlands Complex.

Based on the above finding, staff concludes that the proposed Comprehensive Plan amendment complies with criterion #4.

III. RECOMMENDATION

As required through the legislative amendment process, the Urban Area Planning Commission held the first evidentiary public hearing on February 15th. After review, public testimony, and deliberation, the Commission voted 5-0 to approve the Comprehensive Plan amendment, adopting and incorporating the 2023 Wastewater Facility Plan Amendment (Exhibit A) into the Public Facilities Plan and as a supporting plan to the Comprehensive Plan.



REDMOND COMPREHENSIVE PLAN AMENDMENT: WASTEWATER FACILITY PLAN

CITY COUNCIL PUBLIC HEARING: FEBRUARY 28, 2023

COMPREHENSIVE PLAN AMENDMENT 711-23-000005-TA





COMPREHENSIVE PLAN AMENDMENT

711-23-000005-TA

Amendment to Wastewater Facility Master Plan (WFP):

- 2018 WFP (adopted 12/2022)
- 2020 WFP Amendment (adopted 12/2022)
- **2023 Wastewater Facility Plan Amendment**

Comprehensive Plan Policy 2-3-3: Adopt updates to system plans, as required by state law or necessary to address changing community needs and incorporate these plans by reference in the Comprehensive Plan.

Adopt by Ordinance: Amendment to Comprehensive Plan, acknowledged by DLCD, & compliant w/ OAR Chapter 660, Division 011



CITY OF REDMOND

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STAFF REPORT

DATE: February 28, 2023
TO: City Council
THROUGH: Keith Witcosky, City Manager
Keith Leitz, City Attorney
FROM: John Roberts, Deputy City Manager
SUBJECT: Resolution #2023-04 - A Resolution of the City of Redmond Approving the Deschutes County Road Agency Intergovernmental Agreement.

Report in Brief:

This item requests the City Council approve an Intergovernmental Agreement (IGA) creating the Deschutes County Road Agency. The IGA is intended to create an agency to receive and distribute US Forest Service Secure Rural School funds for road construction in Deschutes County.

Background:

Deschutes County receives federal funding from two primary funding programs:

1. Payment in Lieu of Taxes (PILT) - Funding to (partially) offset the loss in tax revenue from federal land in the County. Approximately 80% of Deschutes County is federal land. PILT revenue is allocated at the discretion of the Board of County Commissioners and has historically been allocated between the General Fund, the Road Department, and the Natural Resource Program.
2. Secure Rural School (SRS) and Community Self-Determination Act - Funding to offset the loss in timber revenue from federal lands. Timber revenue, via federal law, is partially distributed to counties to fund education, road maintenance, wildfire prevention, and search and rescue services.

The allocation of federal funding to the PILT and SRS programs is prescribed via a methodology that subtracts SRS funding received in a prior year from the county's entitled maximum PILT payment. This methodology is inequitable to counties such as Deschutes with significant federal land and SRS payment, such that any increase in SRS results in less PILT revenue.

In 2021, the Legislature approved House Bill 2174 to enable Oregon counties to divert SRS funding into an Intergovernmental Entity as prescribed within ORS 190. In doing so, a county is able to receive its SRS funding from a non-County entity and bypass the PILT methodology inequity, thereby increasing the federal PILT payment up to the County's maximum entitlement. Once enabled, Deschutes County expects to receive an additional \$800,000 in federal funding via PILT.

Discussion:

To facilitate creation of an Intergovernmental Entity (per ORS 190) in the most straightforward manner, Deschutes County is proposing to enter into an IGA with the 911 Service District, as the County Commission is also the board for the 911 District. The Intergovernmental Entity established via the IGA will be called the Deschutes County Road Agency (DCRA) and will be the entity to which the state directs federal SRS payments. The DCRA will expend SRS revenue on qualified expenses as per current and historical practice. Additional revenue obtained via PILT will be allocated at the discretion of the County Commission.

Request:

Per ORS 190.083(1):

Before a county enters into an intergovernmental agreement creating an intergovernmental entity to operate, maintain, repair and modernize transportation facilities, the county shall obtain approval of the terms and conditions of the agreement from the governing bodies of a majority of the cities within the county.

The attached resolution approves the IGA creating an intergovernmental entity to receive and distribute certain road funds.

Fiscal Impact:

This action has no direct fiscal impact on the City. However, approving the IGA supports the creation of an Intergovernmental Entity to enable the County to receive additional federal funding thru the PILT. Once enabled, Deschutes County expects to receive an additional \$800,000 in federal funding via PILT, which in turn would provide more funding for county road improvements.

Alternative Courses of Action:

1. Approve Resolution #2023-04.
2. Do not approve Resolution #2023-04.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2023-04."

**CITY OF REDMOND
RESOLUTION NO. 2023-04**

A RESOLUTION OF THE CITY OF REDMOND APPROVING THE DESCHUTES COUNTY ROAD AGENCY INTERGOVERNMENTAL AGREEMENT.

WHEREAS, Deschutes County ("County") and the Deschutes County 911 Service District ("District") intend to enter into that certain Intergovernmental Agreement Creating Deschutes County Road Agency attached hereto as Exhibit A (the "Agreement"), which Agreement is intended to create an intergovernmental entity to be named "Deschutes County Road Agency" ("Agency"); and

WHEREAS, Section 2.2.2 states that the Board shall not have authority to commit the taxing authority or general funds of any party; and

WHEREAS, County and District desire to form Agency to receive and distribute US Forest Service Secure Rural Schools funds for road construction in Deschutes County, Oregon; and

WHEREAS, ORS 190.083(1) requires that County obtain approval of the Agreement's terms and conditions from the governing bodies of a majority of cities within County; and

WHEREAS, City of Redmond ("City") is (a) a city within County, and (b) desirous of supporting Agency and its purposes.

NOW, THEREFORE, BE IT RESOLVED, that City resolves as follows:

1. **Findings.** The above-stated findings contained in this Resolution No. 2023-04 (this "Resolution") are hereby adopted.
2. **Agreement Approval: Agency Support.** In accordance with ORS 190.083(1), City (a) "approves" the terms and conditions contained in the Agreement, and (b) supports Agency's formation and purposes. City's approval of the terms and conditions is solely for purposes of ORS 190.083(1) and for no other purposes contained in ORS 190.083 or elsewhere. City expresses no opinion concerning the sufficiency or adequacy of the terms and conditions.

ADOPTED by the City Council and **SIGNED** by the Mayor this 28th day of February 2023.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder

**INTERGOVERNMENTAL AGREEMENT
CREATING DESCHUTES COUNTY ROAD AGENCY**

This Intergovernmental Agreement creating Deschutes County Road Agency (this “Agreement”) effective _____ (the “Effective Date”), and is entered into between Deschutes County (“County”), a political subdivision of the State of Oregon, whose address is 1300 NW Wall Street, Bend OR 97703, and the Deschutes County 911 Service District, a duly enacted and operating county service district, whose mailing address is P.O. Box 6005, Bend, Oregon 97708-6005. Each of the parties hereto is referred to herein individually as a “Party” and collectively “Parties.”

RECITALS:

A. The Parties desire to form an intergovernmental entity to be named the Deschutes County Road Agency (the “Agency”). Agency will be formed to receive and distribute certain road funds.

B. This Agreement is made pursuant to ORS 190.010, which statute provides that units of local government may enter into agreements for performance of any functions and activities that any party to the agreement, or its officers or agents, has the authority to perform.

C. The Parties are authorized to enter into this Agreement creating an intergovernmental entity pursuant to their respective principal acts and ORS 190.003 to 190.130.

AGREEMENT:

NOW, THEREFORE, in consideration of the Parties’ respective obligations under this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

Section 1. Agency.

1.1 Creation. Pursuant to this Agreement, the Agency is hereby created as an intergovernmental entity pursuant to ORS Chapter 190.

1.2 Purpose. Agency’s purposes include receiving and distributing U.S. Forest Service Secure Rural Schools (“SRS”) funds for road construction in Deschutes County, Oregon, and all other necessary or appropriate functions related thereto.

1.3 Responsibilities and General Powers.

1.3.1 Agency will have responsibility and authority to receive and distribute County's apportionment of SRS road funds for road construction, including functions related thereto, within the boundaries of County, and subject to the terms of this Agreement and/or ORS chapter 190, perform such other functions as may be assigned by the Parties from time to time.

1.3.2 Agency shall have the power to adopt, through action of its Board of Directors (the "Board"), such bylaws, rules, regulations, and policies necessary to further the purposes of Agency and/or this Agreement.

1.3.3 Agency shall have the power to enter into agreements with other public or private entities and to exercise all powers pursuant to the Laws (as defined below), including, without limitation, the principal acts of the Parties and ORS chapter 190. For purposes of this Agreement, the term "Law(s)" means all federal, state, and local laws, statutes, ordinances, and/or regulations directly or indirectly affecting Agency, this Agreement, and/or Agency's purposes, including, without limitation, the Americans with Disabilities Act of 1990 (and the rules and regulations promulgated thereunder) and ORS chapter 190, all as now in force and/or which may hereafter be amended, modified, enacted, or promulgated.

1.4 Offices. The offices of Agency shall be located at the Deschutes County Services Building, 1300 NW Wall Street, Bend, OR 97703.

1.5 Governing Body. The Board, unless otherwise provided herein, shall be the governing body and shall exercise authority over all matters of Agency concern.

Section 2. Board of Directors.

2.1 Membership. Agency shall be governed by the Board consisting of the commissioners serving on the Deschutes County Board of Commissioners.

2.2 Authority.

2.2.1 The Board shall have authority to do the following:

- a. Adopt bylaws for Agency, which shall set forth the rules by which the Agency shall be run. The bylaws may be amended from time to time by the Board.
- b. Oversee and to have full responsibility for all matters pertaining to the development and operations of Agency.
- c. Enter into contracts for goods and services for Agency's development and operations.
- d. Review and approve the Agency's budget pursuant to Oregon Local Budget Law, when applicable.
- e. Appoint advisory boards to consider any issue before it, if it so desires.
- f. Establish the Agency mission and goals.

- g. Recommend and monitor expenditures consistent with the manner and restrictions of ORS 368.705-368.722.

2.2.2 The Board shall not have authority to do the following:

- a. Commit the taxing authority or general funds of any Party.
- b. Expend funds in excess of the SRS funding received by the Agency.

2.3 Meetings. Regular meetings of the Board shall be held on at least a quarterly basis at such time and place as determined by the Board. Special meetings may be called by the chairperson as needed or desired. All motions presented for approval shall require an affirmative vote of a majority of the whole membership of the voting members of the Board. Two (2) members of Board shall constitute a quorum. Members appearing by telephone or other electronic means are considered present.

The rules of parliamentary practice comprised in the Robert's Rules of Order shall be used as a guide to address procedural questions to the extent not inconsistent with Agency's policy and procedures.

Section 3. Budget; Funding; Costs; Revenue.

3.1 Budget. Agency, through County, shall prepare the annual operating budget of the Agency. The Board shall adopt a final budget, in accordance with ORS 294.900 to 294.930, no later than June of each preceding year. The budget period shall be on a fiscal year basis beginning on the first of July each year. The Board shall consider and adopt the budget on behalf of the Agency. If there are any program changes any supplemental budget shall go through the budget stages set forth herein and comply with all applicable budget policies and Oregon Local Budget Law.

3.2 Funding. The Agency will receive funds under ORS 293.560 apportioned to the County road fund. County will request that the Oregon Department of Administrative Services credit the moneys described in ORS 294.060(1) to the Agency pursuant to ORS 294.060(8).

3.3 Expenses. County will be responsible for providing all funds necessary to pay for Agency's costs, expenses, obligations, and/or liabilities. Notwithstanding anything contained in this Agreement to the contrary, District will not be responsible for (and will not pay) any funds for Agency's costs, expenses, obligations, and/or liabilities.

3.4 Revenue. Revenue or fees derived from the functions or activities of the Agency will be apportioned to County.

Section 4. Term, Termination and Amendment.

4.1 Term. Subject to the terms and conditions contained in this Agreement, the term of this Agreement commenced on the Effective Date and will remain in full force and effect

until June 30, 2024 (the “Initial Term”), unless sooner terminated as provided in this Agreement. Upon expiration of the Initial Term, this Agreement will automatically renew for one or more term(s) of one year each, unless sooner terminated in accordance with this Agreement. Commencing on or about July 1, 2023 and continuing on or about the same day each year thereafter during the term of this Agreement, the Parties will review this Agreement to determine whether any changes and/or modifications to this Agreement are necessary or appropriate. Any changes and/or modifications to this Agreement require the Parties’ mutual written agreement.

4.2 Termination. Notwithstanding anything contained in this Agreement to the contrary, (a) the Parties may terminate this Agreement and dissolve the Agency by the Parties’ unanimous written agreement, (b) upon expiration of the Initial Term, either Party may terminate this Agreement by providing the other Party no less than one hundred eighty (180) days’ prior written notice (provided, however, termination under this Section 4.2(b) will not take effect between February 1 and June 30 of any fiscal year), and (c) either Party may terminate this Agreement immediately upon written notice to the other Party if the other Party breaches and/or otherwise fails to perform the other Party’s obligations under this Agreement.

Section 5. Additional Parties. Subject to the Laws, including, without limitation, ORS chapter 190, additional governmental entities may be allowed to join the Agency subject to approval by the governing bodies of all Parties.

Section 6. Insurance; Liability; Indemnification; Relationship.

6.1 Insurance. Agency will obtain and maintain adequate insurance to cover Agency’s operations and that at least equal the applicable limits of liability identified under the Oregon Tort Claims Act (ORS 30.260 – ORS 30.300). Insurance requirements may be satisfied by programs of self-insurance.

6.2 Liability. Except as otherwise provided under Section 6.3, there shall be no joint and several liability of the Parties either in contract or tort, and all obligations of Agency or the Parties shall be several only. Without limiting the foregoing, no Party to this Agreement shall be liable for damages, debts or claims caused solely by the negligent act, omission or other wrongful act by Agency or other Parties hereto. The Party causing damages by its sole negligent act, omission, or wrongful act shall be individually liable.

6.3 Agency and County Indemnification. To the fullest extent permitted under applicable law, Agency and County each jointly and severally release and will defend, indemnify, and hold District and District’s Representatives harmless for, from, and against all claims, actions, proceedings, damages, liabilities, injuries, losses, and expenses of every kind, whether known or unknown, including, without limitation, attorney fees and costs, resulting from or arising out of Agency’s formation and operations and/or County’s breach and/or

failure to perform County's representations, warranties, covenants, and/or obligations under this Agreement.

6.4 Relationship. Each Party is an independent contractor of the other Parties. This Agreement does not create a joint venture and/or agency relationship between the Parties. No Party has the authority to bind the other Party or represent to any person that a Party is an agent of the other Party. No Party will provide any benefits to any other Party; each Party will be solely responsible for obtaining the Party's own benefits, including, without limitation, insurance, medical reimbursement, and retirement plans. Notwithstanding anything contained in this Agreement to the contrary, Agency (and/or the Board) will not have the authority to bind and/or encumber a Party in any manner except as agreed in writing by the Party.

Section 7. Dissolution. Upon dissolution of Agency, County shall remain solely liable for any Agency obligation that has been specifically incurred in accordance with the terms of this Agreement, or by other resolutions, or by separate agreement of the parties. Upon dissolution, the assets of Agency will be distributed to Deschutes County.

Section 8. General Provisions.

8.1 Coordination; Assignment; Binding Effect. The Parties will maintain adequate levels of communication to ensure maximum cooperation and coordination between the Parties. No Party may assign any of the Party's rights and/or obligations under this Agreement to any person without the prior written consent of all other Parties. Subject to the immediately preceding sentence, this Agreement will be binding on the Parties and their respective administrators, successors, and permitted assigns and will inure to their benefit. The Parties will execute all documents or instruments and will perform all lawful acts necessary or appropriate to carry out the intent of this Agreement. All exhibits, schedules, instruments, and other documents referenced in this Agreement are part of this Agreement.

8.2 Notices; Severability; Remedies. Any notice will be deemed given when personally delivered or delivered by facsimile or email transmission (with electronic confirmation of delivery), or will be deemed given three days following delivery of the notice by U.S. mail, certified, return receipt requested, postage prepaid, by the applicable Party to the address shown in the preamble of this Agreement (or any other address that a Party may designate by notice to the other parties), unless that day is a Saturday, Sunday, or legal holiday, in which event it will be deemed delivered on the next following business day. Each provision contained in this Agreement will be treated as a separate and independent provision. The unenforceability of any one provision will in no way impair the enforceability of any other provision contained herein. Any reading of a provision causing unenforceability will yield to a construction permitting enforcement to the maximum extent permitted by applicable law. Subject to the terms and conditions contained in this Agreement, each Party will pay all wages and benefits due the Party's personnel, including, without limitation, overtime,

workers' compensation, and death benefits. If a Party breaches and/or otherwise fails to perform any of the Party's representations, warranties, covenants, and/or obligations under this Agreement, the non-defaulting Parties may, in addition to any other remedy provided to the non-defaulting Parties under this Agreement, pursue all remedies available to the non-defaulting Parties at law or in equity. All available remedies are cumulative and may be exercised singularly or concurrently.

8.3 Waiver; Entire Agreement; Amendment; Counterparts. Notwithstanding anything contained in this Agreement to the contrary, no provision of this Agreement may be modified, waived, and/or discharged unless such waiver, modification, and/or discharge is agreed to in writing by the Parties. No waiver by a Party at any time of the breach of, or lack of compliance with, any conditions or provisions of this Agreement will be deemed a waiver of other provisions or conditions hereof. This Agreement contains the entire agreement and understanding between Parties with respect to the subject matter of this Agreement and contains all the terms and conditions of the Parties' agreement and supersedes any other oral or written negotiations, discussions, representations, and/or agreements. No addition, modification, amendment, or alteration to this Agreement will be effective against the Parties unless specifically agreed upon in writing and signed by the Parties. This Agreement may be signed in one or more counterparts.

8.4 Applicable Law; Venue; Attorney Fees. This Agreement will be construed, applied, and enforced in accordance with the laws of the State of Oregon. Any action or proceeding arising out of this Agreement will be litigated in courts located in Deschutes County, Oregon. Each Party consents and submits to the jurisdiction of any local, state, or federal court located in Deschutes County, Oregon. Each Party is responsible for its own attorney fees, paralegal fees, expert fees, and all other fees, costs, and expenses incurred in connection therewith, as determined by the judge or arbitrator at trial, arbitration, or other proceeding, or on any appeal or review, in addition to all other amounts provided by law.

8.5 Debts, Liabilities and Obligations. All debts, liabilities and obligations of any of the Parties shall be and shall remain debts, liabilities and obligations of that or those Parties and shall not become debts liabilities and obligations of the other parties or of the Agency. All debts, liabilities and obligations incurred by or on behalf of the Agency shall remain debts, liabilities and obligations of the Agency.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be binding and effective for all purposes as of the Effective Date.

COUNTY:

Anthony DeBone, Chair

Patti Adair, Commissioner

Phil Chang, Commissioner

Date: _____

DISTRICT:

Anthony DeBone, Chair

Patti Adair, Commissioner

Phil Chang, Commissioner

Date: _____

**CITY OF REDMOND
PARKS COMMITTEE APPLICATION**

Please type or print answers to the following questions and submit to the City Recorder at City Hall, 411 SW 9th St, Redmond, OR 97756. If you have any questions, please feel free to contact the City Recorder at 541-923-7751. Thank you for your time and interest in the City of Redmond. Attach additional sheets if necessary.

I, Brad Porterfield, respectfully request to be considered
(Please print first and last name)
as an applicant for a position on the Redmond Parks Committee.

[Redacted]

[Redacted]

(Phone)

[Redacted]

Qualified Committee applicant shall reside within the Redmond School District 2J.

How long have you been a resident, owned property or operated a business? Years: 14 Months: 3

What reasons do you have for wanting to be a member of this committee? I care about how Redmond develops and I believe parks are one of the most important/valuable assets a city can offer its residents. I can provide perspective and ideas sourced from the many communities I've lived in and local people I know.

Brief outline of experience and occupations. I earned a masters in community and regional planning from UofO and a BS in natural resource planning. I've lived in several U.S. communities, as well as Mexico, Uruguay and Thailand which all approach parks differently. I am currently executive director with Latino Community Association and a Health Council board member.

My signature affirms that the information in this application is true to the best of my knowledge. I understand that misrepresentations of facts are cause for removal from any advisory committee, board or commission I may be appointed to. I also understand that City policy requires disclosure of actual or potential conflicts of interest by persons appointed by the Mayor and Council. All information and documentation related to service on this committee is subject to public records disclosure.

[Redacted Signature]

4/12/21
(Date)