



CITY OF REDMOND

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

CITY COUNCIL

March 14, 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

MARCH 14, 2023

REGULAR MEETING AGENDA

6:00 PM

- I. CALL TO ORDER / ESTABLISH A QUORUM**
- II. BLESSING - Pastor Duane Pippitt, Redmond Assembly of God**
- III. PLEDGE OF ALLEGIANCE**
- IV. COMMENTS FROM CITIZENS AT THE MEETING**
 - A. Written Comments from Bonnie Trotter
 - B. Written Comments from S. Ritter
 - C. Written Comments from Sloan Holloway
- V. CONSENT AGENDA**
 - A. Minutes of the January 31, 2023, Council Meeting
- VI. RECOGNITIONS**
 - A. Recognition of the 2023 State Champions - Redmond Panthers Wrestling Team.
- VII. PRESENTATIONS**
 - A. Latino Community Association of Central Oregon Update
- 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.
- IX. ACTION ITEMS**
 - A. Purchase Agreement for the Cinder Pit Property in the Amount of \$240,000 plus Closing Costs
- X. PRESENTATIONS - Continue**
 - A. Airport Terminal Expansion Update and Potential Increase to Airport Parking Fees
 - B. Council Conversation: Impressions from the March 7, 2023, Discussion on Homelessness

XI. CITY MANAGER COMMENTS

XII. COUNCIL COMMENTS

XIII. MAYOR'S COMMENTS

XIV. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XV. 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. Litigation – ORS 192.660(2)(h) 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.”

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Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

XVI. 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

Kelly Morse

From: Bonnie & Steve Trotter [REDACTED]
Sent: Tuesday, March 7, 2023 5:24 PM
To: Clifford Evelyn; Ed Fitch; Shannon Wedding; John Nielsen; Kathryn Osborne; Cat Zwicker
Cc: Kelly Morse
Subject: Slow down measures on SW Metolius Ave

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

Dear City Council members,

I sent the following email I sent to Cat Zwicker earlier this afternoon. She suggested I send it to all of you.

May I also ask Kelly Morse to please include this topic in the next City Council packet for March 14, 2023? I will summon the courage to stand up and speak...

Bonnie Trotter

"My neighbors and I would like to know what the steps might be to getting "calming" or slowing down measures taken for our SW Metolius Ave through street between SW 23rd St. and SW 27th St. There are no stop signs in this stretch, and cars really speed down/up it. They are going a LOT faster than 25 mph. (Also, this affords motorcycles and loud muffler cars the ability to be as loud as they can on this straight stretch with revving engines and loud gear changes). Numerous children live along these blocks, and our front yards are not very big. The chance of a child accidentally running into the street exists, and parents are worried they will get hit.

We have tried putting the "slow down it's our neighborhood" signs in the grass strip between sidewalk and street, as suggested by the community officer. It has made no difference. For one afternoon only the moveable digital cart that displays how fast you are going compared to what the speed limit is was put in place. It made no difference.

I have driven on NE 5th Street just south of NE Negus Way, between it and NE Negus Loop. In that block, there are "speed cushions", announced by yellow caution traffic signs, paint marks in the street, and rubber humps in the road that are meant to slow traffic. There is another set of speed cushions further south on NE 5th St, between NE Kilnwood Place, and NE Kingwood Ave. You can see these with Google maps if you zoom in close.

So speed cushions do exist on Redmond streets. What can we do to have some similar speed cushions put on Metolius Ave?

Our neighbors are willing to go around the neighborhood and get signatures if that would help. Should we get a request for speed cushions from our HOA board to City Council? Should we go to a City Council meeting?

Any help you can give would be much appreciated.

Thank you,

Bonnie Trotter



Why Pot Shops would be VERY BAD for Redmond

MONEY

REDMOND WOULD LOOSE MUCH MORE MONEY THAN IT WOULD MAKE IN TAX REVENUE. Why, for what? Police, crime, lawsuits, car accidents, DUIs, hospitalizations, no health insurance, mental health, drug rehab, High school dropouts / unemployment, homelessness, administration, lawsuits against the city etc. And that is just the cost in dollars, **what about the cost to families, to society, to our future, to America?** Just look at Oregon as a whole. Governor Kotek will spend **ONE BILLION (ONE THOUSAND MILLION)** of Oregon taxpayer money that would usually go into Oregon's savings account, on homelessness and addiction services, problems that, for the most part, were **CREATED** by legalizing drugs and decriminalizing dealing. <https://www.dfaf.org/economic-and-social-costs-of-legalized-marijuana/>

ACCESS

There is no access problem. Home delivery for marijuana is now everywhere. You just have to get off the couch and answer the front door to get pot. <https://weedmaps.com/deliveries/in/united-states/oregon>

OUR CHILDREN – OUR FUTURE

Since recreational marijuana was legalized in Oregon in 2014, **lower grades, lower competitiveness in sports, and increased drop-out rates** have been plaguing ALL of our Middle schools, High Schools, and COCC. COCC even had to hire a drug counselor to keep students in from dropping out because of marijuana addictions. Ask ANY principal, professor, or coach and they will tell you horror stories. Do our young people not have enough problems? Now we want to make them worse, by exposing them to more mind altering addictive substances? **These drugs make our kids sick (mentally and physically)** lead to other addictions, and destroy their, their families', and all of our futures in the process.

<https://nida.nih.gov/publications/research-reports/marijuana/how-does-marijuana-use-affect-school-work-social-life>

Also, we need to stop **normalizing drugs** in the eyes of our children. Kids walking down the street will see "pot shops" and think this is "normal". Most of us stopped smoking cigarettes because we learned how bad they are for our health, now we want to sicken not just the lungs of our kids but their minds? For what, for tax revenue? How sick is that? Wake up America. www.phillyburbs.com/story/opinion/columns/2022/12/01/pushing-back-with-science-on-the-effort-to-normalize-marijuana-use/6969247400/

POTENCY

Today's Marijuana is 10 to 50 times more potent than it was in the 60s. It is like the difference between oxycodone and Fentanyl. **It can literally kill.** Pot is an entry drug to other drugs, it causes a lethargic lifestyle, it increases fears and phobias to the extent that they become permanent (psychosis), and causes hospitalizations for hyperemesis (cannot stop throwing up, get dehydrated, can die without treatment). **50 % of US children today already have chronic diseases, and now we want to make it worse, by giving our children the worst disease imaginable, mental disease, for what, tax revenue?** <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6312155/>

S. Ritter

2/28/2023

S. Ritter, a very concerned member of the community

From: [Sloan Holloway](#)
To: [Kayla Duddy](#)
Cc: [Kelly Morse](#)
Subject: RE: City Council meeting this evening
Date: Thursday, March 9, 2023 6:16:45 AM
Attachments:

Hi Kayla and Kelly

Updated info for March 14th council meeting, also wanted to bring to your attention that Goldwater Bank had an involvement with Fannie Mae a couple years ago creating an ADU program in LA county.

I sent this info to Phil Chang

(Hopefully the hyperlinks work)

[Second Dwelling Unit Pilot Program | DRP \(lacounty.gov\)](#)

[ADU Grant Program | CalHFA](#)

WISH 1st time homebuyer program *There are very few banks and Credit Unions that have been granted access to the program.

[WISH First-Time Homebuyer Program \(fhlsf.com\)](#)

Homeownership continues to be a big part of the American dream. For low- to moderate-income individuals and families, the journey to becoming a homebuyer takes an extraordinary amount of hard work, thrift, and determination. The down payment assistance our program offers can help aspiring homeowners overcome one of the biggest barriers to achieving their dream and building wealth.

Our Workforce Initiative Subsidy for Homeownership (WISH) matching grant program is designed to offer the Bank's member financial institutions an opportunity to support affordable, sustainable homeownership for first-time homebuyers while achieving their own community investment goals. Funding for WISH is set aside each year from the Bank's annual AHP contribution, and the grants are made available to individual homebuyers through our members.

In 2023, the WISH Program offers eligible low- to moderate-income households 4-to-1 matching grants of up to \$29,172, which is the [Federal Housing Finance Agency's annual maximum subsidy limit](#). WISH funds can be applied to down payment and closing costs for the purchase of a home. WISH grants help working families and individuals move from renting to owning and can complement or supplement many local, state, and federal homeownership programs and initiatives.

Individuals interested in the grant funds available through the WISH homeownership program should contact currently [participating financial institutions](#) or visit [Resources for First-Time Homebuyers](#) for general information about homeownership assistance programs and resources.

To be eligible for WISH funds, the homebuyer must:

- have successfully completed a homebuyer counseling program.
- be a first-time homebuyer, as defined by the Bank in its [AHP Implementation Plan](#).
- meet income eligibility guidelines, as published by the Bank at the time of enrollment in the WISH Program and is at or below 80% of the [HUD area median income](#).

The homebuyer must also open escrow on a home purchase transaction within one year of enrollment in the WISH program.

*Enrollment in the WISH Program does not guarantee the homebuyer receipt of program funds.

Homebuyer Contribution

- WISH program contributions can include savings, gift funds, or sweat equity.
- May also include Individual Development Accounts (IDA) and Family Self Sufficiency (FSS) program savings.

Thank you for your time.

To your success,

Sloan



Sloan Holloway
Producing Branch Manager
Goldwater Bank, NA | NMLS #224146

☎ Office: 541-407-8521 | Fax: 463-238-5166
✉ Sloan.Holloway@goldwaterbank.com
🌐 www.goldwaterbank.com/lo/sloan-holloway
📍 2525 East Camelback Road, Suite 1100



SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD JANUARY 31, 2023, IN CIVIC ROOM 207/208.

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

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Deputy City Manager John Roberts – Deputy City Manager Jason Neff – Police Chief Devin Lewis – Housing Programs Analyst Linda Cline – Communications Director Heather Cassaro – Water Division Manager Joshua Wedding – City Engineer Jessica MacClanahan – Economic Development/Urban Renewal Program Manager Chuck Arnold – Urban Renewal Program Analyst Meghan Gassner – Accounting and Financial Reporting Director Brooks Slyter – Deputy City Recorder Kayla Duddy

MEDIA PRESENT: None

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

PRESENTATIONS & DISCUSSIONS

A. Homelessness Worksession #1

Coordinated Houseless Response Office Executive Director Cheyenne Purrington, Central Oregon Intergovernmental Council Housing Coordinator Chris Ogren, NeighborImpact Unhoused Services Data Coordinator Caitlin Rogers, and JBarJ Services and Homeless Leadership Coalition Chair Eliza Wilson described their organizations and the coordinated efforts to assess area houselessness and establish a Coordinated Houseless Response System for the region, using a more strategic, systems-focused approach to reduce houselessness issues in the future. The panel described response best practices, which included continuum of care, a Coordinated Entry System, Point in Time Count, and a Homeless Management Information System.

The Council was presented with local data on houselessness, as well as systemic barriers attributing to the issue and key factors on how growing needs can be addressed.

Mayor Fitch recommended involving the Bureau of Land Management due to homeless camps on their property.

B. Joint Meeting with the Downtown Urban Renewal Advisory Committee

Urban Renewal Program Manager Chuck Arnold explained that the purpose of the joint meeting was to identify when the Urban Renewal Agency and the Downtown Urban Renewal Advisory Committee (DURAC) need to be involved in strategic discussions on urban renewal projects. He and Urban Renewal Program Analyst Meghan Gassner reviewed work done by DURAC subcommittees, the process for evaluating and obtaining approval for urban renewal projects, and potential projects in the Midtown area.

The DURAC Family Fun and Housing Subcommittee updated the Council on the work being done toward a family fun activity center and downtown housing development, and highlighted the processes and strategies being used to bring projects to fruition.

Staff addressed questions from the Council regarding timing and viability of projects.

In light of St Charles Healthcare's announcement of a \$90 million Cancer Center, the Housing Subcommittee discussed affordable housing in the Medical district, particularly for nurses. The

subcommittee showed support for Accessory Dwelling Units, easier partitions of tax lots, and enhancing the System Development Charge Buydown Program to increase incentives.

Staff discussed the City-owned Evergreen Gym property being an opportunity site that is listed on the Housing Action Plan, noting Council would need to consider the City's assets and whether the building remained, or the site became a different asset in the future.

C. 2023 Oregon Legislative Update with Central Oregon Cities Lobbyist Doug Riggs

Central Oregon Cities Organization Lobbyist Doug Riggs presented an update on the 2023 Legislative session and explained that the top issue on the legislature's agenda included the Governor's budget, which involved housing and homelessness, and the ability to build housing as infrastructure. Mr. Riggs explained that industrial land and job creation are key priorities, along with the need for infrastructure to connect with the rest of the City. He announced upcoming bills that would impact the City and invited the Council to join the monthly teleconference held on the fourth Thursday of each month. He addressed questions from Council.

ACTION ITEMS

A. Award contract for Construction Management/General Contractor services for the new Public Safety Facility to Pence Contractors for Pre-Construction services in the amount of \$89,577.

Police Chief Devin Lewis requested approval of a contract with Pence Contractors in a not to exceed amount of \$89,577 to Pence Contractors for pre-construction services related to the Public Safety Facility. After reviewing the four proposals received by the City, three firms were invited to interview. Pence Contractors received the highest ranking due to their experience as Construction Management/General Contractors on public projects but also for their experience in managing these types of projects.

Councilor Osborne moved, seconded by Councilor Wedding, to award the contract for Construction Management/General Contractor services for the new Public Safety Facility to Pence Contractors for Pre-Construction services in the amount not to exceed \$89,577 and authorize the City Manager to sign the contract, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

COMMITTEE/COMMISSION APPOINTMENTS

A. Housing and Community Development Committee - Appointment of Amber Wilson term expiring December 31, 2024.

Councilor Zwicker moved, seconded by Councilor Nielsen, to approve Amber Wilson to the Housing and Community Development Committee, term expiring December 31, 2024, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

B. Juniper Golf Committee - Appointment of Jake Van Cleave, effective February 23, 2023, with a term expiring December 31, 2025.

Councilor Nielsen moved, seconded by Councilor Colvin, to approve Jake Van Cleave to the Juniper Golf Committee, term expiring December 31, 2025, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

C. Urban Area Planning Commission - Appointment of Mercedes Cook-Bostick term expiring December 31, 2024.

Councilor Zwicker moved, seconded by Councilor Colvin, to approve Mercedes Cook-Bostick to the Urban Area Planning Commission term expiring December 31, 2024, motion passed. (Colvin-yes, Fitch-yes, Colvin-yes, Evelyn-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

DRAFT

NEW BUSINESS

Mayor Fitch updated Council on recent meetings with the Oregon Department of Transportation, the Dry Canyon Art Association Board, and Redmond Little League. Additionally, Mayor Fitch spoke regarding a potential meeting with the Federal Aviation Administration concerning a possible land exchange involving County patent land near the airport.

City Manager Keith Witcosky briefly described the process for Council's upcoming goal setting session and announced upcoming joint Council meetings with Deschutes County and the Urban Area Planning Commission.

There being no further business, the meeting was adjourned at 8:35 p.m.

Prepared by ABC Translation Services, LLC
Reviewed by Kayla Duddy, Deputy City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of March 2023.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder



Bienvenidos! Welcome!



**US Dept. of Justice
Recognized &
Accredited**



Our Mission

Empower our Latino families to thrive by creating opportunities for advancement and building bridges that unite and strengthen our communities.

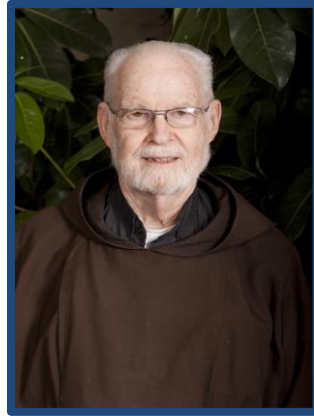


Capacitar a nuestras familias Latinas para prosperar, creando oportunidades para progresar y construyendo puentes que nos unan y fortalezcan a todos.

Our History

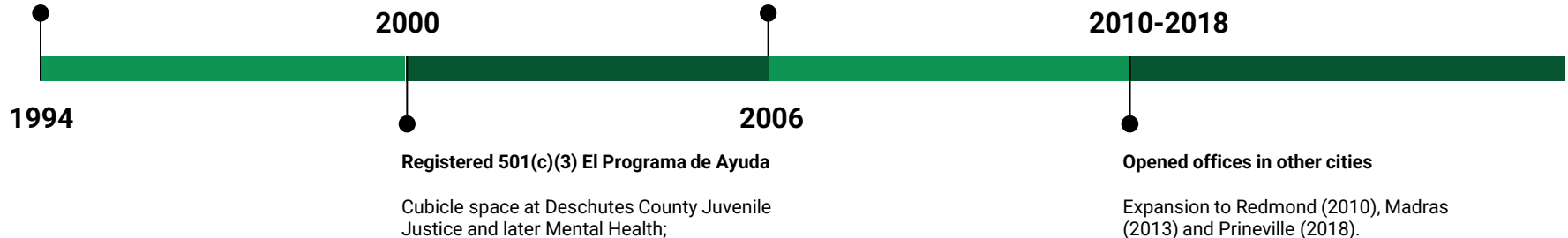
Father Mike Walsh and Hispanic Council

Hotline at St. Francis Catholic Church; Hispanic Council formed made up of St. Francis members; Deschutes County and Bend-La Pine Schools helped us become a registered nonprofit.



Full-time Executive Director

2 staff with volunteer support; office located at the former Bend's Community Center; Changed our name to Latino Community Association; Started English classes.



Registered 501(c)(3) El Programa de Ayuda

Cubicle space at Deschutes County Juvenile Justice and later Mental Health;

2010-2018

Opened offices in other cities

Expansion to Redmond (2010), Madras (2013) and Prineville (2018).



Our History

Recognition & Accreditation by Dept. of Justice Office of Legal Access Programs

We can now provide limited immigration legal services for low- to middle-income families to help with residency and naturalization application processes.



2021

New Madras office

Our Madras staff and clients now have a new space to provide classes and events. For the first time ever, LCA Madras was able to host English classes, with plans to expand in 2023. Citizenship classes will also be offered in the new office.

New Prineville office

Our client in Prineville and staff now have a nice space. On September 2022



2020



Bend Latino Family Empowerment Center

Now we have the space to offer English and computer classes, cultural events and more privacy for our clients. We also rent the community room for family celebrations and community partner meetings and events.

2022



Redmond Expansion in February 2023

After 12 years at the Becky Johnson Center, we recently secured a larger office that can accommodate our growing staff and client families. We moved in January, our grand opening will be 3/3/23

19 Staff ~ Empleados



Ana Bueno

Beatriz Escobedo Herrera

Brad Porterfield

Brent Walters

Carolina Afre

Claudia Cervantes

Cynthia Jurgensen

Denise Holley

Erika Olague

Hilda Leon

Jazlyn Lepez

Leslie Cano

Lourdes Reyes

Marlene Peraza

Mary Murphy

Milagros Aparicio

Ofelia Figueroa

Oscar Gonzalez

Renee Gonzalez

Ruby Ruiz



Our services by Program

Healthy Families

- Info & Referral
- Dental (emergency adult)
- SHIBA (medicare)
- Oregon Health Plan (OHP) Healthier Oregon
- Air Conditioner Distribution
- Culturally specific food Box distribution
- Vaccine clinics (Covid-19 and Flu)
- Wraparound services

Cultural Enrichment

- Latino Fest
- Gala de Oro
- Day of the Dead
- Welcoming Week

Family Empowerment

- Info & Referral
- Translation & Interp
- Immigration Legal Services
- Citizenship Assistance
- Tax Filing and ITIN
- Financial Literacy
- Mexican Consulate
- Notary Service
- Advocacy & Mediation
- Pandemic cash assistance

Workforce Education & Training

- Info & Referral
- Translation & Interp
- Employment Services
- English Tutoring
- English Classes
- Citizenship Classes
- Computer Training
- DACA Assistance

Youth Rising

- RAICES
- Outdoor Recreation
- Amiguitos
- Youth Outings
- Gift distribution
- Education Advocacy



English Classes



Vaccine clinic



Food box distribution

Client Impact by Program

2021-22

of clients

Financial Impact

4,364 Healthy Families

\$539,000

2,092 Family Empowerment

\$748,000

312 Workforce Education & Training

\$214,000

247 Youth Rising

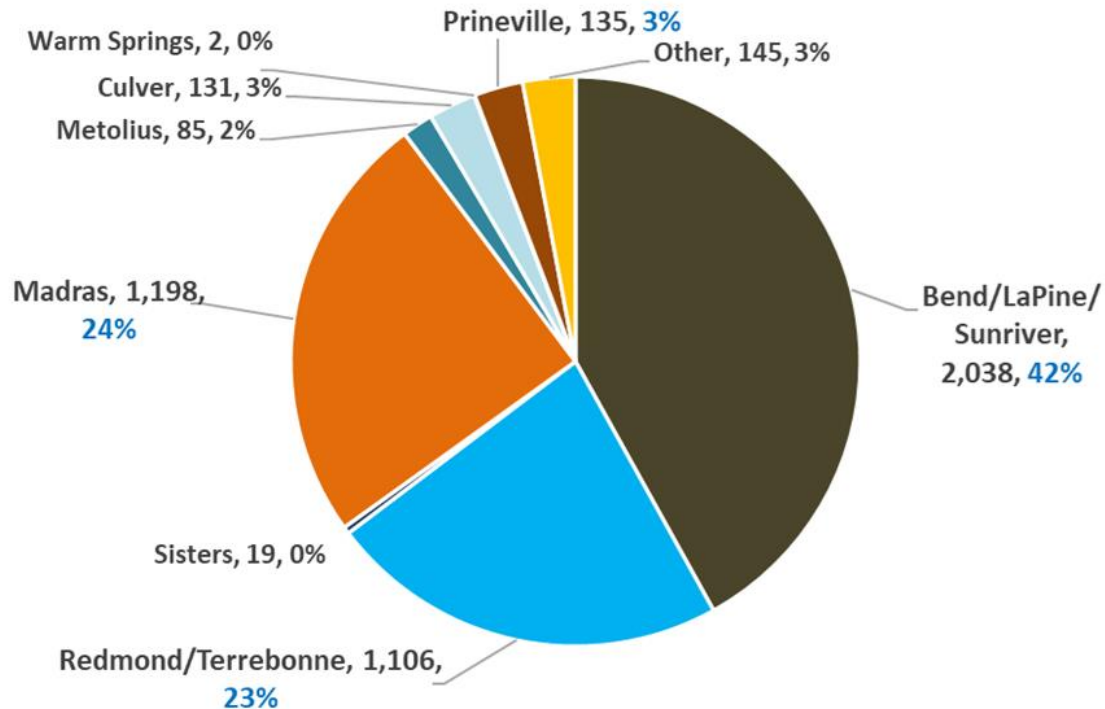
\$ 15,759



Our Impact in Redmond



Home City of Families Served 2021-22



Latino Businesses In Redmond

44 Latino Businesses in Redmond
We contribute to the economy



Madras Latino Fest



Glance at Immigration

What an undocumented individual requires to become a US Citizen?

****Wait time is up to 20 years***

There are 3 common ways to become a US Citizen in less time

1. You can become a Permanent Legal Resident through a US Citizen child 21 years or older
2. By being the victim of a crime or domestic violence survivor
 - *Receive legal residency first, then wait 5 years to apply for US Citizenship
3. Marry a US Citizen, then wait 3 years to apply for US Citizenship

However this is not a guaranteed, process it could be denied any time and face deportation



Immigration

"Every aspect of the American economy has profited from the contributions of immigrants."

President John F. Kennedy

"A child on the other side of the border is no less worthy of love and compassion than my own child."

President Barack Obama



Together We Make a Difference



Get involved in promoting a
WELCOMING CENTRAL OREGON

Gracias!! Thank you !





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: March 14, 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 28, 2023 regarding Ordinance #2023-02.

Background:

There have been two public hearings conducted on Ordinance #2023-02 (February 14 and 28, 2023). The Ordinance amends the City Code to 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. Specifically, text amendments to Chapters 4 (Utilities), 5 (Public Protection), 6 (Traffic) and 7 (Business).

The first public hearing served as an opportunity to familiarize the Council with the legal framework and content of the proposed amendments.

The second public hearing enabled additional information to be provided on prohibiting camping in the entirety of the Dry Canyon and residentially zoned areas, and creating a 1,000 foot buffer from schools and school zones (instead of a 500 foot buffer). Moreover, additional details were provided regarding the time limits associated with prohibited storage and parking in rights-of-way. At the hearing, Council recommended prohibiting camping in the entirety of the Dry Canyon and designating a 1,000 foot buffer from schools and school zones. Language has been modified in the Ordinance to reflect these recommendations.

House Bill (HB) 3115 and 3124 were 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 regularly maintained and 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, schools zones and child care 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 1,000 feet of any school zone or public, private, or parochial school as defined by 18 USC § 921(a)(25) & (26).
 - F. Within 1,000 feet of any certified or registered child care facility or preschool recorded program as defined in ORS 329A.250, as amended.
 - G. 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.

Sections 6.153 (Prohibited Storage), 6.155 (Prohibited Parking or Standing) and 6.168 (Prohibited parking and enforcement in public parking lots) lengths of time were aligned to all have durational limits of 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.

There is an 'objectively reasonable' legal test that goes into the Camping TPM 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.

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:

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

1. Approve Ordinance #2023-02.
2. Direct staff to make additional changes and approve Ordinance #2023-02.
3. Do not approve Ordinance #2023-02.
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 7, 2023, February 21, 2023, and March 7, 2023, and three copies of the Ordinance were available for review at City Hall. The Ordinance, when adopted, would be via emergency and go into effect immediately.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2023-02, by title only." (Voice vote)

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

"I move to approve Ordinance #2023-02." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 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.

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 of Redmond 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 14th 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
Civil Infractions	5.100 to 5.430
Civil Emergencies (repealed)	5.450 to 5.460
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 that 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 SDC Credits:
 - 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 organizations.

(***)

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 Redmond Area Parks and Recreation District ~~Central Oregon Park & Recreation District~~ personnel or those acting with the authority or permission of the Council or the Redmond Area Parks and Recreation District ~~Central Oregon Park & Recreation District~~.

Public Parks. All property owned or controlled by the City or Redmond Area Parks and Recreation District ~~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 within a provided fireplace or portable gas, gasoline, charcoal, or oil camp ~~stove or fireplace provided~~. Fires shall not be left

Exhibit A

Redmond City Code Proposed Amendments

unattended and every fire must be extinguished before its user leaves the park.

A provided fireplace or portable gas, gasoline, charcoal, or oil camp stove

Portable gas, gasoline, charcoal and oil camp stove may only be used in the parks only if it is found to be in safe operating condition and only if operated in a safe manner.

- C. No person shall camp as defined in Section 5.705, except as allowed pursuant to in areas 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 first obtaining any applicable the appropriate a permits or business license.
- F. No person shall litter, ~~in the parks.~~ bring, or dispose of 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 and maintenance of public facilities.
- I. No persons shall use a device to amplify sound unless done so in a manner allowed by the City's Noise Ordinance, or otherwise authorized by permit from the City. 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 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 an 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 to comply with 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

Exhibit A Redmond City Code Proposed Amendments

~~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.

(***)

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 is 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.

Exhibit A
Redmond City Code Proposed Amendments

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.

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 or service lines, lift-stations 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 1,000 feet of any school zone or public, private, or parochial school as defined by 18 USC § 921(a)(25) & (26).
 - F. Within 1,000 feet of any certified or registered child care facility or preschool recorded program as defined in ORS 329A.250, as amended.
 - G. 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 from 7:00 a.m. until 9:00 p.m.
3. Store personal property, including camp facilities and camp paraphernalia, on any Public Property from 7:00 a.m. until 9:00 p.m.
4. Knowingly leave personal property unattended on Public Property from 7:00 a.m. until 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.

Exhibit A
Redmond City Code Proposed Amendments

- 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.
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:

Exhibit A

Redmond City Code Proposed Amendments

- 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 and operable.
- 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 or within vehicles unless contained in a Recreational Vehicle (RV) currently titled and registered with the State of Oregon Department of Motor Vehicles.
- 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

(***)

Exhibit A Redmond City Code Proposed Amendments

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, rights-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, or is either uninsured or not registered in Oregon.

(***)

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 US 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.

Exhibit A
Redmond City Code Proposed Amendments

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~~
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 S~~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 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.

Exhibit A
Redmond City Code Proposed Amendments

- 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 unremoved 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.

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 and 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.

Exhibit A
Redmond City Code Proposed Amendments

6.168 Prohibited parking in public parking lots, and enforcement. 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 within 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.
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 Ppolice Oofficer 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~~ 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.

Exhibit A Redmond City Code Proposed Amendments

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

(***)

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 is subject to Section 5.700 et seq. (Camping Regulations).

(***)

//End//

From: [Michelle McDevitt Broker](#)
To: [Public Testimony](#)
Subject: Public Testimony for Potential Amendments City Code Chapters 4, 5, 6 and 7
Date: Tuesday, February 28, 2023 12:42:07 PM

[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.

Dear City Council --

I am writing regarding Agenda Item VIII on the Feb 28th City Council meeting--

(Ordinance #2023-02 - An Ordinance amending the Redmond City Code Chapters 4, 5, 6 and 7 regulating camping on public property)

Public Testimony --

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

- 1) Provide consistency for Law Enforcement, School Administration, Community Members and the Unhoused. Which will align with Gun free zones, Drug free zones, and dispensaries which specify the distance of 1000 feet as they define and regulate illegal activity in a "school zone".
- 2) Help keep schools and parks SAFE, where children can travel to and from schools, and play safely without being subject to biohazards, human waste, and drug paraphernalia.

Thank you for your time.
Michelle McDevitt





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: March 14, 2023
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Linda Cline, Housing Program Analyst
SUBJECT: Purchase Agreement for the Cinder Pit Property in the Amount of \$240,000 plus Closing Costs

Report in Brief:

This item requests that City Council authorize staff to enter into a Purchase and Sale Agreement with Deschutes County for the acquisition of 8.35 acres for \$240,000. The subject property (commonly referred to as the Cinder Pit) is located across SW 31st Street from Redmond Memorial Cemetery, Tax Lot #151329BB00300.

Background:

Redmond accepted entitlement status from the federal Housing and Community Development (HUD) Community Development Block Grant (CDBG) program in 2013. As an entitlement community, Redmond receives an annual allocation of approximately \$237,000 each year to provide decent housing, a suitable living environment, and expand economic opportunities, principally for people of low- and moderate-income.

In December 2022, the City received a letter from HUD indicating that the City needed to invest the funds held in the CDBG credit line to remain in compliance with program guidelines. The line of credit had grown because the City had several projects that came in under budget, combined with program income received from the repayments from a downpayment assistance program from several years prior. HUD has given the City until May 2, 2023, to reduce the line of credit, or funds will need to be returned to HUD.

The Cinder Pit property is currently owned by Deschutes County and they have offered to sell it to the City. The City's Housing and Community Development Committee (HCDC) recommends the creation of owner-occupied moderate-income and workforce housing on this site, consistent with the surrounding neighborhood and current zoning.

The CDBG program, as the funding source for this purchase, requires that at least half of the units constructed provide housing for those living at or below 80% of the Area Median Income (AMI), based on household size. HUD has determined that 80% AMI for a family of 4 in our community is \$71,900 annually, or the equivalent of \$34.37/hourly. Examples of career fields that are often at or below 80% AMI in Central Oregon include education, social work, retail management, and construction laborer. Many retirees also have income at or below this threshold. Translation, 80% AMI could afford a house priced at ~ \$300K or \$1,608 in rent a month

The CDBG program also requires that a government agency or nonprofit organization lead the development of the site. If purchased, the City would post a Request for Proposals (RFP) to select a nonprofit as the master developer, and HCDC members would participate in the selection process.

Discussion:

HCDC has discussed interest in purchasing the Cinder Pit site since spring of 2022 after the City's Parks Committee did not express interest in exploring opportunities as a viable park. This action would support both the City Council and HCDC's goal of supporting affordable housing.

Due diligence on the property has been performed through the completion of a Phase 1 Environmental Assessment and a Preliminary Geotechnical Evaluation in December 2021. HUD required an additional Environmental Review. Both the Phase 1 Assessment and Geotechnical Evaluation suggest the property is developable with minimal improvements or risks. Moreover, the site is adjacent to the city's cemetery on the east and the western portion of the Cinder Pit property is undevelopable, creating a natural buffer from some adjacent residences.

To inform the public of this proposal, staff posted frequently asked questions on the City's website, sent letters to neighbors within 250 feet outlining the concept, and HCDC hosted a public information meeting on March 8, 2023. Two comments were received via email and twenty-two community members came to the public information meeting. Exhibit A contains all written comments received and submitted by neighbors.

Fiscal Impact:

CDBG funding will be used to pay the purchase price of \$240,000 and closing costs. This item will have no effect on the City's General Fund.

Alternative Courses of Action:

1. Approve the \$240,000 purchase of the Cinder Pit property.
2. Do not approve the purchase.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to approve the purchase of the Cinder Pit property (tax lot # 151329BB00300), in the amount of \$240,000 plus closing costs, and authorize the City Manager to sign the necessary purchase and sale documents."

Neighborhood Comments and Questions

Cinder Pit Property Acquisition

For Housing Development

Comment Cards from Information Meeting 3/8/2023

1. Is an EIS req'd? (deer, quail, rabbits, etc.)
2. House prices no lower than those on Xero Av.
3. Who will own and maintain unbuildable areas?
4. How will the city maintain the gravel slopes? People will climb the gravel slopes and change the slope angle, causing gravel to sluff off and destroy my fence. Believe gravel slopes is a real problem!

-- R. Ouchida

What are specifics of the 31st St improvements?

- Will it extend to Xero Ave?
- Will it be widened? Parking?
- How long will it take?

-- J. Coyner

Wildlife concerns, Traffic

Why not make it park like the Dry Canyon?

I am not for this.

-- L. Brant

- I am concerned that this type of housing will devalue our property.
- I am concerned for the wildlife that live there.
- I'm concerned about the slope and children climbing the rock areas which is very dangerous.
Will there be fencing to alleviate that?

-- P. Burgess

Would that lower our home value of our property?

Would there be a protective fencing so people can't come up the hill to our cul-de-sac?

-- C. Costa

How will this effect the value of the homes on top? What about noise of construction? Solid rock. Hammering all day long.

-- C. Haase

To augment my letter [email, page 2], I wish to clarify and perhaps amplify another possible option for my lot. It, being in R-2 zone qualifies by its size, (~1 ac), as a (4) four lot sub divide. Provided services were available, I could design and have engineered four separate, aesthetically pleasing single family homes with an attached ADU each. They would be designed to meet the demographic of the Cinder Pit project. Result - 8 mid income homes. I was very impressed with the presentation and the examples of the homes and am in support of the project and its mission.

Please feel free to contact me if you or any of your project partners wish to discuss or have any questions.

-- E. Spencer

Emails Received

Greetings Linda. My wife and I own the property directly south and adjoining to the Cinder Pit, (3201 SW Xero St.) so we are very interested in attending this meeting. When we purchased the property, we had anticipated building our retirement home there as many from my family have relocated to the area. We are both wary and excited about the proposal. A large housing development so close to our lot could potentially result in much more traffic and noise. I reviewed your examples of the type of homes considered and they look very nice on the surface, however, I also know that every project has an evolution, and I would be concerned if this one devolved into low income apartments or something of that nature. Our lot is zoned R2 and would support 4 lots and is quite valuable as it currently sits. However, it may be of more value to the City as part of the overall development plan. In either event we shall keep our options open. Please contact me if you have any questions or wish to comment on this communication.

-- E. Spencer

Unfortunately my husband and I will not be able to attend the meeting tomorrow. We will both be at work until after it has ended, trying to keep up with the cost of living in central Oregon is now more than a full time job.

My concern for development in the cinder pit stems more from the fact that it will decrease the solitude of the cemetery. It is already unfortunate to have mourners gathered while children are playing in the play ground, both for the children and those gathered for grave side services. Adding additional housing will only make each burial less of a private gathering and more of a spectacle. Currently, and partly due to the proximity to the abundant apartment complexes going in across from Ridgeview the cemetery has become a dog park. Perhaps developing the Cinder Pit into a dog park instead of housing would prevent so many people's pets from doing their business on graves and still keep some semblance of solitude for the Cemetery?

Most likely this will proceed no matter what public input is. If this is to happen I hope that you will not cram these homes tightly in on one another, and will try to respect that the neighborhood is older and established with larger lot sizes, and this is why people have chosen to live in it. It truly makes it "live-able". To lose that would be a shame.

-- R. Hall

The meeting last night was informative but also raised other questions. We would like to start by reviewing the Block Grant regarding the cinder pit. Can you send that to me or tell me where I might find it?

-- L. Werhane



CINDER PIT PROPERTY ACQUISITION

For Housing Development



THE SITE

- 8.35 acres
- ~5 buildable acres
- Owned by Deschutes Co.
- Phase 1 Environmental Site Assessment and Preliminary Geotechnical Evaluation completed





FUNDING THE \$240,000 PURCHASE

CDBG PROJECT PRINCIPLES



ELIGIBILITY

Must fit Redmond's 5-year CDBG Consolidated Plan.
"Support Low- and Moderate-Income Housing Production"



GOVERNMENT OR NONPROFIT

Project must be undertaken by a government agency or nonprofit entity



TIMELINESS

Project must be complete within 5 years of when the City receives the funding.
June 2027



INCOME REQUIREMENTS

**AT LEAST HALF THE PROJECT MUST
SERVE THOSE AT 80% AMI OR LESS**

AMI=Area Median Income
adjusted for household size

For a family of 4, 80% AMI:

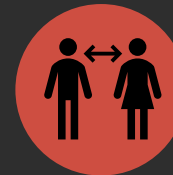
- \$71,900 in annual income
- \$34.37/hr



TEACHERS



NURSES



SOCIAL WORKERS



RETAIL MANAGEMENT



SUPPORTING THE DREAM OF HOME- OWNERSHIP



COTTAGES

Korazon is a KOR Land Trust cottage development in Bend. All units were built to be carbon-neutral and landscaped as a pollinator's garden.



SINGLE FAMILY

Northwest Cottages by Habitat for Humanity come in a range of sizes to fit the needs of individuals to larger families. These homes are in Bend.



TOWNHOMES

Quince Townhomes by Habitat for Humanity are in the north end of Redmond. Ten families realized their dreams here in 2022.



SELECTING A DEVELOPER

THE PROCESS

01

City will post a Request for Proposals (RFP) for a Master Developer

02

Applicants must be nonprofit organizations

03

HCDC members will participate in the selection of the Master Developer



QUESTIONS?



RDM

TERMINAL EXPANSION UPDATE

REDMOND CITY COUNCIL
MARCH 14, 2023

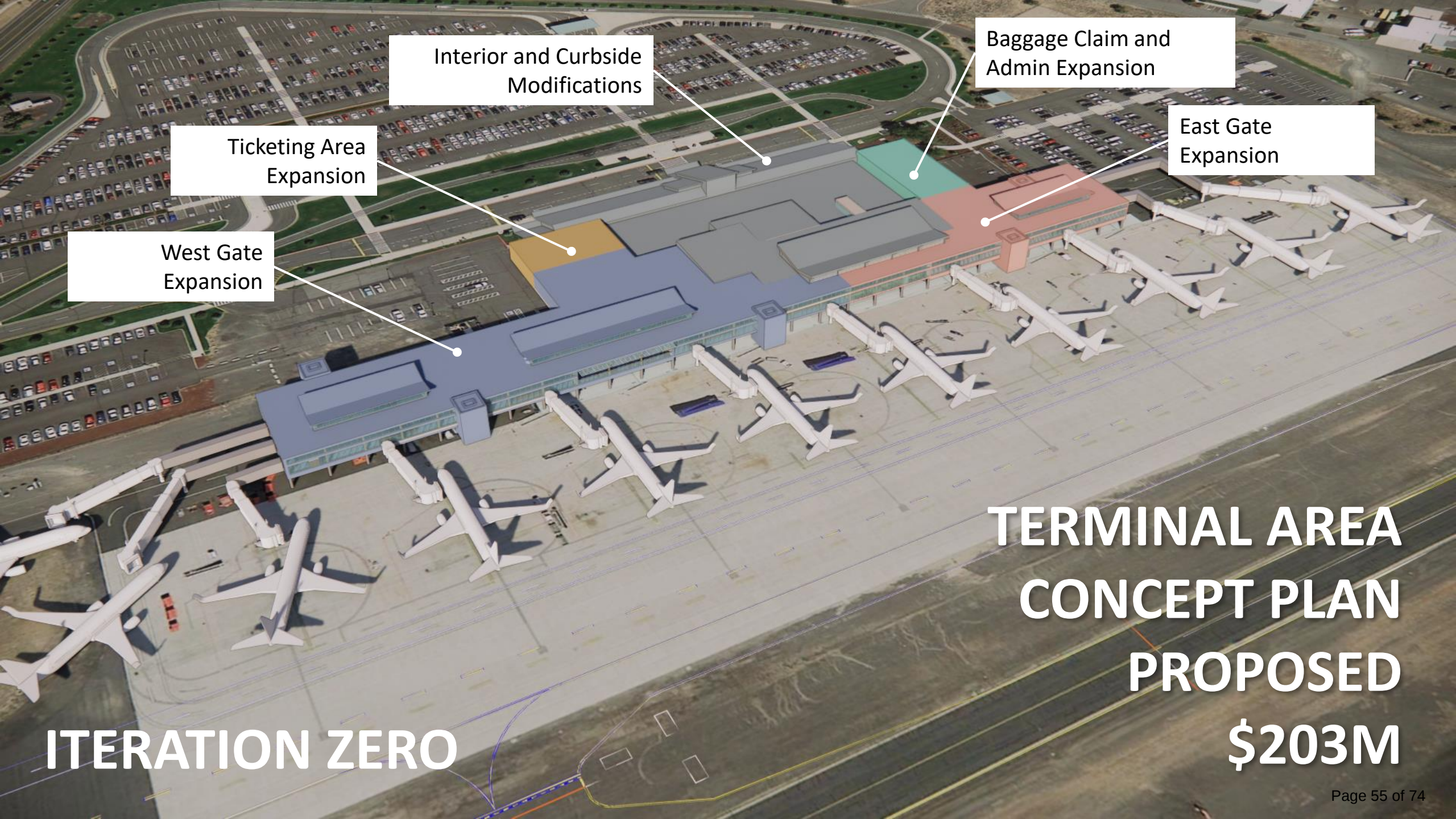


TERMINAL EXPANSION



DESIGN AND CONSTRUCTION TIMELINE





Interior and Curbside
Modifications

Baggage Claim and
Admin Expansion

East Gate
Expansion

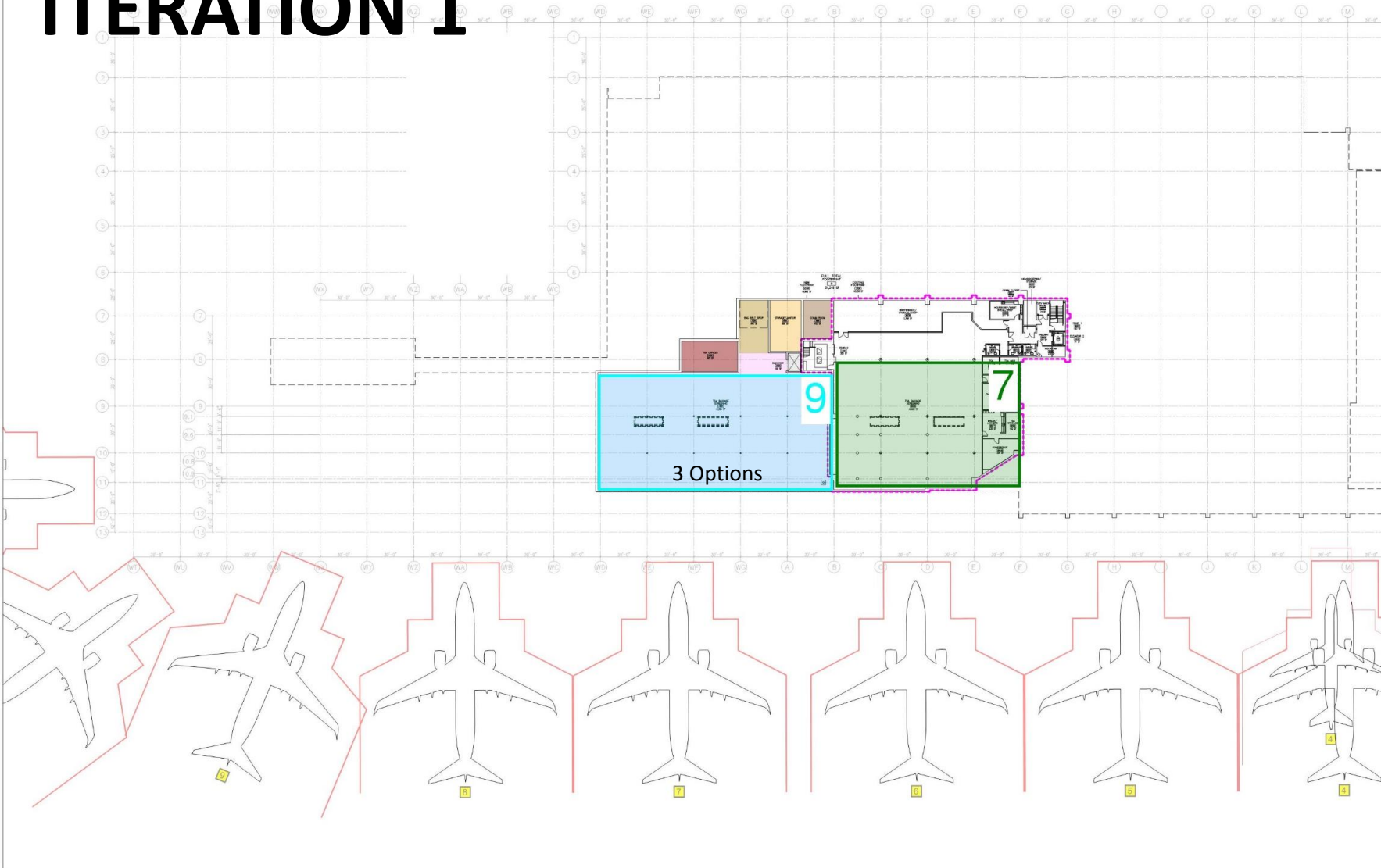
Ticketing Area
Expansion

West Gate
Expansion

**TERMINAL AREA
CONCEPT PLAN
PROPOSED
\$203M**

ITERATION ZERO

ITERATION 1



Basement

Baggage Screening and Baggage Make-Up Alternatives

Option 1: Full Area 9 Excavation (Double the CBIS in basement and Make-Up Area)

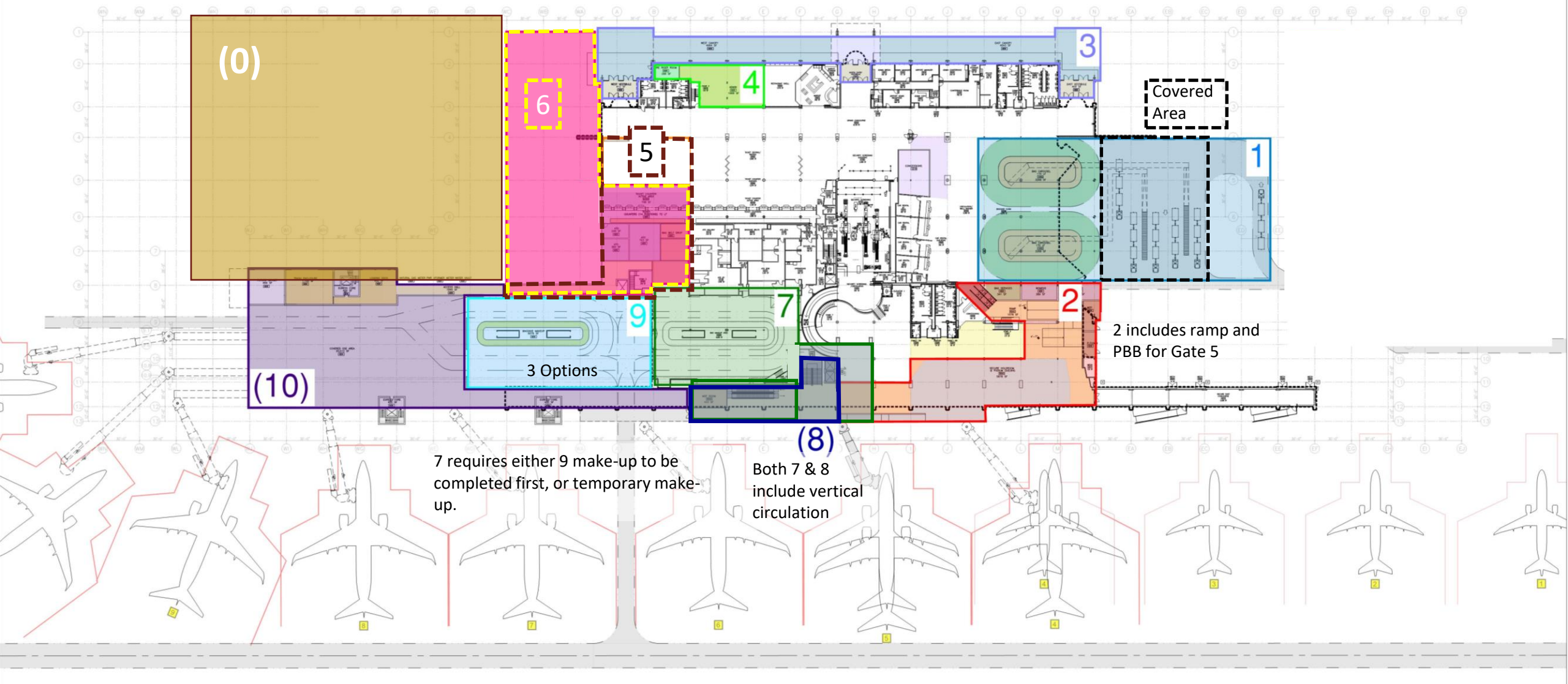
- Fully excavate and build basement area 9 (BNP to layout new system to ensure adequate space)
- See AREA 9 SEQUENCING DIAGRAMS
- Build new make-up area directly atop new excavated area

Option 2: Right Size Area 9 Excavation (increase CBIS in basement, Double Make-Up)

- Excavate basement to the size needed to accommodate planning horizon baggage screening requirements (BNP to lay out)
- See AREA 9 SEQUENCING DIAGRAMS
- Build make-up area atop CBIS expansion and extend to the west the full size of area 9 shown

Option 3: No Area 9 Excavation (CBIS increase at Level 1 only, properly sized new Make-Up)

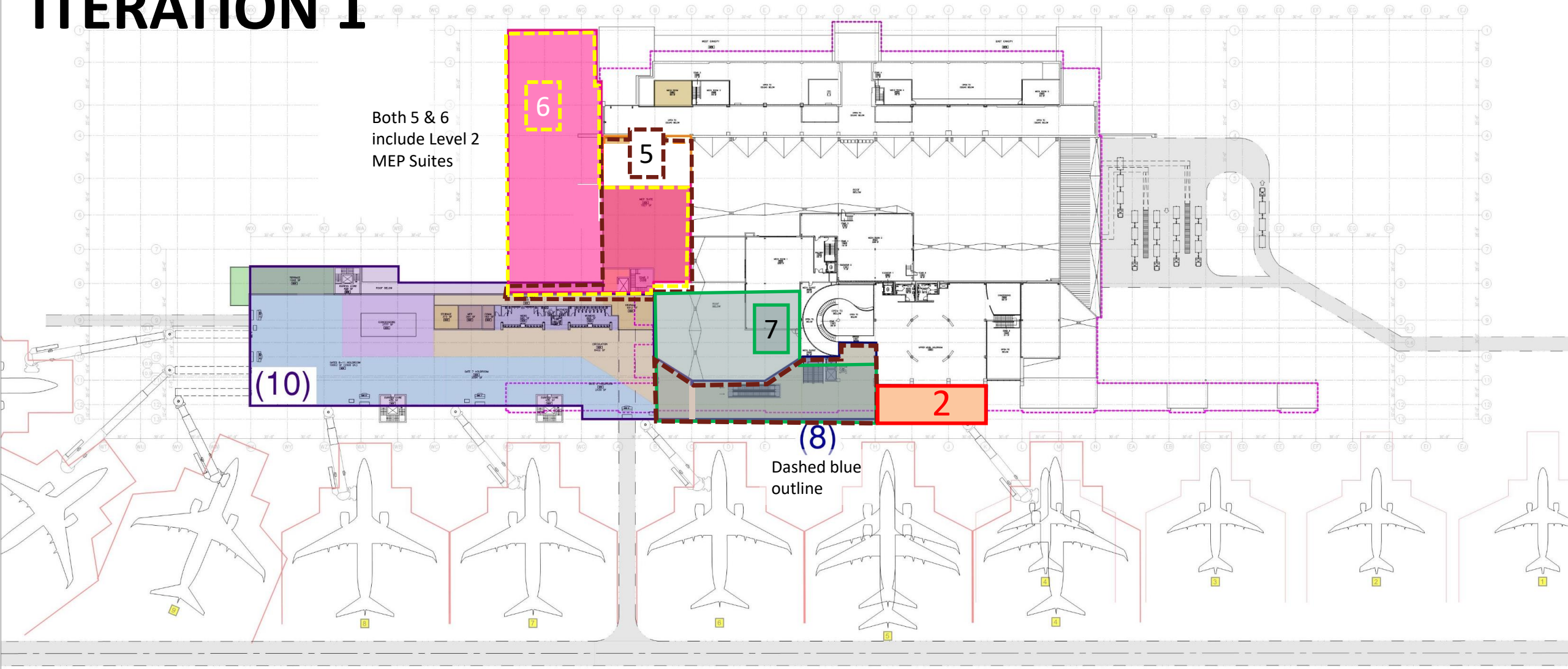
- Identify required space at Level 1 within east side of area 7 that is needed for the future expansion of CBIS (BNP to lay out)
- Build new makeup area at the size needed to accommodate planning horizons (essentially the size of 7 and 9 shown)
- Portion of new make-up would need to be built first, so that existing makeup can be dismantled to accommodate CBIS enlargement. This would need to be done sequentially to allow operations to be continuously maintained
- This results in a two level CBIS configuration so we would need to know (from BNP) how this is best configured



Apron Level

ITERATION 1

ITERATION 1



Upper Level

		ITERATION 1								
Program Area Designation		0	1	2	EITHER / OR 3.2 (W/5, 4.2)	EITHER / OR 4.2 (W/ 5, 3.2)	EITHER/OR 5 (W 3.2, 4.2)	7	EITHER/OR 9.1	REQUIRED 10
		Program Area 0 - Site and Civil	Program Area 1 - Baggage Claim and Drop Off	Program Area 2 - Lower Level Holdroom/Ramp/ Gate 5 Access	Program Area 3.2 - Front Canopy (Central Utility Area Relocated PS#5)	Program Area 4.2 - Interior Landside Concession Area Remodel (Central Utility Area Relocated PA#5)	Program Area 5 - Central Utility Plant Relocation and Build Out (relocated PA#3.2, PA#4.2)	Program Area 7 - Existing Make-Up Area (Build Over Make-Up B2) either/or with PA#8	Program Area 9.1 - (EXCAVATE) New Make Up Area and Basement CBIS	Program Area 10 - Upper Level West Departure Lounge Space
	Marked Up Construction Range LOW	\$4,673,644	\$10,057,800	\$9,741,431	\$4,003,572	\$699,799	\$11,243,260	\$14,274,350	\$33,816,364	\$55,256,739
	Marked Up Construction Range HIGH	\$5,244,910	\$11,287,179	\$10,932,139	\$4,492,934	\$903,124	\$12,617,538	\$16,019,103	\$37,949,783	\$62,010,844
	Soft Costs (Design, Mgmt, etc)	\$855,523	\$1,841,108	\$1,783,195	\$732,865	\$147,313	\$2,058,109	\$2,612,929	\$6,190,177	\$10,114,896
	TOTAL PROGRAM AREA COST									
	LOW	\$5,529,167	\$11,898,908	\$11,524,627	\$4,736,437	\$847,112	\$13,301,369	\$16,887,116	\$40,006,541	\$65,371,635
	HIGH	\$6,100,433	\$13,128,286	\$12,715,335	\$5,225,799	\$1,050,437	\$14,675,647	\$18,631,869	\$44,139,961	\$72,125,740
Scenario 1 - MODIFIED		x	x	x	x	x	x	x	x	x
Excavation for CBIS (9.1)	Construction Range LOW	\$143,766,961								
Build Around Make-up (8)	Construction Range HIGH	\$161,457,555								
Bag Claim	Soft Costs (Design, Mgmt, etc)	\$26,336,115								
Relocate Central Plant (5)										
Front Canopy (3.2)										
Front Concession Area (4.2)	TOTAL PROGRAM AREA COST									
Updated area 2 (incl PBB)	LOW	\$170,102,912								
	HIGH	\$187,793,507								
AVERAGE MARKED UP CONSTRUCTION (BETWEEN LOW AND HIGH)		\$152,612,258								
ADJUSTMENTS (include 53% mark ups)										
Area 9.1 - minimize BHS mods (no TSA involvement, stand alone system)		(\$24,327,000)	\$128,285,258							
New ticketing belt and conenction to CBIS (\$980k)		\$1,499,400	\$129,784,658							
Replace existing MU and modify the feed (\$820k)		\$1,254,600	\$131,039,258							
New western MU device and feed (\$1.48M)		\$2,264,400	\$133,303,658							
Temporary screening in area 5 (\$1.1M)		\$1,683,000	\$134,986,658							
Rework basement to facilitate stand alone option (\$1.88M)		\$2,876,400	\$137,863,058							
Area 10- reduce footprint and remove some PBBs										
Remove area at \$645/sf (WX-WA 9000 sf)		(\$8,881,650)	\$128,981,408							
Four total PBB: 2 in area 2, 2 in area 10		(\$9,792,000)	\$119,189,408							
Remove fixed walkways off west side		(\$1,392,300)	\$117,797,108							
Apron level departure lounge in 10 (3000sf at \$226.17/sf = \$678,510)		\$1,038,120	\$118,835,228							
Remove all Baggage Claim Improvements		(\$10,672,490)	\$108,162,739							

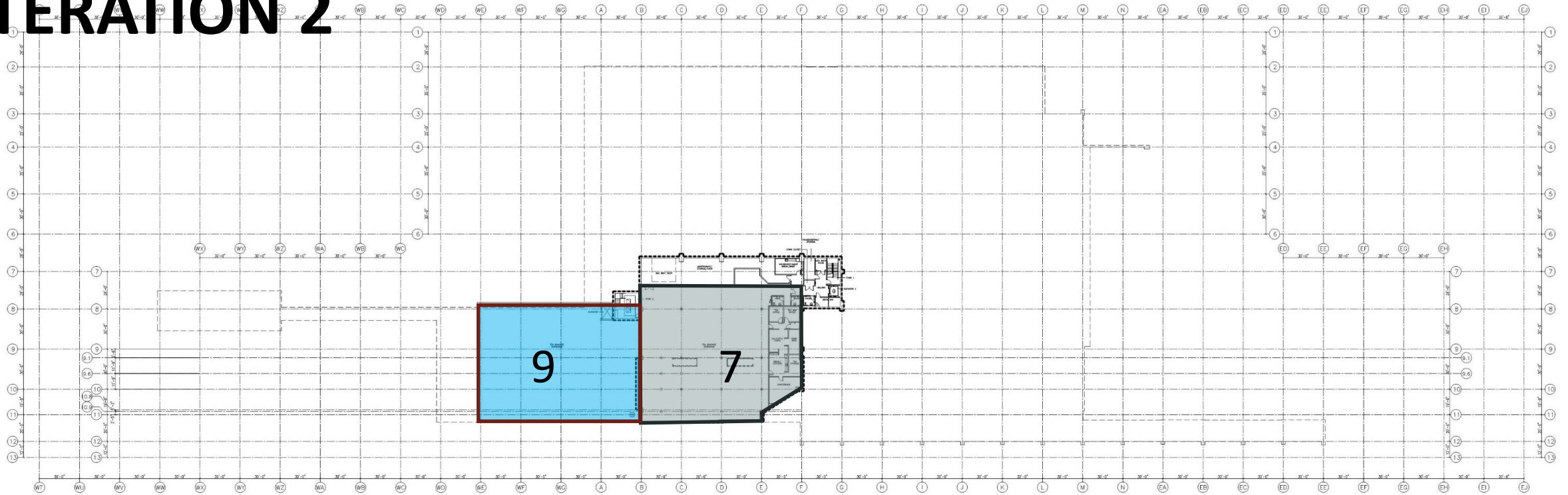
Iteration 1:

Total Cost Low: \$170,102,912

Total Cost High: \$187,793,507

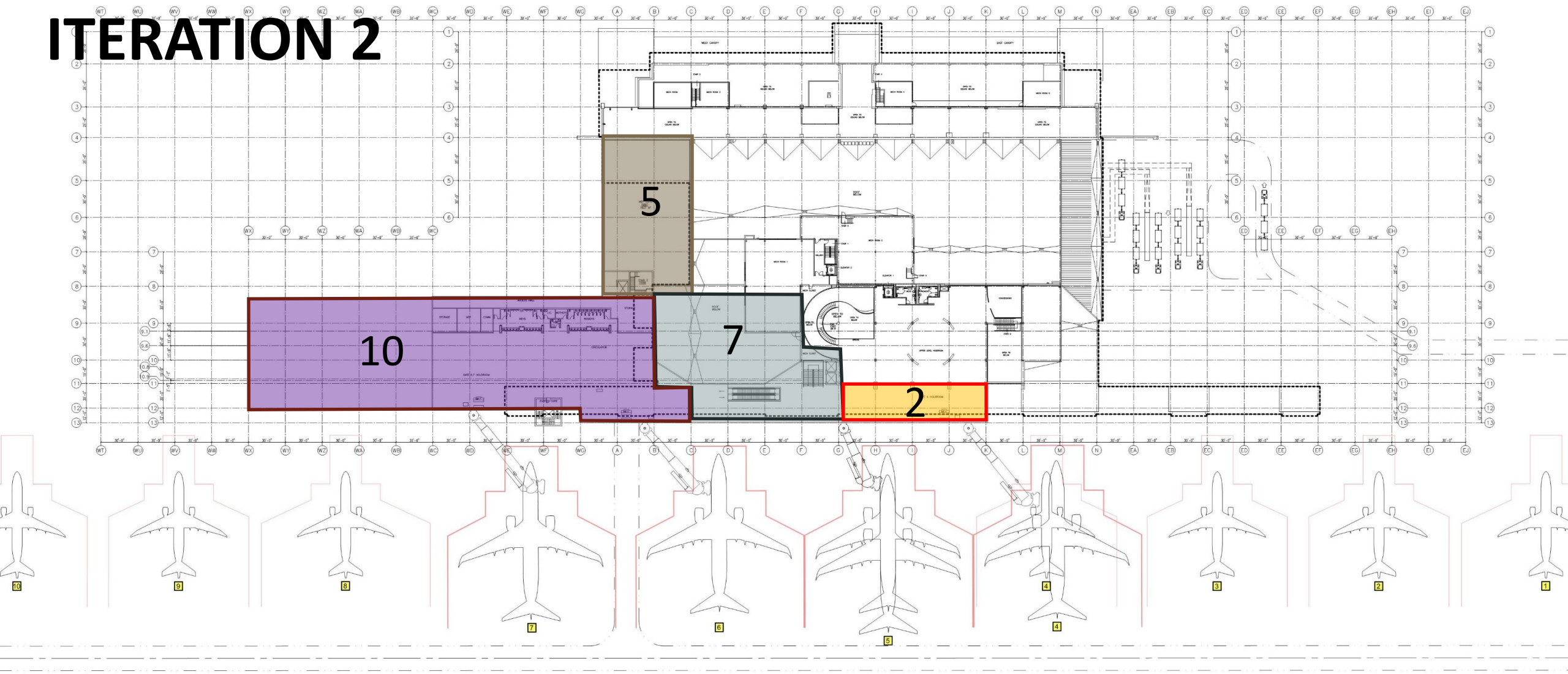
Page 59 of 74

ITERATION 2



Basement

ITERATION 2



Upper Level

	Program Area Designation	0	2	4(modified)	5	7	9	10
ITERATION 2		Program Area 0 - Site and Civil	Program Area 2 - Lower Level Holdroom/Ramp/Gate 5 Access	fire riser rooms modificatiosm omlly	Program Area 5 - Central Utility Plant Relocation and Build Out	Program Area 7 - Existing Make-Up Area (Build Over Make-Up)	Program Area 9.1 - (EXCAVATE) New Make Up Area and Basement CBIS	Program Area 10 - Upper Level West Departure Lounge Space
	Marked Up Construction Range LOW	\$4,673,644	\$9,741,431	\$430,677	\$11,243,260	\$14,274,350	\$33,816,364	\$55,256,739
	Marked Up Construction Range HIGH	\$5,244,910	\$10,932,139	\$555,803	\$12,617,538	\$16,019,103	\$37,949,783	\$62,010,844
	Soft Costs (Design, Mgmt, etc)	\$855,523	\$1,783,195	\$90,660	\$2,058,109	\$2,612,929	\$6,190,177	\$10,114,896
	TOTAL PROGRAM AREA COST							
	LOW	\$5,529,167	\$11,524,627					\$65,371,635
	HIGH	\$6,100,433	\$12,715,335					\$72,125,740
Scenario 2 - MODIFIED		x	x					x
Excavation for CBIS	Program Cost Range LOW	\$153,141,791						
Build Over Make-Up	Program Cost Range HIGH	\$169,035,448						
No Bag Claim								
No Front Canopy/Vestibules								
Only Fire Riser in landside conc.								
Site and Civil work to the west								
Full build of West Holdrooms								
AVERAGE PROGRAM COSTS (BETWEEN LOW AND HIGH)		\$161,088,619						
ADJUSTMENTS (include avg 62% mark ups & 28% soft costs)								
Area 9.1 - minimize BHS mods (no TSA involvement, stand alone system)		(\$30,210,000)	\$130,878,619					
New ticketing belt and conenction to CBIS (\$980k)		\$1,862,000	\$132,740,619					
Replace existing MU and modify the feed (\$820k)		\$1,558,000	\$134,298,619					
New western MU device and feed (\$1.48M)		\$2,812,000	\$137,110,619					
Temporary screening in area 5 (\$1.1M)		\$2,090,000	\$139,200,619					
Rework basement to facilitate stand alone option (\$1.88M)		\$3,572,000	\$142,772,619					

Iteration 2:

Total Cost Low: \$153,141,791
Total Cost High: \$169,035,446

w/ Adjustments Phase 1 Est:
\$142,772,619

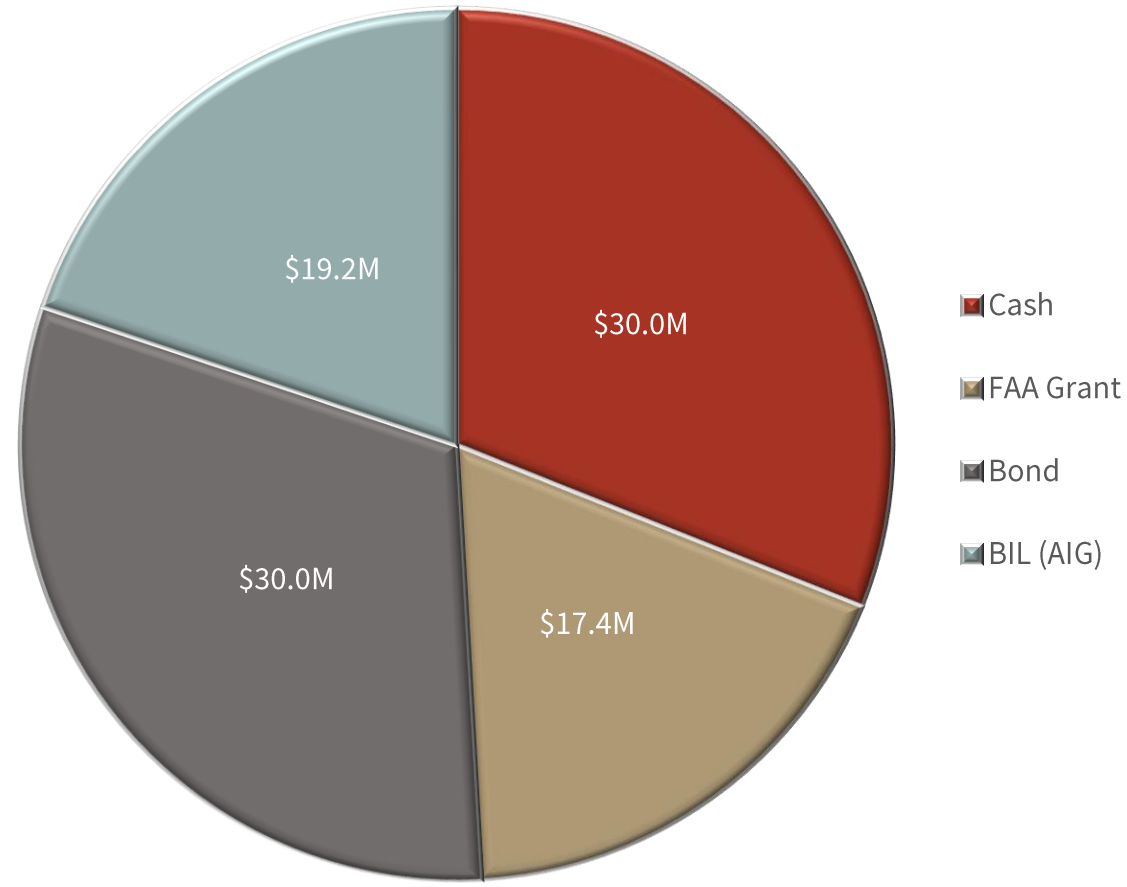
Page 63 of 74



AVAILABLE FUNDS

**CURRENTLY \$96.6M
AVAILABLE TOWARDS
TERMINAL EXPANSION**

Available Funds

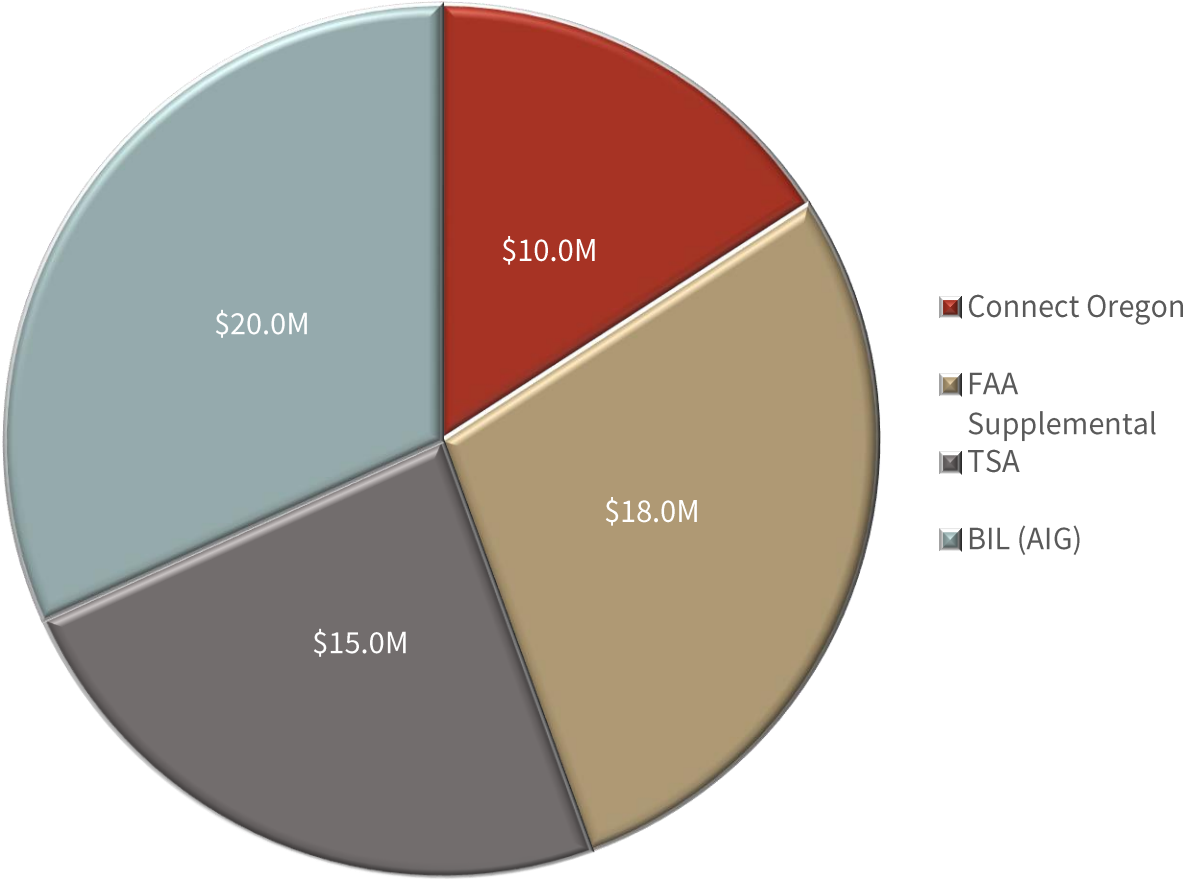




REQUESTED FUNDS

CURRENTLY \$63.0M
FUNDS RDM IS IN
COMPETITION FOR
(UNKNOWN)

Requested Funds





RDM

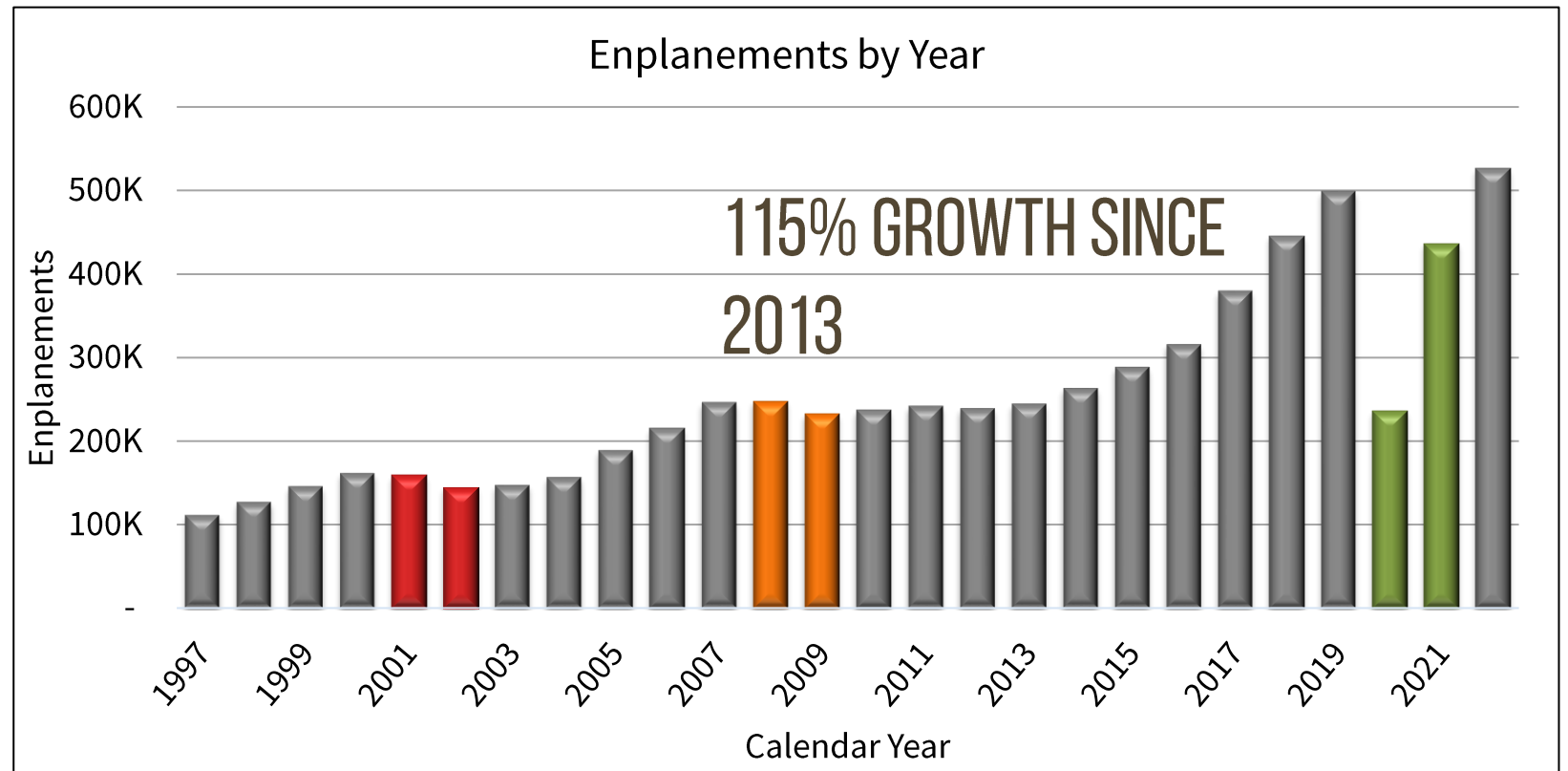
AIRPORT PARKING FEE DISCUSSION



PASSENGERS

1M

OVER ONE MILLION PASSENGERS IN 2022

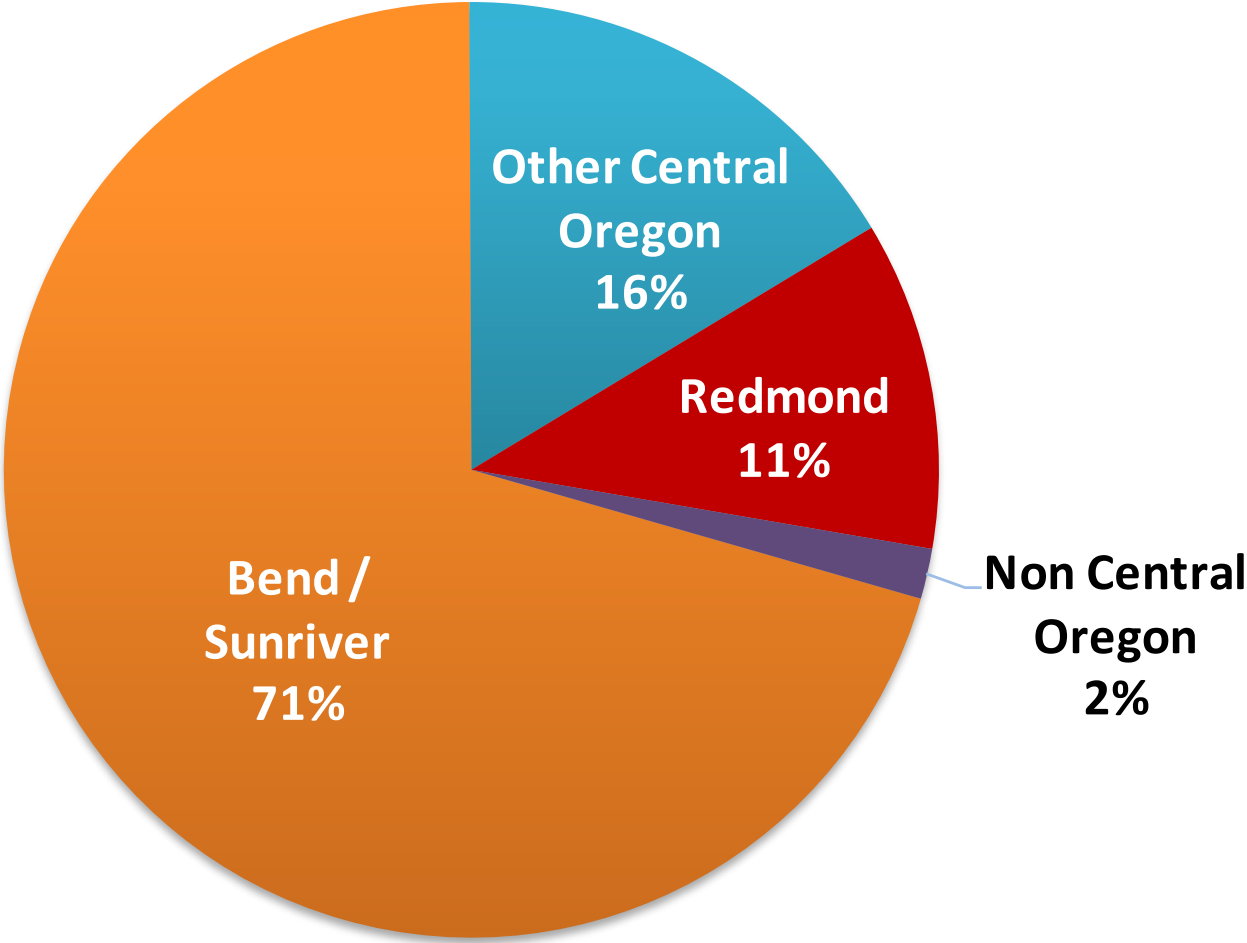


* Colored bars represent impacts from 9/11 (red), The Great Recession (orange), & the COVID-19 pandemic (green)



WHO WE SERVE

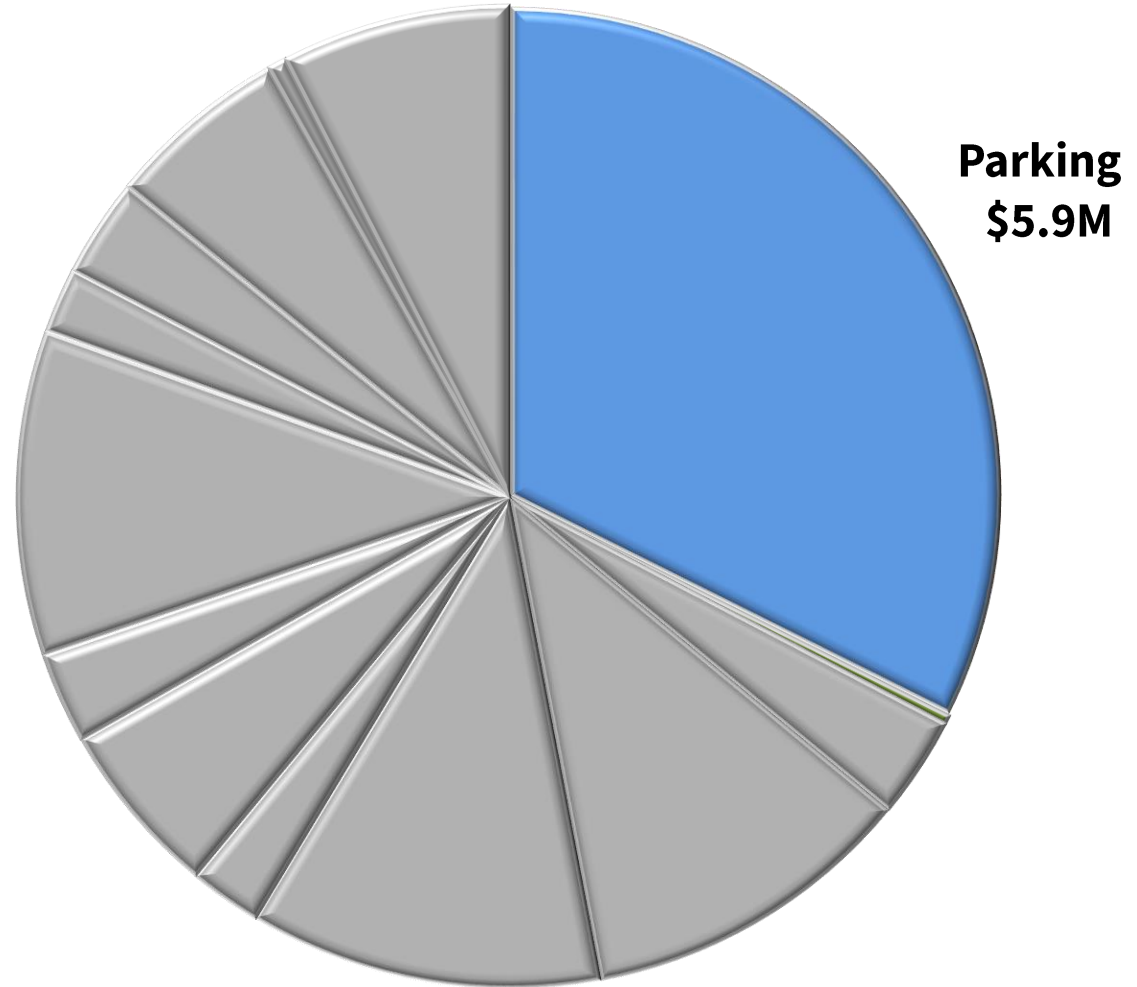
RDM Passengers





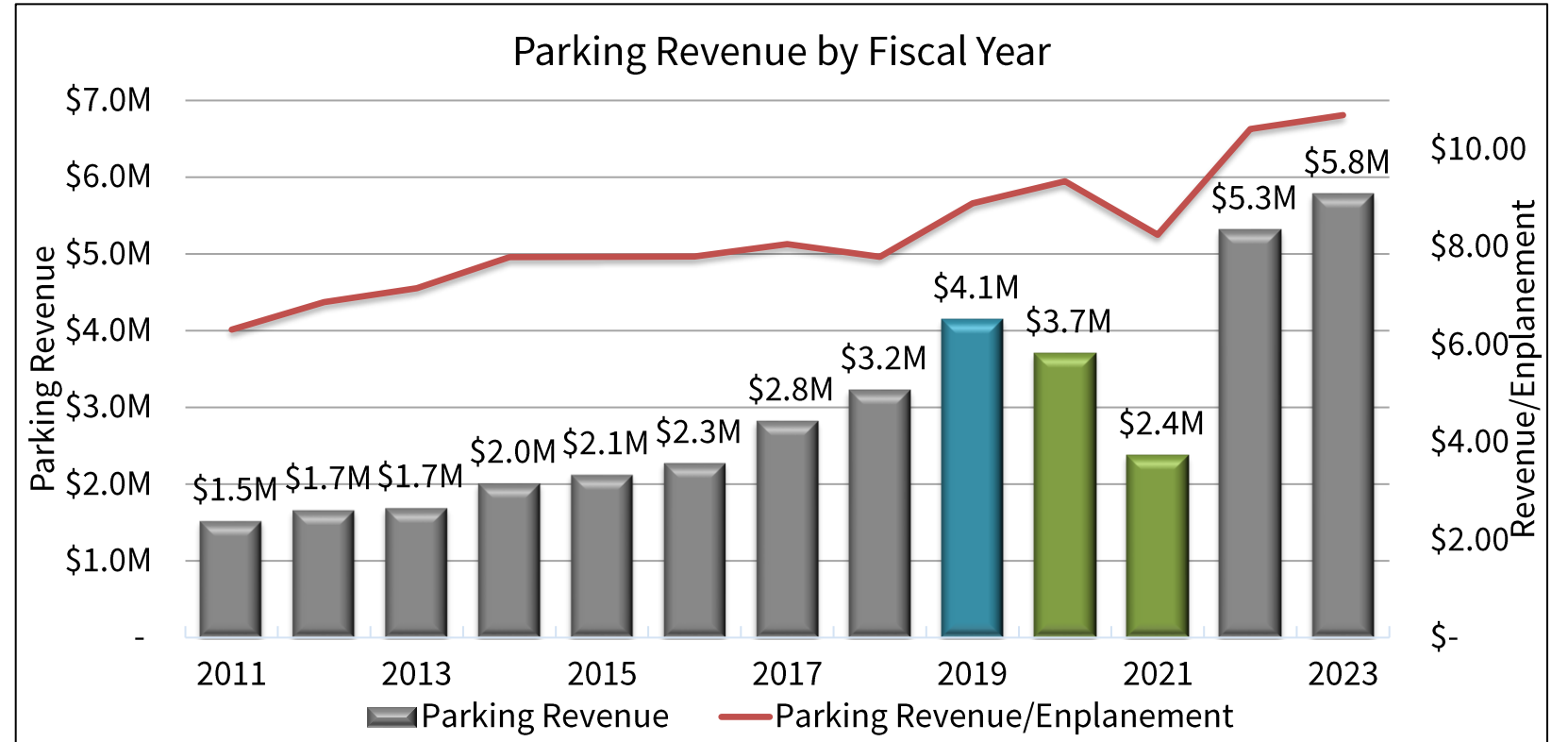
**PARKING FEES MAKE
UP 1/3 OF ALL
OPERATING REVENUES**

AIRPORT OPERATING REVENUES





PARKING



* Colored bars represent impacts of increased parking rates (blue) & the COVID-19 pandemic (green)

REGIONAL AIRPORT PARKING RATE COMPARISONS

	2021 Enplanements	Five-Year Enplanement Growth	Daily Parking Rate
Seattle	17,430,195	-20.4%	\$42.00
Portland	5,759,879	-57.5%	\$30.00
Boise	1,809,000	10.47%	\$24.00
Spokane	1,589,110	0.98%	\$11.00
Eugene	566,111	17.15%	\$27.00
Medford	437,079	8.87%	\$15.00
Redmond	422,214	37.75%	\$15.00
Tri-Cities	347,438	-7.18%	\$13.00
Bellingham	160,160	-61.43%	\$14.00

REVENUE IMPACT

Daily Rate	FY24 Proj. Revenue	New Revenue
\$15	\$5,917,901	\$-
\$16	\$6,282,838	\$364,937
\$17	\$6,647,775	\$729,874
\$18	\$7,012,712	\$1,094,812
\$19	\$7,377,649	\$1,459,749
\$20	\$7,742,587	\$1,824,686
\$21	\$8,107,524	\$2,189,623
\$22	\$8,472,461	\$2,554,560
\$23	\$8,837,398	\$2,919,498
\$24	\$9,202,335	\$3,284,435
\$25	\$9,567,273	\$3,649,372



PARKING — REVENUE IMPACT

SLIDE / 21

- **ADDITIONAL FACILITIES & OPS STAFF NEEDED**
 - AN ESTIMATED SIX SUPPORT EMPLOYEES NEEDED OVER THE NEXT FIVE YEARS
- **INCREASED DEBT CAPACITY**
 - TERMINAL PROJECT EST. AT \$142M FOR PHASE 1



DISCUSSION & QUESTIONS?