



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 May 26, 2026 Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon Wedding
Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

MAY 26, 2026

REGULAR MEETING AGENDA

6:00 PM

- I. CALL TO ORDER / ESTABLISH A QUORUM**
- II. BLESSING - Pastor Jason Reeves, Redmond Heights Pentecostals**
- III. PLEDGE OF ALLEGIANCE**
- IV. CITY ANNOUNCEMENTS**
- V. CONSENT AGENDA**
 - A. Minutes of March 24, 2026, Council Meeting
 - B. June Recognitions
- VI. PRESENTATIONS**
 - A. Solid Waste Services Update from Republic Services
- VII. BID AWARDS / BID REJECTIONS**
 - A. Award Five-year, On-Call Material Testing Services Contracts to Wallace Group Inc. and Carlson Testing Inc.: Up to \$750,000 per contract.
 - B. Safe Routes to School at Sage Elementary Project Bid Award to T-Line Construction LLC, Project #TR2407: \$149,604
 - C. Non-Exclusive Food and Beverage Concession Lease and Operating Agreement for Redmond Municipal Airport Bid Award to Tailwind Hospitality, Inc.
- VIII. PUBLIC HEARINGS**
 - A. Ordinance #2026-06: An ordinance concerning the vacation portions of HF Jones Road located east of SW Canal Boulevard and south of SW Yew Avenue.
 - B. Ordinance #2026-05: An ordinance concerning the vacation of a portion of NW Spruce Avenue located west of Northwest Way.
 - C. Ordinance #2026-07: An Ordinance Adding an Article for Annexations and Amending Various Sections of the Redmond City Code, Chapter 8 (Development Code).

IX. ORDINANCES

In accordance with the City of Redmond Charter, an ordinance takes effect 30 days after its enactment except when a later effective date is specified in the ordinance; when the ordinance contains an emergency clause, it takes effective immediately.

- A. Ordinance #2026-04: An Ordinance amending the Redmond City Code Chapter 5, increasing the maximum number of microshelters allowed on Safe Parking sites.

X. ACTION ITEMS

- A. Resolution #2026-10: A Resolution authorizing the initiation of the potential acquisitions of property interests, including through the use of Eminent Domain if necessary, for a City Capital Improvement Project, and directing staff to complete appraisals, issue required notices, and present findings to City Council before any Condemnation action.
- B. Resolution #2026-09: A Resolution authorizing the City of Redmond to apply for a Local Government Grant from the Oregon Parks and Recreation Department for the development of the Downtown Ice Rink and Park Project and authorizing the City Manager to sign the application.

XI. COMMENTS FROM CITIZENS AT THE MEETING

Citizen comments are limited to three (3) minutes per person and will be accepted for a period of 30 minutes. Comments should be focused on City of Redmond business. Attendees are asked to refrain from interrupting, calling-out, or cheering during citizen comments.

- A. Written Testimony from Catherine Caudle
- B. Written Testimony from George Endicott

XII. CITY MANAGER COMMENTS

XIII. COUNCIL COMMENTS

XIV. MAYOR'S COMMENTS

XV. ADJOURN

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

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

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

**Redmond City Council
Regular Meeting Minutes**

March 24, 2026

Council Chambers & Remote Video Conferencing
<https://www.redmondoregon.gov/government/city-council>

Present: Clifford Evelyn, Ed Fitch, John Nielsen, Jay Patrick, Shannon Wedding, Cat Zwicker

Excused: Kathryn Osborne

Staff Present: City Manager Keith Witcosky, Deputy City Manager Steve Ashworth, Deputy City Recorder Kayla Duddy, City Attorney Keith Leitz, Deputy City Manager/Chief Financial Officer Jason Neff, Communications Director Heather Cassaro, Finance Director James Wood, Network Administrator Christian Armatas, Police Captain Steven Lopez, Planning Director Kyle Roberts, Principal Engineer Jake Sherman, Billings & Collections Manager Valerie Taylor, Special Projects and Natural Resource Program Manager Maria Ramirez

Media Present: None

EXECUTIVE SESSION

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

Mayor Fitch convened the Council into Executive Session at 5:30 p.m. and adjourned Executive Session at 5:49 p.m.

CALL TO ORDER/ESTABLISH A QUORUM

Mayor Fitch called the meeting to order at 5:59 p.m.

PLEDGE OF ALLEGIANCE

Councilor Patrick led the Pledge of Allegiance.

CITY ANNOUNCEMENTS

A. Status of 4th of July Fireworks Contract for the 250th Celebration

City Manager Keith Witcosky reported on the 250th celebration fireworks.

Mayor Fitch listed other events included in the celebration.

B. Tourism and Lodging Committee - Appointment of Jeff Curtis, term expiring December 31, 2027

Councilor Zwicker moved, seconded by Councilor Evelyn, to appoint Jeff Curtis to the Tourism and Lodging Committee, the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-yes, Wedding-yes, Zwicker-yes)

The City Council proceeded to Item D.

C. March 16, 2026, City Council Meeting Items Follow-Up: Housing Accountability Production Office Discussion; Desert Rise; E-bike survey

Item C was addressed after Presentations.

City staff, City Council, Deschutes County staff, Redmond Economic Development Director Steve Curley, Medline Renewal Vice President of Operations Steve Bettis, and Basalite Concrete Products Operations Manager Allister Schwarzenburger discussed the worsening crimes, safety issues and behavioral

problems at the homeless encampments on the Desert Rise property and the City's efforts to relocate the encampments.

Mayor Fitch suggested that the City work with Deschutes County to implement rules and regulations for trash and Porta Potties. The City Council supported moving forward with the Desert Rise relocation as planned.

Mr. Witcosky provided updates on upcoming Code amendments that were flagged by the Housing Accountability Production Office and the City's online poll regarding e-bikes in parks.

The Council proceeded to Bid Awards/Bid Rejections at this time.

D. Eastside Arterial/Veteran's Way Detour Plan

This item was addressed immediately following Item B.

Principal Engineer Jake Sherman presented the detour plan for the Veteran's Way roundabout construction, describing road closure details and a temporary road to be constructed off Lake Road.

CONSENT AGENDA

- A. Minutes of January 27, 2026, Council Meeting**
- B. Juniper Golf Course Driving Range Improvement Contract Award to Bar Seven A: \$204,043**
- C. Independent Cost Estimating Contract Amendment #1 with Consor North America Inc. for the Eastside Arterial Project: TR2403: \$25,027**
- D. April Recognitions**

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

PRESENTATIONS

A. Deschutes County Recycling Pilot Program

Deschutes County Solid Waste Director Tim Brownell presented details on the State-funded Contamination Reduction Pilot Program under the Recycling Modernization Act.

B. 2026 Legislative Session Review from Doug Riggs

Central Oregon Cities Organization (COCO) Legislative Advocate Doug Riggs reviewed the 2026 legislative session, highlighting COCOs' priorities, key accomplishments, and funding challenges.

The Council proceeded to City Announcements Item C at this time.

BID AWARDS / BID REJECTIONS

A. Contract Award to Taylor NW for Northpoint Vista Pump Station \$682,850.05

This item was addressed immediately following City Announcements Item C.

Deputy City Manager Steve Ashworth presented an overview of the contract for the Northpoint Vista Pump Station, noting that the City received two responsive bids, with Taylor Northwest as the low bidder coming in below the engineer's estimate of \$750,000.

Councilor Zwicker moved, seconded by Councilor Nielsen, to award a contract to Taylor Northwest LLC for the construction of the Northpoint Vista Pump Station in the amount of \$682,850.05 and authorize the City Manager to sign the contract, the motion passed. (Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-absent, Patrick-yes, Wedding-yes, Zwicker-yes)

COMMENTS FROM CITIZENS AT THE MEETING

Boys and Girls Clubs of Central Oregon CEO Michael Baker announced plans to establish a program in the City of Redmond.

Redmond resident James Cook commented on homeless services at the Desert Rise encampment.

Oasis and Jericho Road Board Chair Eleanor Bessonette offered to partner with the City on the Desert Rise encampment relocation efforts.

CITY MANAGER COMMENTS

There were no City Manager comments.

COUNCIL COMMENTS

Councilor Nielsen requested information on the methodology of the e-bike poll and reported on deployed military personnel.

Councilor Zwicker reported on homelessness service providers.

Councilor Patrick reported on the Transportation Safety Administration Agents at the Redmond airport.

MAYOR'S COMMENTS

Mayor Fitch reported on the Bicycle and Pedestrian Advisory Committee minutes.

ADJOURNMENT

The meeting adjourned at 7:29 pm.

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

APPROVED by the City Council and SIGNED by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

RECOGNITIONS

The City Council recognizes the following events in our community:

- **Redmond Manufacturing Day** – June 12, 2026
- **National Child's Day** – June 14, 2026
- **Flag Day** – June 14, 2026 & **National Flag Week** – June 14-20, 2026
- **Juneteenth** – June 19, 2026
- **Father's Day** – June 21, 2026
- **Immigrant Heritage Month** – June 2026
- **Pride Month** – June 2026
- **National PTSD Awareness Month** – June 2026
- **National Homeownership Month** – June 2026



2025 End of Year Report

Redmond, Oregon

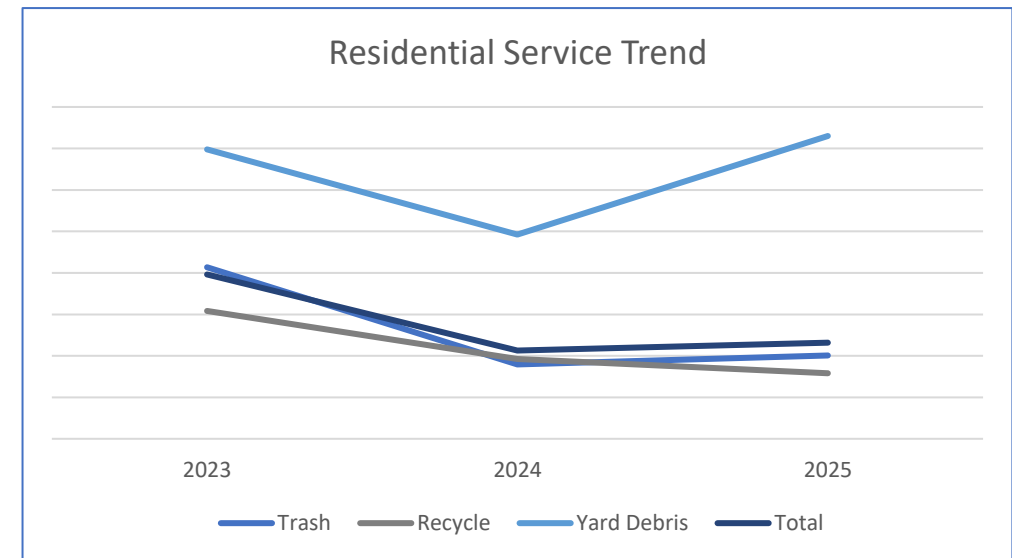
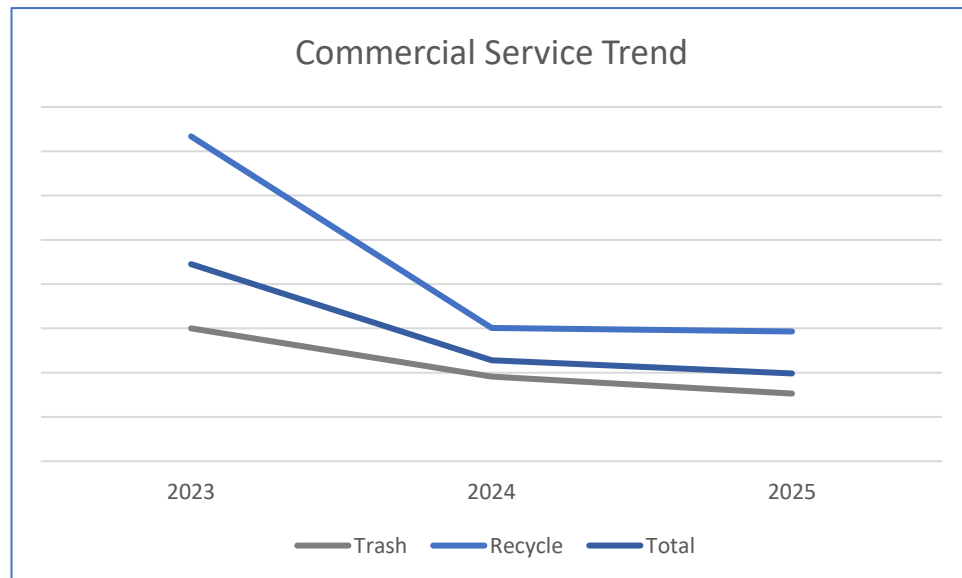
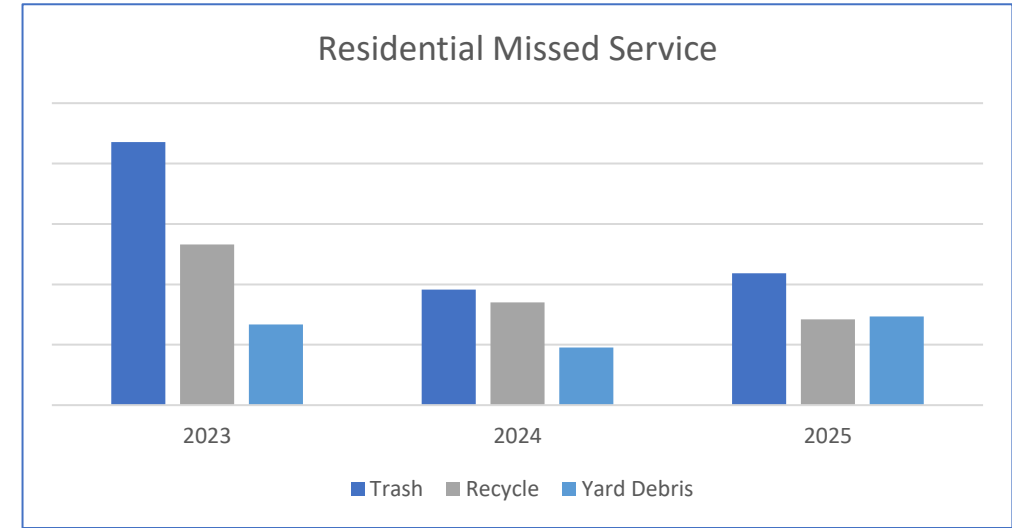
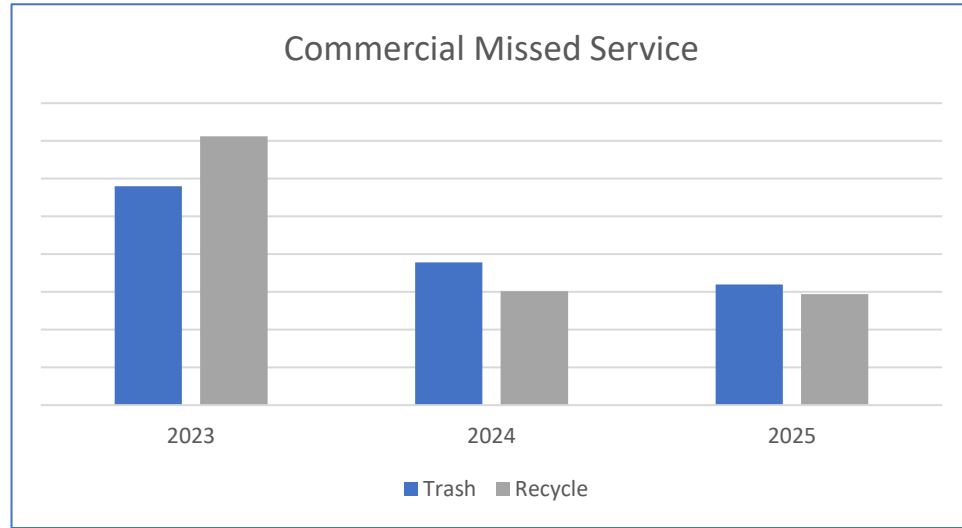


Franchise Overview

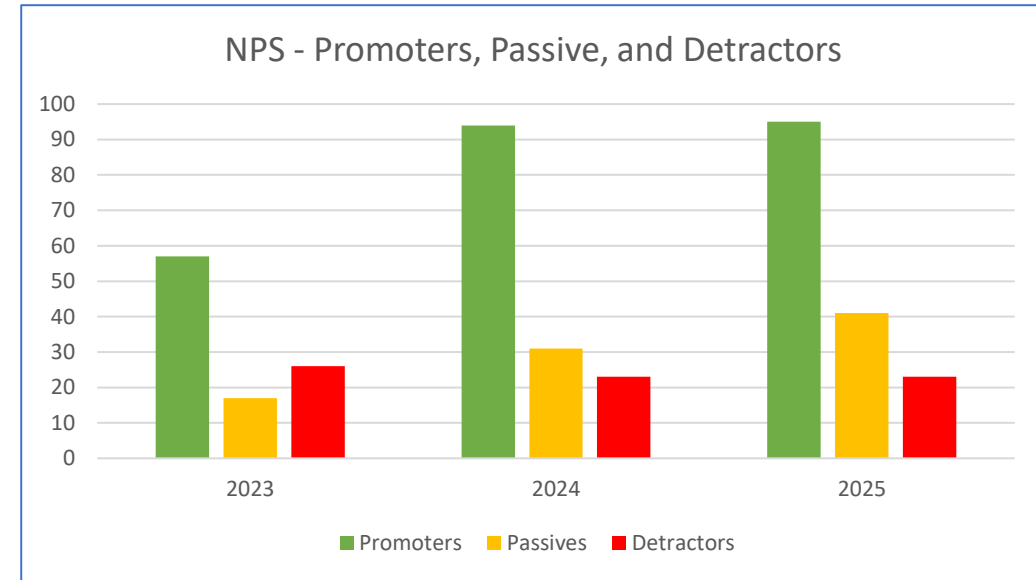
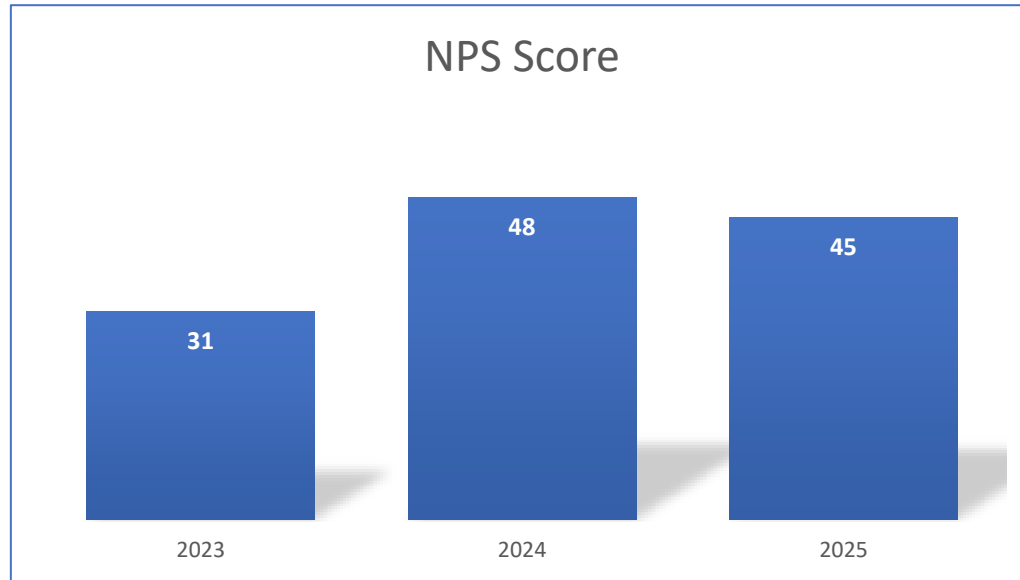
- Franchise Agreement under ORS459 – Contract expires 2032
- Exclusive right to collect and haul residential and commercial:
 - Trash
 - Recycling
 - Yard Debris + Food Waste (subscription service)
 - Food Waste (commercial)
- Franchise Fees paid to City of Redmond: 7%



Service Results

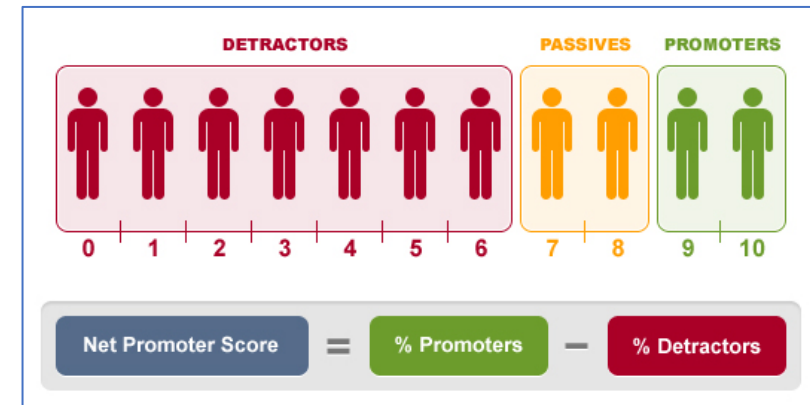


Customer Feedback: NPS Survey Results



NPS can range from **-100** to **+100**

Meaning that any positive score indicates the relationship is generally more positive than negative



Financial Results and Proforma

Category	2024 Results (000's)	2025 Results (000's)	2026 Proforma (000's)	Change from 2025 (000's)	% Change
Total Revenue	\$8,813	\$9,776	\$10,742	\$965	10%
Total Operating Expenses	7,007	\$7,269	\$8,019	\$749	10%
Total General and Administrative Expenses	\$1,135	\$1,201	\$1,286	\$84	7%
Total Franchise Fees and Taxes	\$655	\$729	\$802	\$72	10%
Total Cost of Operations	\$8,798	\$9,200	\$9,305	\$104	1%
Total Franchise Income	\$15	\$575	\$634	\$59	10%
Contract Margin Performance	.2%	5.9%	5.9%		

Proforma Approach:

- General CPI-U: 3.1%
- Fuel reduction: -2.2%
- Disposal
 - MSW: 12.5% at \$10/ton 1H of year and 5.3% at \$5/ton Increase 2H of year, 8.9% full year impact
 - Organics: \$2/yard increase
- Wages: 3% increase

Rate Increase Request: 8%

Financial Information

Year	Year-end Contract Performance
2024	0.2%
2025	5.9%
Projected 2026	5.9%

Year	Rate Increase
2024	3.0%
2025	3.9%
Requested 2026	8%

Year	65gal Container Cost
2024	\$26.13
2025	\$27.15
Projected 2026	\$29.32



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STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Leitz, City Attorney
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Lindsey Crowsigt, Assistant City Engineer
SUBJECT: Award Five-year, On-Call Material Testing Services Contracts to Wallace Group Inc. and Carlson Testing Inc.: Up to \$750,000 per contract.

Report in Brief:

This item requests the City Council approve two on-call materials testing service contracts, in the amount \$150,000 each annually, totaling \$750,000 each over five years, with Wallace Group Inc. and Carlson Testing Inc. Each contract will be for an initial duration of three years, with the option of two (2), one-year extensions, for a total of five (5) years. Task orders will be approved and executed prior to work occurring. The maximum contract value for both awards combined is \$1,500,000.

Background:

The Engineering Division of the Public Works Department is responsible for inspecting private and public construction projects throughout the city and ensuring that public improvements are built per City of Redmond Standards and Specifications. Inspections include compaction testing, concrete testing, asphalt mix analysis, laboratory testing, geotechnical engineering verifications, quality assurance and quality control, and other inspections that are best suited for a third-party tester.

The qualified consultants will provide on-call materials testing services for select Capital Improvement Projects (CIPs), portions of CIPs, and/or private development construction projects that begin construction after June 2026.

Discussion:

A request for qualifications was issued for on-call construction inspection services, which closed on April 30, 2026. Three firms responded, including Wallace Group Inc, Carlson Testing Inc, and PSI.

A selection committee evaluated each proposal and selected two firms for award, including Wallace Group Inc. and Carlson Testing Inc. The notice of intent to award was posted on May 12, 2026.

The selected firms are located within Central Oregon and have extensive experience with materials testing. Staff recommends a contract award to each firm.

Fiscal Impact:

Task orders will be approved and executed for each project. The amount of each Task Order will be based on the scope of services provided and is generally anticipated to be in the range of \$10,000 to \$100,000 each. Cumulative task orders shall not exceed \$750,000 for each firm over a period of five years. The maximum contract value for both awards combined is \$1,500,000.

Task orders will either be charged to Inspection Services within the Engineering Fund or to individual CIP project budgets. This scope is included in the Fiscal Year 2026/2027 approved budget within the Engineering Fund for work specific to private development construction projects. Materials Testing Services for CIP projects are included within the budget for each project.

The procurement was made through Redmond City Code 2.406 & ORS 279C.335.

Alternative Courses of Action:

1. Authorize the City Manager to sign both on-call contracts with the selected firms.
2. Do not authorize the City Manager to enter into one, or both, of these contracts.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to award two separate on-call contracts with Wallace Group and Carlson Testing in the amount of up to \$750,000 per contract for the duration of up to five years, and authorize the City Manager to sign the contracts."



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STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Jake Sherman, Principal Engineer
SUBJECT: Safe Routes to School at Sage Elementary Project Bid Award to T-Line Construction LLC, Project #TR2407: \$149,604

Report in Brief:

This item requests the City Council award a \$149,604 contract to T-Line Construction LLC to construct the Safe Routes to School at Sage Elementary project.

Background:

The City was awarded funding through the Oregon Department of Transportation’s (ODOT) 2025 Safe Routes to School grant program to enhance pedestrian safety near Sage Elementary School. The project includes installing two new pedestrian crossings, including a primary crossing directly in front of the school with Rectangular Rapid Flashing Beacons (RRFBs), constructing pedestrian refuge islands, updating signage and pavement striping, and removing the existing crosswalk near SW 31st Street.

Design for the project began in early 2026 by Hickman, Williams & Associates and was completed in time to allow for construction during the summer months, when school is not in session. This schedule minimizes disruption to students and supports safe and efficient project delivery.

Discussion:

The City publicly procured construction services per the Oregon Revised Statutes Section 279C.335 and the Redmond City Code 2.406.

Four (4) bids were received and publicly opened on May 6, 2026. The bids were reviewed and the lowest bid from T-Line Construction LLC in the amount of \$149,604.00 was deemed responsible. The Engineer's Estimate was \$126,000 and the bids received are within the reasonable expected range for this work.

All received bids are provided below:

Contractor	Bid Amount
T-Line Construction, LLC	\$149,604.00
United Electric LLC dba Bull Mountain Construction	\$149,719.00
Aaken Corporation	\$182,470.85
Cascade Civil Corp	\$183,185.00

A Notice of Intent to Award was issued on May 11, 2026, and the public was given seven (7) days to protest. No protests were received.

If awarded by the City Council, construction is anticipated to begin in June 2026, with anticipated completion in August 2026.

Fiscal Impact:

This project is included in the City's 5-Year Capital Improvement Program for a total of \$140,000 within the Transportation Capital Fund, with \$60,000 funded by the ODOT Safe Routes to School grant. The project is included in the adopted Fiscal Year (FY) 2025/2026 budget and the approved FY 2026/2027 budget.

The bid amount from T-Line Construction LLC exceeds the planned construction budget for the project by \$23,604. The additional construction budget required from this contract award can be absorbed through other project savings within the Transportation Capital Fund.

Alternative Courses of Action:

1. Award the construction contract to T-Line Construction LLC.
2. Do not award the contract.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to award the construction contract for the Safe Routes to School at Sage Elementary project to T-Line Construction LLC in the amount of \$149,604 and authorize the City Manager to sign the contract."

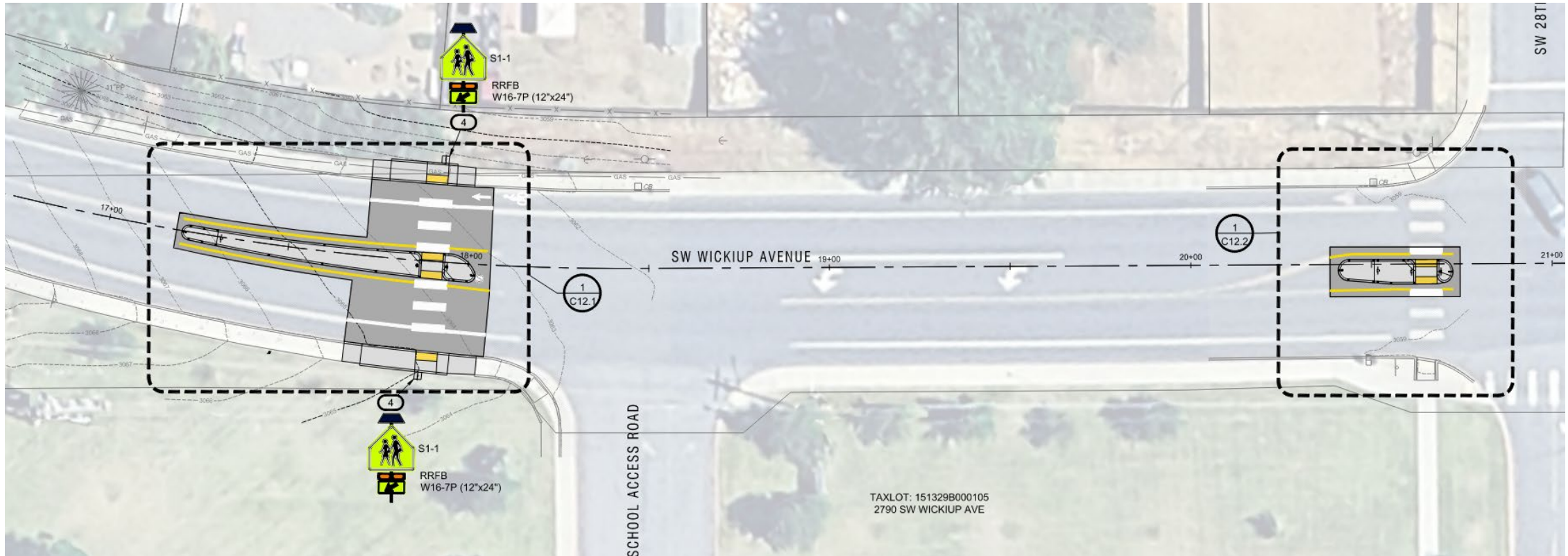


**SAFE ROUTES TO SCHOOL — SAGE ELEMENTARY CONTRACT
AWARD: T-LINE CONSTRUCTION LLC: \$149,604.00**

**REDMOND CITY COUNCIL
MAY 26, 2026**



PROJECT SCOPE



- Two new pedestrian crossings in front of Sage Elementary with rapid flashing beacons, refuge islands, updated signage, and ADA ramps



PROJECT SCHEDULE



MAY 26, 2026 – COUNCIL DATE FOR CONSTRUCTION CONTRACT
MAY 5, 2026 – BIDS OPENED
APRIL 14, 2026 – INVITATION TO BID POSTED



BIDS RECEIVED

Bidder	Amount
T-Line Construction LLC	\$149,604.00
Bull Mountain Construction	\$149,719.00
Aaken Corporation	\$182,470.85
Cascade Civil Corp	\$183,185.00

- **ENGINEER'S ESTIMATE:** \$126,000.00
- **FUNDING SOURCES:** Transportation Capital Funds, ODOT Safe Routes to School grant



QUESTIONS





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STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
FROM: Zachary Bass, Airport Director
SUBJECT: Non-Exclusive Food and Beverage Concession Lease and Operating Agreement for Redmond Municipal Airport Bid Award to Tailwind Hospitality, Inc.

Report in Brief:

This item requests the City Council (Council) authorize entering into a ten-year Non-Exclusive Lease and Operating Agreement (Contract) with Tailwind Hospitality, Inc. for Food and Beverage Concessions at Redmond Municipal Airport (RDM).

Background:

The Airport's terminal building is undergoing substantial expansion, which includes an increased footprint for food and beverage concessions programming. One new "vanilla shell" food and beverage concessions space (4,551 square feet) will be added to the existing portfolio of Airport concessions locations. Additionally, an existing location slated to become a food and beverage concessions location (665 square feet) is available for redevelopment.

On December 19, 2025, the City issued a Request for Proposals (RFP) seeking proposals from highly qualified individuals, corporations, partnerships, and other business entities for the development, management, and operation of food, beverage, and retail concessions programs at the Airport.

The RFP was on the market for approximately 15 weeks, after which the City received two (2) responsive proposals, Aviano RDM, LLC and Tailwind Hospitality, Inc.

In April 2026, a seven-member evaluation committee was formed by the Airport to review and score received proposals. Based on the RFP, the total maximum points available for each proposal was 100 points for the initial proposal, with an additional 85 points conducted for interviews/presentations, totaling a maximum total of 185 points.

Discussion:

Two (2) responsive proposals were received and reviewed by the Evaluation Committee. The committee consisted of one (1) City Councilor, two (2) Airport staff, two (2) non-Airport City staff, the City of Bend's Business Development Manager for Economic Development, and Redmond Economic Development, Inc.'s Director (REDI).

The committee met on eight (8) separate occasions to review the RFP and score each proposal based on the following published RFP criteria: (1) Organizational Structure, Background, and Experience; (2) Concepts and Design; (3) Management, Operations, and Maintenance Plan; (4) Customer Service, Marketing, and Promotions Plan; and (5) Financial Proposal and Capability.

Proposed brands that were included in the Aviano RDM, LLC proposal were: a restaurant and grab and go concession operations and a partnership with Thump Coffee, a local Bend specialty coffee roaster, bakery and café.

Proposed brands included in the Tailwind Hospitality, Inc. proposal were: Bend Brewing Company, Sparrow Bakery, Sisters Coffee and Peets Coffee Company.

At the conclusion of the initial round of RFP scoring, the Evaluation Committee selected both submitted proposals for interviews which were conducted on March 29 and 30, 2026, culminating in final scoring as follows:

Aviano RDM, LLC – 120 points out of 185 total possible points.
 Tailwind Hospitality, Inc. – 154.86 points out of 185 total possible points.

Based on the results of Evaluation Committee scoring (Proposals and Interviews/Presentations), on May 8, 2026, the City issued a Notice of Intent to Award the Non-Exclusive Food and Beverage Concession Lease and Operating Agreement in favor of Tailwind Hospitality, Inc.

On May 14, 2026, the City received a formal Protest of the City’s Notice of Intent to Award issued by the City from Aviano RDM, LLC. The City and its legal/procurement team are in the process of responding to the merits of the protest.

Fiscal Impact:

The City’s RFP contained a scored, fiscally-related component - Financial Proposal and Capability. This RFP category requested, among other factors, the proposed capital expenditure investment for the applicable food & beverage concessions spaces, minimum guaranteed monthly rent (based on actual monthly enplaned passengers) and percentage rent (based on various categories of concessions revenue). See below.

Proposer	Proposed CapEx (Buildout Investment)	Assumed Enplanement Growth (Airport Projected Growth = 2.7%)	Proposed (MRG) - Minimum Monthly Rent Guarantee (Per Enplaned Passenger)	Blended Percentage (%) Rent - Based on various categories of Food & Beverage Concession Revenue
Aviano RDM, LLC	\$ 2,200,000	10.0%	\$0.00	11%
Tailwind Hospitality, Inc.	\$ 4,700,000	2.7%	\$0.71	16%

Alternative Courses of Action:

1. Approve a ten-year, Non-Exclusive Food and Beverage Concession Lease and Operating Agreement for Redmond Municipal Airport to Tailwind Hospitality, Inc. and authorize the City Manager to sign the Contract on behalf of the City.
2. Do not approve the Non-Exclusive Food and Beverage Concession agreements.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to award a ten-year Non-Exclusive Food and Beverage Concession Lease and Operating Agreement for the Redmond Municipal Airport to Tailwind Hospitality, Inc., and authorize the City Manager or his designee to sign the Contract."



RDM Concessions Program

Food & Beverage Award

City Council
May 26, 2026

SELECTION COMMITTEE

Leif Anderson – Redmond Airport
Chuck Arnold – Redmond Urban Renewal
Zachary Bass – Redmond Airport
Steve Curley – Redmond Economic Development
Cyrus Mooney – City of Bend Business Development
John Nielsen – Redmond City Councilor
James Wood – City of Redmond Finance

- **Data Collection/Review**
- **Goals & Guidance**
- **RFP Construction**

- **Proposal Reviews**
- **Proposer Interviews**
- **Ongoing & Final Scoring**

**8 Meetings
Over 1+ Year**

RFP PROCESS



01

EXISTING CONDITIONS REPORT REVIEW

- MORE OPTIONS, FAST, AND MORNING FOCUSED

02

MARKET ANALYSIS AND CONCEPT MIX

- FOOD HALL CONCEPT

03

LEASE AND RFP DEVELOPMENT

- RFP ON THE STREET FOR 3+ MONTHS

04

RFP EVALUATION AND SELECTION

- CONTRACT, CONSTRUCTION, ETC.

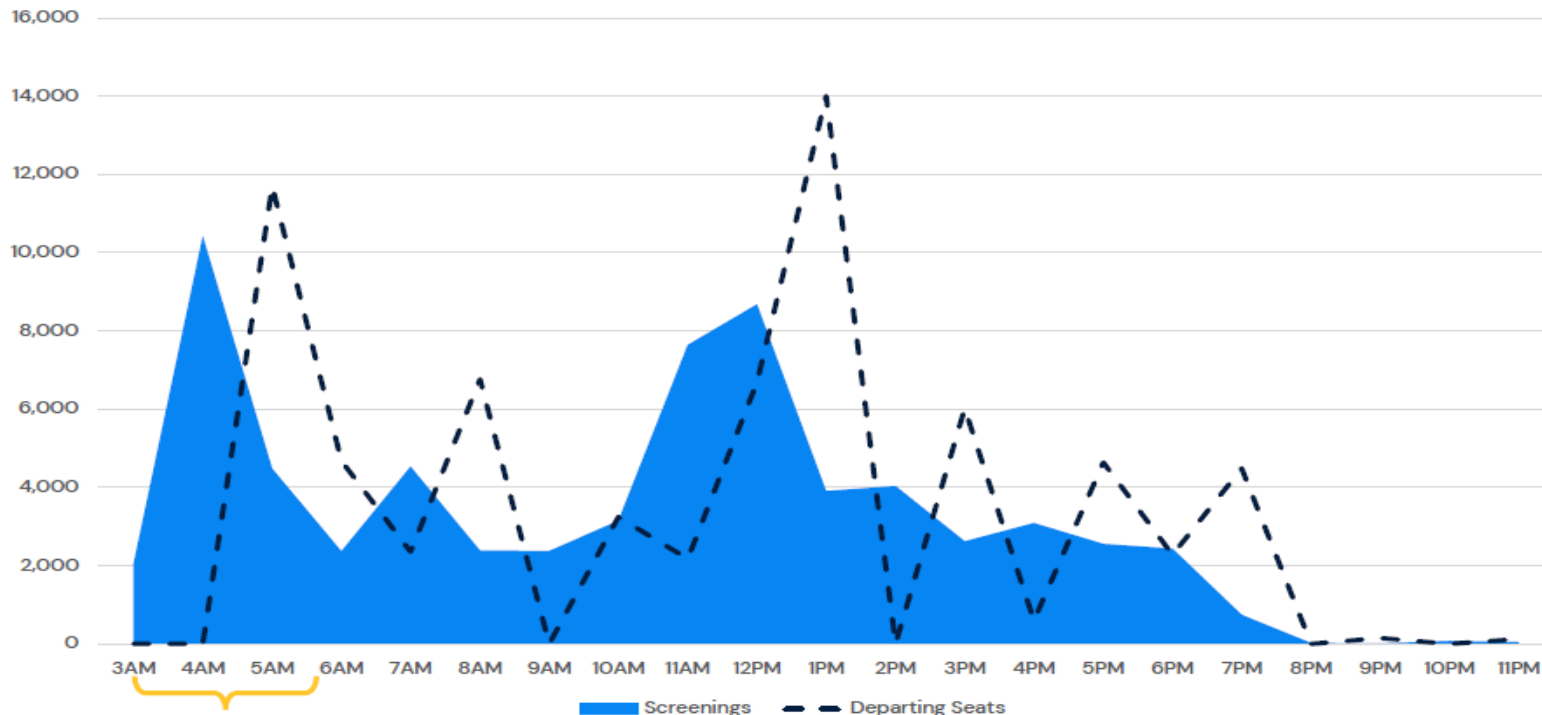
MARKET ANALYSIS

RDM EXAMPLE

Concessions should be open and have ready-to-go offerings starting at 3:00AM and stay open through at least 8:00PM **Consider technology for late departure**

About 25% of passengers go through the checkpoint before 6AM with an observed dwell time of approximately 60 minutes. This leaves passengers with only 30 minutes to eat and shop prior to when boarding begins, emphasizing the need for counter service and takeaway concepts

Security Checkpoint Throughput Compared against Departing Seats (July 2024)



The early morning push is very early and is compressed – F&B needs to have breakfast ready early and served quickly

Passengers appear to enjoy the efficiency of the airport and generally arrive an hour in advance of departure, all day long

Self-serve options should be considered to support afternoon evening operations

RFP GOALS



1

Customer Experience

Provide quality, quantity, and value to customers

Meet customer expectations by executing brand standards and comparable to the best street-side operations of national and local brands

Offer a variety of food, beverage, and retail options that have broad appeal to customers

Incorporate technology in a way that will enhance the customer experience

2

Engaged & High-Performing Partner

Demonstrate commitment to excellence, share the same vision and purpose and have clear accountability and leadership

Be nimble and responsive to airport staff, changing airline schedules, and passenger behavior

Operate in a transparent manner, sharing information that enables stakeholders to meet their goals

Be actively engaged, bringing industry-specific knowledge, local expertise, and local decision-making

3

Sense of Place

Provide restaurant and store designs that are complementary to the terminal design and reflect a sense of place through material choices

Incorporate a mix of local restaurant and retail brands

Utilize and promote locally made goods

4

Optimize Concession Revenue

Operate in a manner that delivers exceptional service to all airport users and removes any barriers to spending freely

FOOD HALL CONCEPT

**Food halls offer
passengers
variety and
speed, and
operational
efficiencies.**



PUBLIC OUTREACH



OPEN HOUSE & PREPROPOSAL MEETINGS



52 COMPANIES



140 + PARTICIPANTS



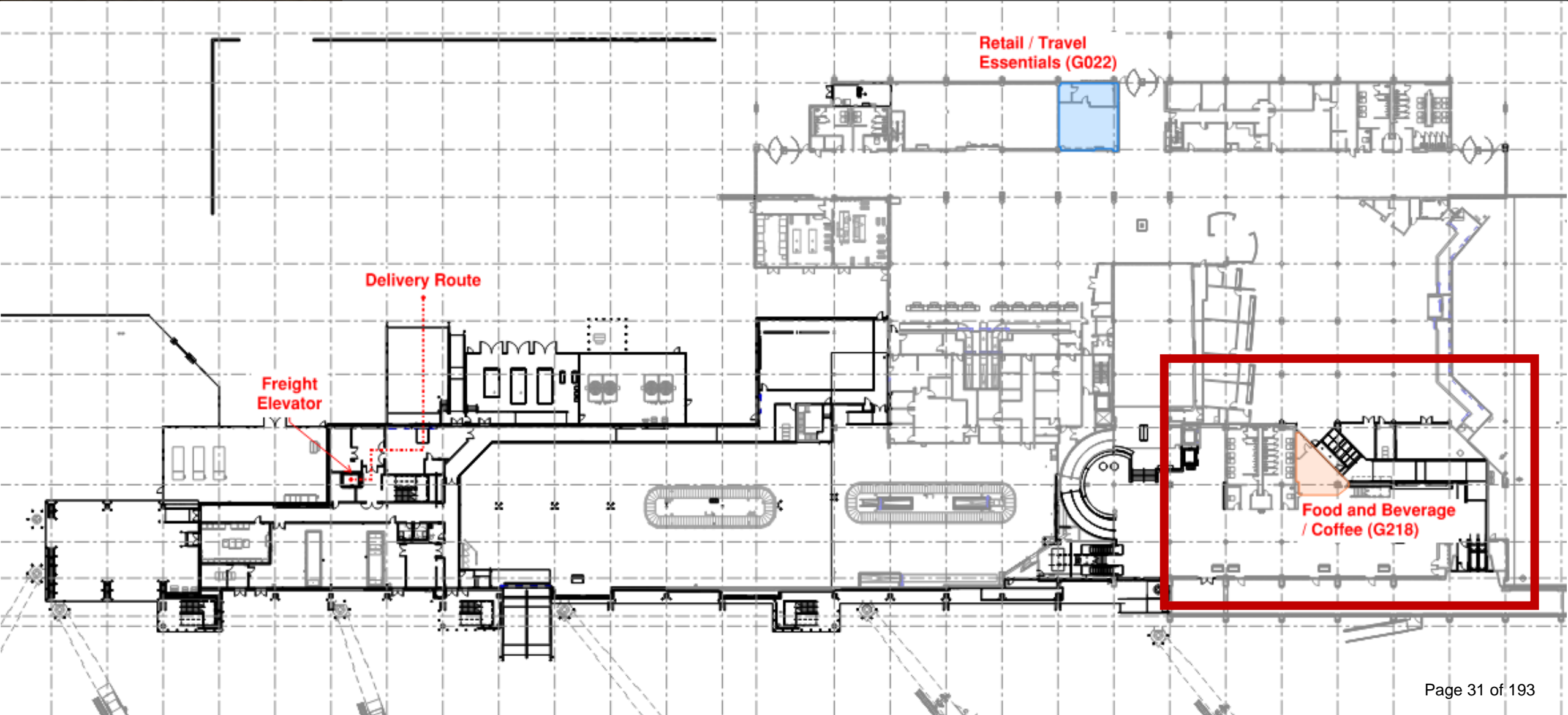
REGIONAL REPRESENTATION



**DIRECTLY CONTACTED 40
COMPANIES**

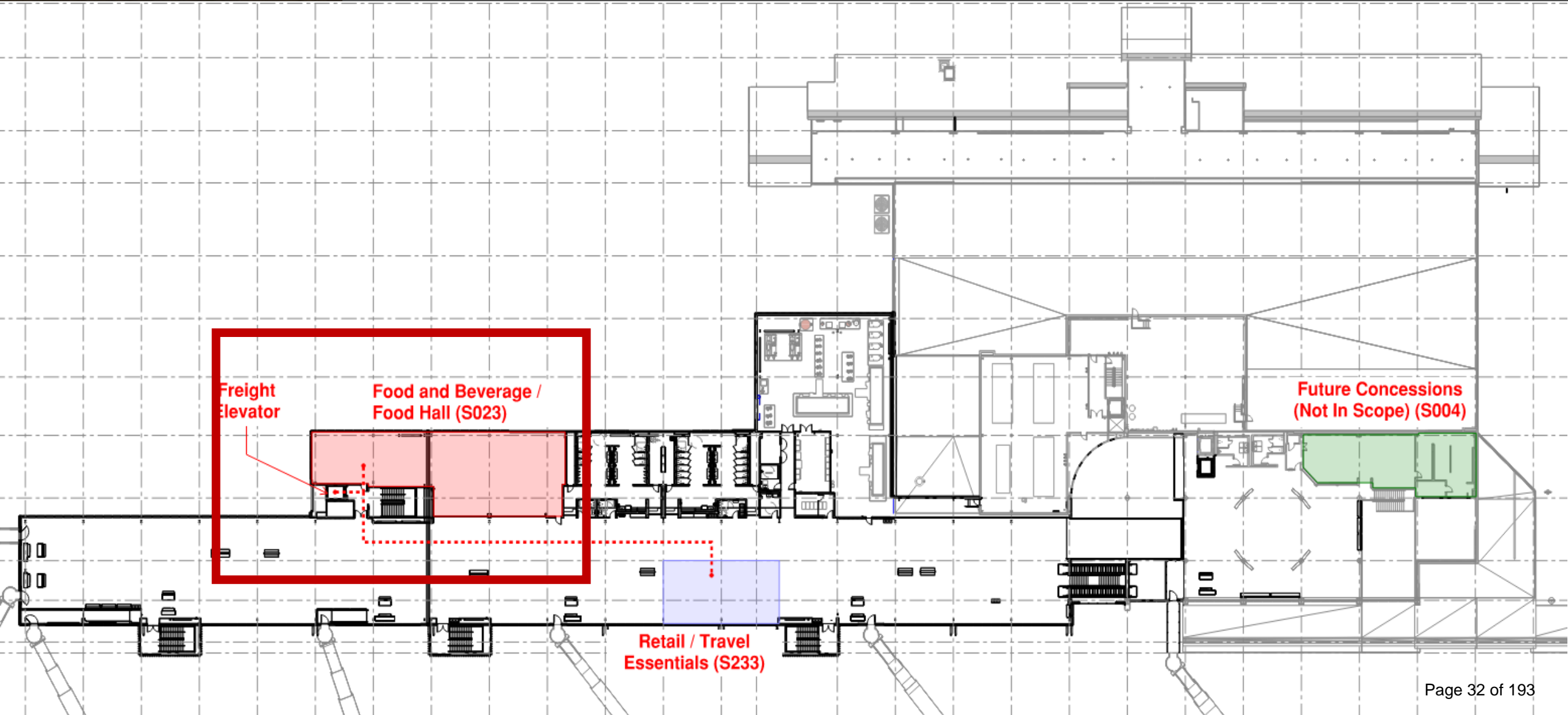
1ST FLOOR:

CONCESSIONS SPACE – 700 SQFT



2ND FLOOR:

CONCESSIONS SPACE – 4500 SQFT



RECEIVED 2 RESPONSIBLE BIDDERS

SLIDE / 10



AVIANO RDM LLC
CURRENT CONCESSIONAIRE



TAILWINDS

FEATURING BOTH LOCAL & NATIONAL FAVORITE CRAVINGS FOR RDM!

CRAVINGS

March 31, 2026

Tailwind Hospitality, Inc.

Savor the Flavor

PEET'S COFFEE

SPARROW BAKERY

BEND BREWING COMPANY

SISTERS COFFEE COMPANY

BEND BREWING COMPANY EXPRESS

CITY OF REDMOND – REDMOND MUNICIPAL AIRPORT
REQUEST FOR PROPOSALS, NON-EXCLUSIVE FOOD,
BEVERAGE, RETAIL, AND VENDING CONCESSIONS

EVALUATION CRITERIA

EVALUATION CRITERIA SCORING

All timely and properly completed and submitted Proposals will be reviewed by City's Proposal evaluation committee and scored according to the evaluation criteria below.

Interviews and/or presentations will be evaluated and scored according to the same evaluation criteria as written Proposals, except that Rent Proposals, Initial Capital Investment Proposals, and Pro Forma Statements may not be modified by Proposers during interviews/presentations and will not be considered in the scoring of interviews/presentations (as a result only 5 points will be available regarding the financial capability criterion during interviews).

**Both
Proposers
Interviewed**

Category	Max Proposal	Max Interview	Max Available
Organizational Structure, Background, and Experience	25 Points	25 Points	50 Points
Concepts and Design	25 Points	25 Points	50 Points
Management, Operations, and Maintenance Plan	15 Points	15 Points	30 Points
Customer Service, Marketing, and Promotions Plan	15 Points	15 Points	30 Points
Financial Proposal and Capability	20 Points	5 Points	25 Points
Total	100 Points	85 Points	185 Points

SCORING RESULTS (PROPOSALS + INTERVIEWS)

FINAL SCORING				
Proposer	RFP Initial Score	Interview Score	Total Score	Rank
Tailwind Hospitality, Inc.	89.57	65.29	154.86	1
Aviano RDM, LLC	70.71	49.29	120	2

Peet's COFFEE

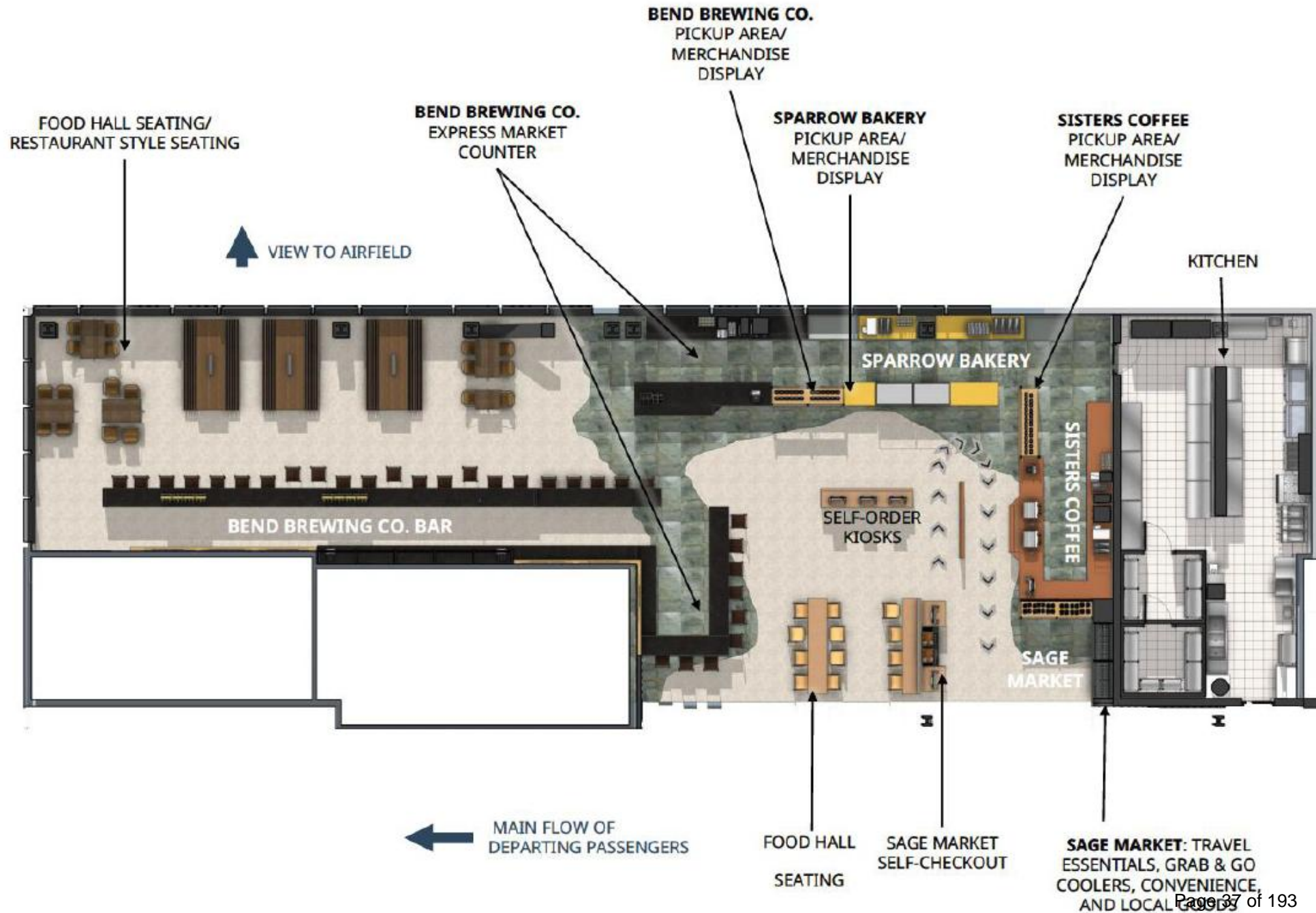


FRESH BEANS make BETTER COFFEE

ORDER HERE

PICK UP





STERS
FFEE CO



SAGE MARKET



THE HUB



PICK UP





SISTERS COFFEE CO

029
028

029
028



SPARROW BAKERY

Ready for pickup
029
028

029
031
032
033
034

SPARROWS
SPARRO
SPARRO
SPARRO

BEND BREWING COMPANY

BEND BREWING COMPANY EXPRESS

CHING CHING SOUR ALE



TROPIC PINES IPA

ELK LAKE IPA







Questions



CITY OF REDMOND

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

STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Lindsey Crowsigt, Assistant City Engineer
SUBJECT: Ordinance #2026-06: An ordinance concerning the vacation portions of HF Jones Road located east of SW Canal Boulevard and south of SW Yew Avenue.

Report in Brief:

This public hearing requests vacation of historic HF Jones Road right of way located on six properties adjacent to SW Yew Avenue. This is the second of the required two City Council actions to vacate a right of way.

Background:

In Oregon, a right of way allows a city or other entity to use land for public purposes. A City does not own the land outright, but does own the right to control its use. Right of way vacation is a process governed by Oregon Revised Statutes that allows a City to give up the right to use the land and return control to the original owner or their successor.

This application requests sixty feet of right of way for historic HF Jones Road, located on six separate properties, be vacated. This historic right of way is no longer needed.

Council approved initiation of this vacation on April 28, 2026.

Discussion:

This request is to initiate vacation of 60 feet of right of way located on the following properties. The initial request was submitted by one property owner. Through the neighbor outreach process, several other properties requested to be added to the vacation request:

- 2548 SW YEW AVE (initial request)
- 2522 SW YEW AVE (initial request)
- 2430 SW YEW AVE
- 2490 SW YEW AVE
- 2580 SW YEW AVE
- 2566 SW YEW AVE

The existing historic HF Jones Road right of way located on the properties described above is inconsistent with the City's Transportation System Plan (TSP) and connectivity with Yew Avenue to the north. Oregon Revised Statutes dictate the requirements for the right of way vacation process:

Typically, a vacated right of way is divided down the center, with each half provided to the adjacent property owner. In this instance, the right of way is centered on individual properties. Therefore, if approved to be vacated, the right of way will be provided outright to each homeowner.

Two-thirds of the property owners within 200 feet of either side and 400 feet of either end of the proposed right of way vacation must give their consent. Consent has been obtained from the necessary property owners. The following properties, in addition to those listed above, provided their consent of vacation:

- 3530 SW 26th St
- 3537 SW 26th St

Franchise utilities must be contacted to determine if they have facilities within the right of way. All private utilities were contacted and there were no objections to the proposed vacation. There are no City water, sewer or storm drainage facilities in the right of way proposed for vacation.

There are two required steps for a City to legally vacate a right of way:

1. **Initiation:** This step determines if the City is willing to relinquish the right of way and, if so, set a public hearing date.
2. **Public hearing:** In this step, the City Council conducts a public hearing to decide whether to proceed to adopt an ordinance vacating the subject right of way.

Council approved initiation on April 28, 2026. This second action meets the requirements of Step 2 and seeks to approve vacation.

As required by the City Charter, on May 21, 2026, a notice regarding this Ordinance was posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

The City will dedicate 60 feet of right of way to five properties at no cost to the homeowners. There is no fiscal impact to the City.

Alternative Courses of Action:

1. Approve right of way vacation.
2. Do not approve right of way vacation.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2026-06 by title only."

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

"I move to approve Ordinance #2026-06" (Roll Call Vote)

PLEASE RETURN TO:
City Recorder's Office
411 SW 9th St
Redmond, OR 97756

**CITY OF REDMOND
ORDINANCE NO. 2026-06**

**AN ORDINANCE CONCERNING THE VACATION PORTIONS OF HF JONES ROAD
LOCATED EAST OF SW CANAL BOULEVARD AND SOUTH OF SW YEW AVENUE.**

WHEREAS, the City Council, pursuant to ORS 271.130, initiated vacation proceedings for the public right-of-way referred to above and shown in Exhibits "A" and "B" attached hereto; and

WHEREAS, a hearing was held May 26, 2026, at the regularly scheduled City Council meeting and notice for that meeting was duly published.

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

SECTION ONE - FINDINGS

The City Council finds that this vacation is in the best interest of the City of Redmond and will not prejudice any public interest and will not adversely affect the market value of the affected properties.

1. HF Jones Road was originally established in 1907 as a public road. The unimproved portion of HF Jones Road right-of-way proposed to be vacated is within developed private property.
2. HF Jones Road connection to Canal Boulevard or Yew Avenue is not part of any current City or development plan.
3. There are no reported public utilities within the proposed vacation area.

SECTION TWO – VACATION

The public right-of-way shown in Exhibits "B" and "C" on each property attached hereto should be and hereby is vacated as public right-of-way.

SECTION THREE – TITLE TO VACATED RIGHT-OF-WAY

Pursuant to ORS 271.140, title to the vacated right-of-way shall attach to each property as described in each Exhibit "A":

- 1) Parcels 1 and 2, Partition Plat 2001-35, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.
- 2) Parcels 1 and 2, Partition Plat 2025-18, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

- 3) Lot 6 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.
- 4) Lot 4 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

PASSED by the City Council and **APPROVED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon
County of Deschutes

On May 26, 2026, Ed Fitch, Mayor of the City of Redmond, Oregon personally appeared before me

 X who is personally known to me

_____ whose identity I proved on the basis of _____

_____ whose identity I proved on the oath/affirmation of _____,
a credible witness

to be the signer of the above document, and he acknowledged that he signed it.

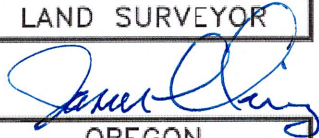
Notary Public

Exhibit A

Parcels 1 and 2, Partition Plat 2001-35, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

5-5-2026

REGISTERED
PROFESSIONAL
LAND SURVEYOR

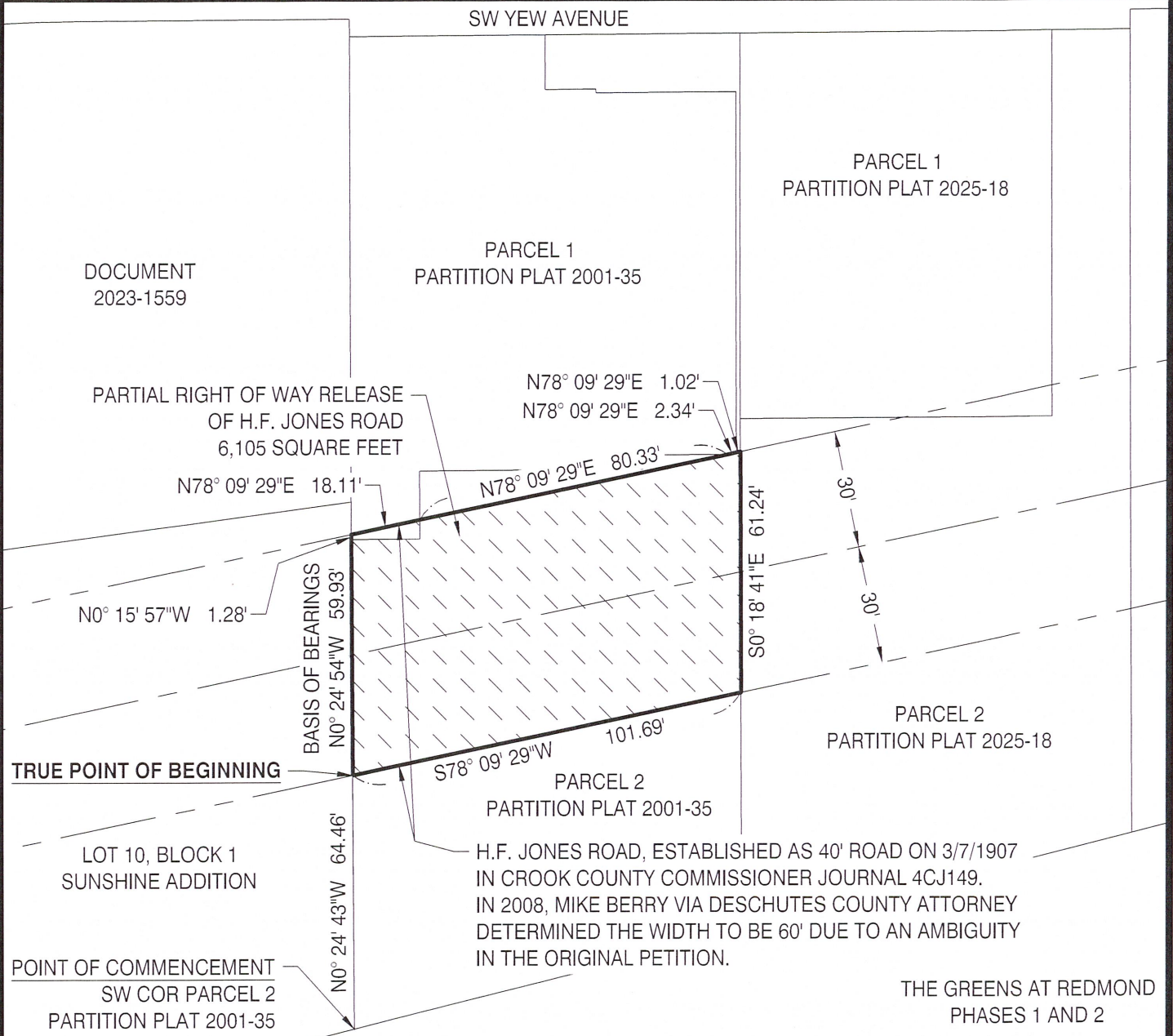


OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/26

EXHIBIT B

PARTIAL RIGHT OF WAY RELEASE OF H.F. JONES ROAD
 WITHIN PORTIONS OF PARCELS 1 AND 2, PARTITION PLAT 2001-35,
 LOCATED IN THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF
 SECTION 29, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON.



DOCUMENT
2023-1559

PARTIAL RIGHT OF WAY RELEASE
OF H.F. JONES ROAD
6,105 SQUARE FEET

N78° 09' 29"E 18.11'

N0° 15' 57"W 1.28'

BASIS OF BEARINGS
N0° 24' 54"W 59.93'

N78° 09' 29"E 1.02'
N78° 09' 29"E 2.34'

N78° 09' 29"E 80.33'

S0° 18' 41"E 61.24'

30'

30'

TRUE POINT OF BEGINNING

S78° 09' 29"W 101.69'

PARCEL 2
PARTITION PLAT 2001-35

PARCEL 2
PARTITION PLAT 2025-18

LOT 10, BLOCK 1
SUNSHINE ADDITION

POINT OF COMMENCEMENT
SW COR PARCEL 2
PARTITION PLAT 2001-35

N0° 24' 43"W 64.46'

H.F. JONES ROAD, ESTABLISHED AS 40' ROAD ON 3/7/1907
IN CROOK COUNTY COMMISSIONER JOURNAL 4CJ149.
IN 2008, MIKE BERRY VIA DESCHUTES COUNTY ATTORNEY
DETERMINED THE WIDTH TO BE 60' DUE TO AN AMBIGUITY
IN THE ORIGINAL PETITION.

THE GREENS AT REDMOND
PHASES 1 AND 2

5-5-2026

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jason L. Simes
OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/26

H.A. M^cCOY
ENGINEERING & SURVEYING LLC

1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
(541) 923-7554

SCALE: 1" = 40'
FOR 8.5"x11" SHEETS



PROJECT: 2516 SW YEW AVENUE

DRAWN BY: JJW

DATE: 05/04/2026

PAGE 1 OF 1

PROJECT#: 23-065

Exhibit C

Partial Right of Way Release of H.F. Jones Road

Within portions of Parcels 1 and 2, Partition Plat 2001-35, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon, being more particularly described as follows:

Commencing at the Southwest corner of said Parcel 2; Thence along the West line of said Parcel 2 the following courses: North $0^{\circ}24'54''$ West 64.46 feet to the Southerly right of way line of H.F. Jones Road, established in Crook County Commissioner Journal 4CJ149, on March 7, 1907, and the **TRUE POINT OF BEGINNING**; North $0^{\circ}24'54''$ West 59.93 feet to the Southwest corner of said Parcel 1; Thence leaving said courses and along the West line of said Parcel 1 North $0^{\circ}24'54''$ West 1.28 feet to the Northerly right of way line of said H.F. Jones Road; Thence leaving the West line of said Parcel 1 and along the Northerly right of way line of said H.F. Jones Road the following courses: North $78^{\circ}09'29''$ East 18.11 feet to the Southerly line of said Parcel 1; North $78^{\circ}09'29''$ East 80.33 feet to the Southerly line of said Parcel 1; North $78^{\circ}09'29''$ East 2.34 feet to the East line of said Parcel 1; North $78^{\circ}09'29''$ East 1.02 feet to the East line of said Parcel 2; Thence leaving said courses and along the East line of said Parcel 2 South $0^{\circ}18'41''$ East 61.24 feet to the Southerly right of way line of said H.F. Jones Road; Thence leaving the East line of said Parcel 2 and along the Southerly right of way line of said H.F. Jones Road South $78^{\circ}09'29''$ West 101.69 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North $0^{\circ}24'54''$ West along the West line of Parcel 2, Partition Plat 2001-35.

The above described land contains 6,105 square feet, more or less.

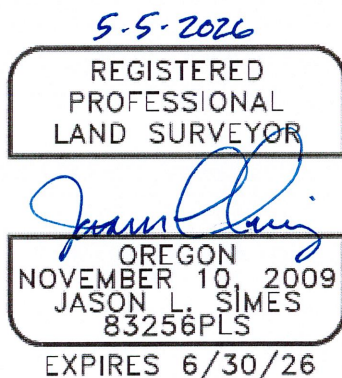


Exhibit A

Parcels 1 and 2, Partition Plat 2025-18, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

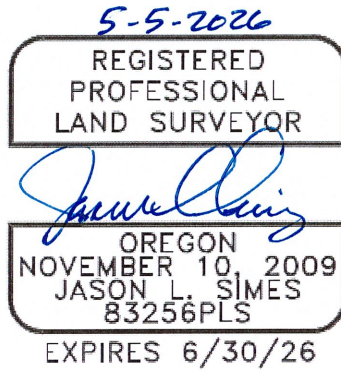


EXHIBIT B

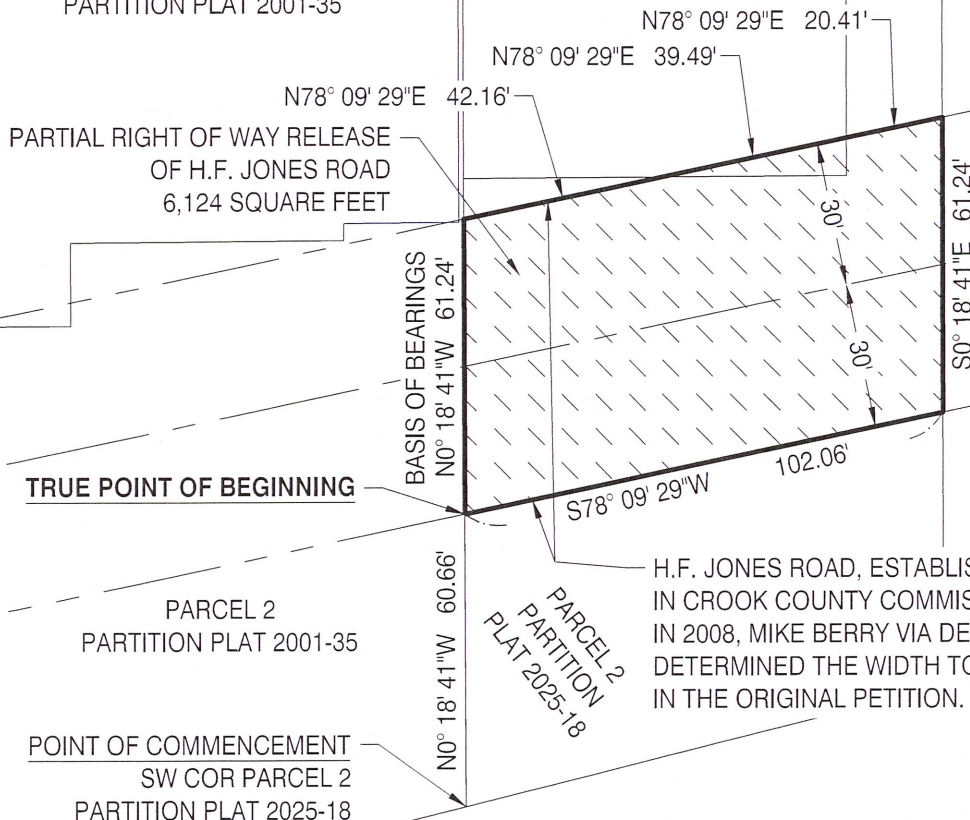
PARTIAL RIGHT OF WAY RELEASE OF H.F. JONES ROAD
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 SECTION 29, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON.

SW YEW AVENUE

LOT 6
 BLOCK 1
 SUNSHINE ADDITION

PARCEL 1
 PARTITION PLAT 2025-18

PARCEL 1
 PARTITION PLAT 2001-35



H.F. JONES ROAD, ESTABLISHED AS 40' ROAD ON 3/7/1907
 IN CROOK COUNTY COMMISSIONER JOURNAL 4CJ149.
 IN 2008, MIKE BERRY VIA DESCHUTES COUNTY ATTORNEY
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THE GREENS AT REDMOND
 PHASES 1 AND 2

5-5-2026

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SCALE: 1" = 40'
 FOR 8.5"x11" SHEETS



REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 NOVEMBER 10, 2009
 JASON L. SIMES
 83256PLS

EXPIRES 6/30/26

PROJECT: 2516 SW YEW AVENUE

DRAWN BY: JJW DATE: 05/04/2026 PAGE 1 OF 1 PROJECT#: 23-065

Exhibit C

Partial Right of Way Release of H.F. Jones Road

Within portions of Parcels 1 and 2, Partition Plat 2025-18, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon, being more particularly described as follows:

Commencing at the Southwest corner of said Parcel 2; Thence along the West line of said Parcel 2 the following courses: North $0^{\circ}18'41''$ West 60.66 feet to the Southerly right of way line of H.F. Jones Road, established in Crook County Commissioner Journal 4CJ149, on March 7, 1907, and the **TRUE POINT OF BEGINNING**; North $0^{\circ}18'41''$ West 61.24 feet to the Northerly right of way line of said H.F. Jones Road; Thence leaving said courses and along the Northerly right of way line of said H.F. Jones Road the following courses: North $78^{\circ}09'29''$ East 42.16 feet to the South line of said Parcel 1; North $78^{\circ}09'29''$ East 39.49 feet to the East line of said Parcel 1; North $78^{\circ}09'29''$ East 20.41 feet to the East line of said Parcel 2; Thence leaving said courses and along the East line of said Parcel 2 South $0^{\circ}18'41''$ East 61.24 feet to the Southerly right of way line of said H.F. Jones Road; Thence leaving the East line of said Parcel 2 and along the Southerly right of way line of said H.F. Jones Road South $78^{\circ}09'29''$ West 102.06 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North $0^{\circ}18'41''$ West along the West line of Parcel 2, Partition Plat 2025-18.

The above described land contains 6,124 square feet, more or less.



Exhibit A

Lot 6 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

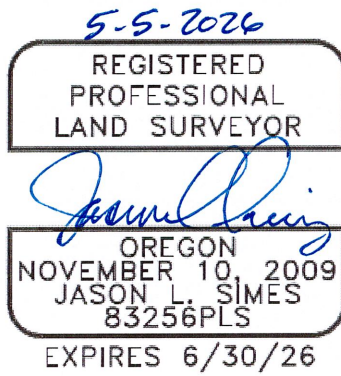
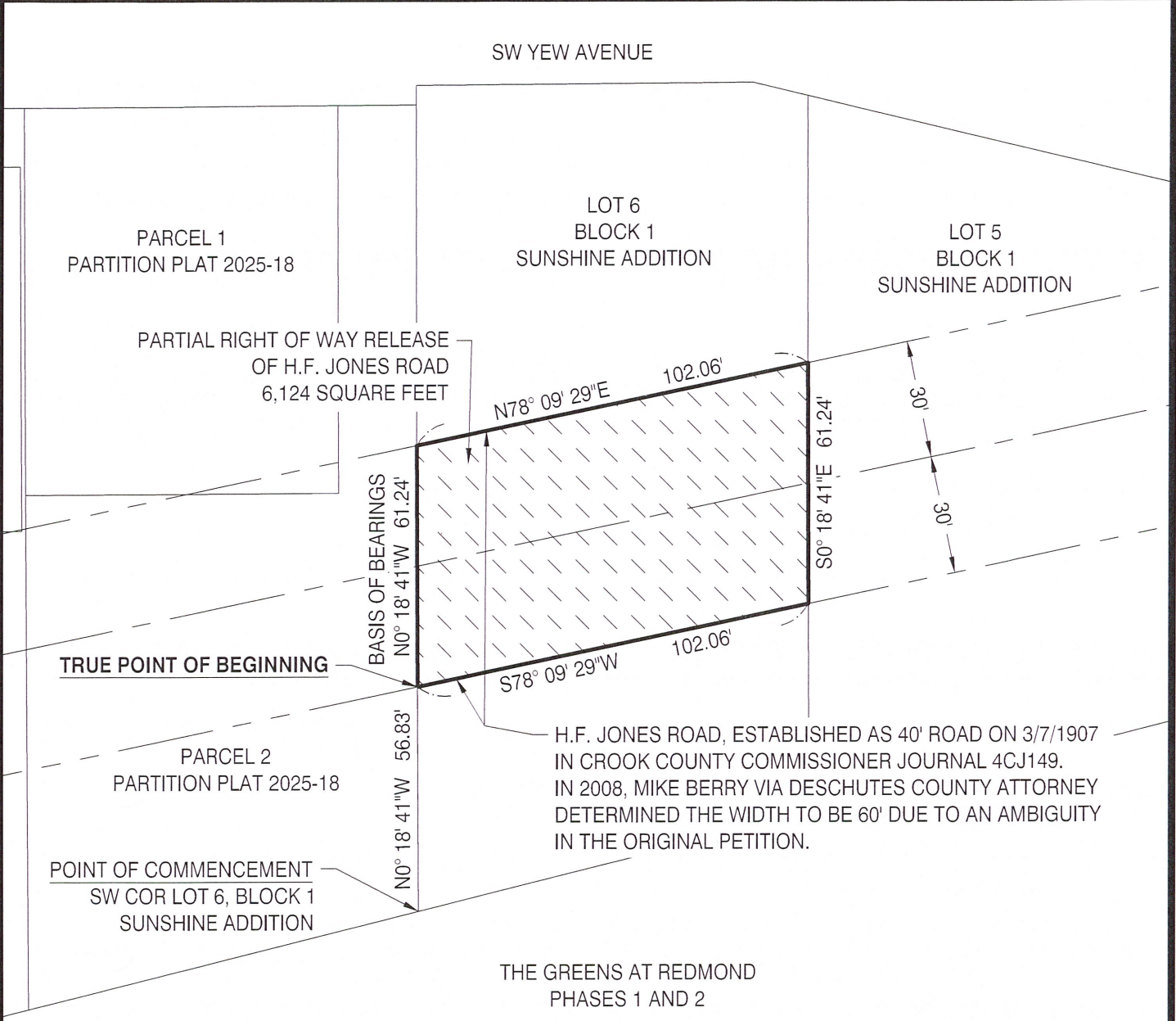


EXHIBIT B

PARTIAL RIGHT OF WAY RELEASE OF H.F. JONES ROAD
 WITHIN A PORTION OF LOT 6 OF BLOCK 1 OF SUNSHINE ADDITION,
 LOCATED IN THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF
 SECTION 29, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
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SCALE: 1" = 40'
 FOR 8.5"x11" SHEETS

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REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Jason L. Simes

OREGON
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 JASON L. SIMES
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EXPIRES 6/30/26

PROJECT: 2516 SW YEW AVENUE

DRAWN BY: JJW DATE: 05/04/2026 PAGE 1 OF 1 PROJECT#: 23-065

Exhibit C

Partial Right of Way Release of H.F. Jones Road

Within a portion of Lot 6 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon, being more particularly described as follows:

Commencing at the Southwest corner of said Lot 6; Thence along the West line of said Lot 6 the following courses: North $0^{\circ}18'41''$ West 56.83 feet to the Southerly right of way line of H.F. Jones Road, established in Crook County Commissioner Journal 4CJ149, on March 7, 1907, and the **TRUE POINT OF BEGINNING**; North $0^{\circ}18'41''$ West 61.24 feet to the Northerly right of way line of said H.F. Jones Road; Thence leaving said courses and along the Northerly right of way line of said H.F. Jones Road North $78^{\circ}09'29''$ East 102.06 feet to the East line of said Lot 6; Thence leaving the Northerly right of way line of said H.F. Jones Road and along the East line of said Lot 6 South $0^{\circ}18'41''$ East 61.24 feet to the Southerly right of way line of said H.F. Jones Road; Thence leaving the East line of said Lot 6 and along the Southerly right of way line of said H.F. Jones Road South $78^{\circ}09'29''$ West 102.06 feet to the **TRUE POINT OF BEGINNING**.

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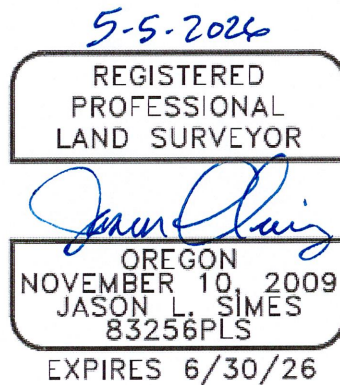
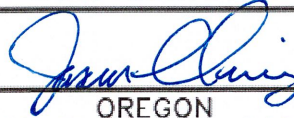


Exhibit A

Lot 4 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon.

5-5-2026

REGISTERED
PROFESSIONAL
LAND SURVEYOR

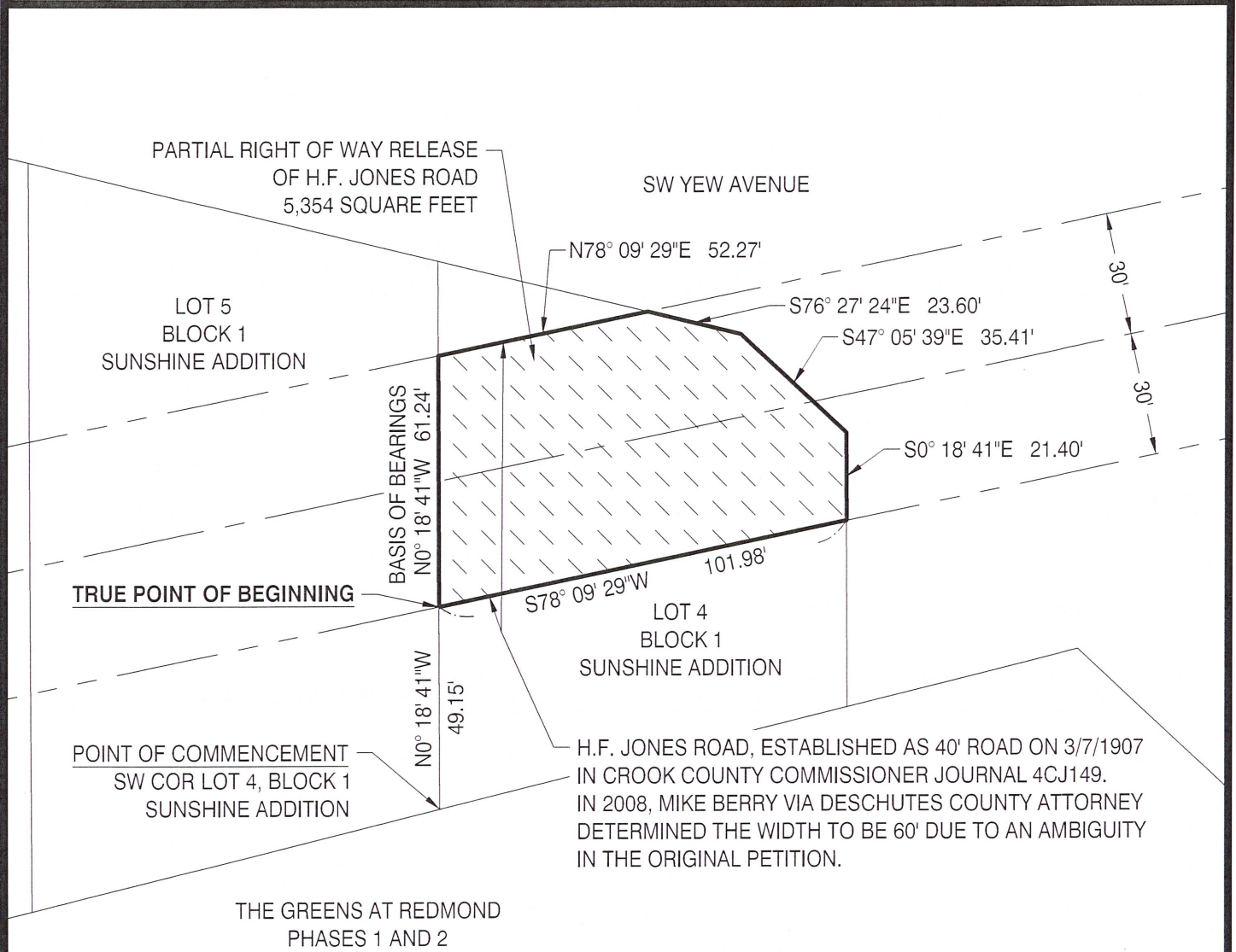


OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/26

EXHIBIT B

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 WITHIN A PORTION OF LOT 4 OF BLOCK 1 OF SUNSHINE ADDITION,
 LOCATED IN THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF
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 CITY OF REDMOND, DESCHUTES COUNTY, OREGON.



H.A. M^cCOY
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SCALE: 1" = 40'
 FOR 8.5"x11" SHEETS

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 REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Jason L. Simes
 OREGON
 NOVEMBER 10, 2009
 JASON L. SIMES
 83256PLS
 EXPIRES 6/30/26

PROJECT: 2516 SW YEW AVENUE
 DRAWN BY: JJW DATE: 05/04/2026 PAGE 1 OF 1 PROJECT#: 23-065

Exhibit C

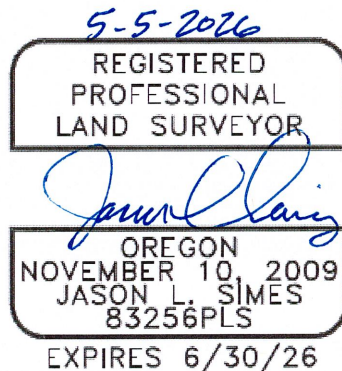
Partial Right of Way Release of H.F. Jones Road

Within a portion of Lot 4 of Block 1 of Sunshine Addition, located in the Southwest One-Quarter of the Northeast One-Quarter of Section 29, Township 15 South, Range 13 East, Willamette Meridian, City of Redmond, Deschutes County, Oregon, being more particularly described as follows:

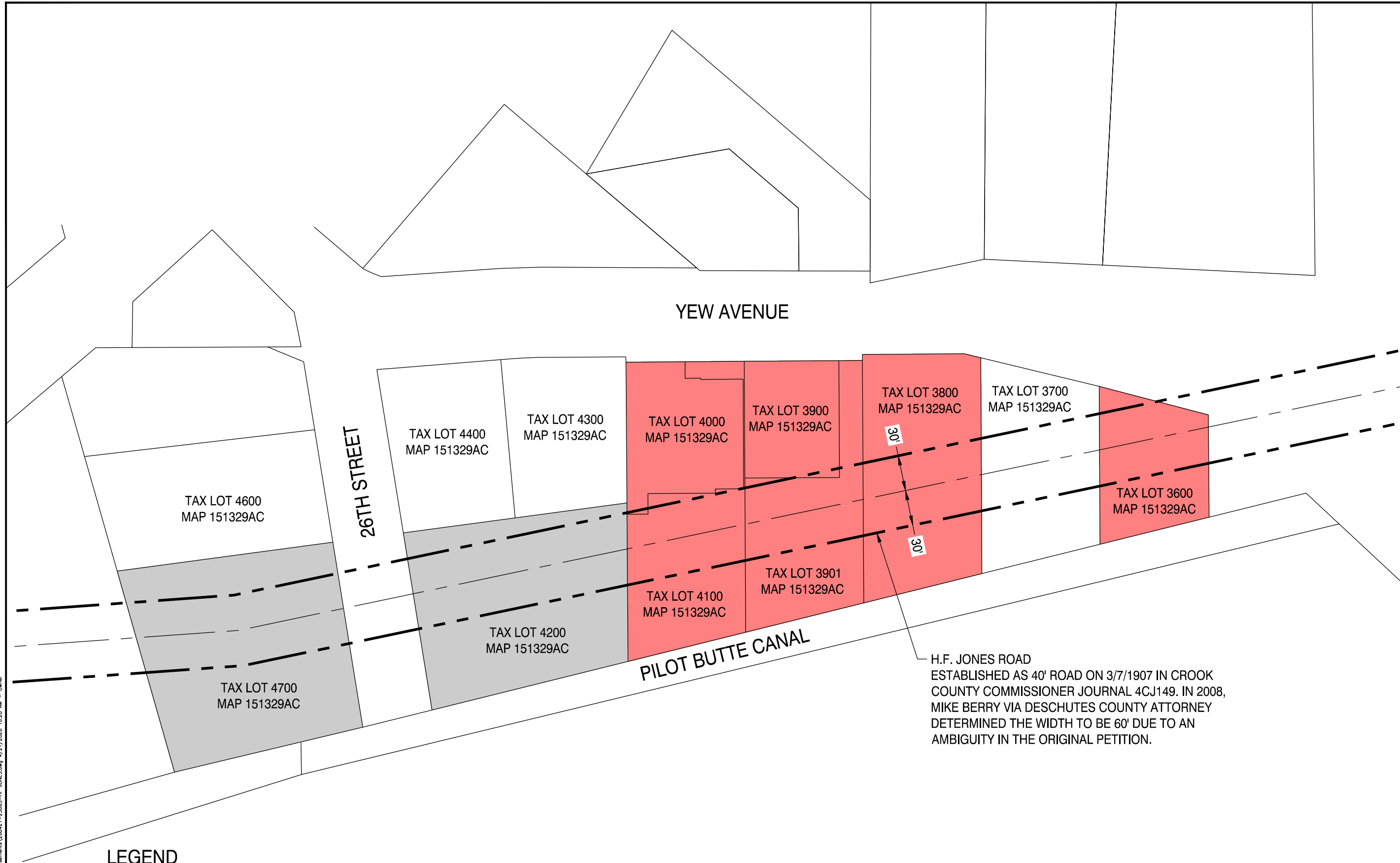
Commencing at the Southwest corner of said Lot 6; Thence along the West line of said Lot 6 the following courses: North $0^{\circ}18'41''$ West 49.15 feet to the Southerly right of way line of H.F. Jones Road, established in Crook County Commissioner Journal 4CJ149, on March 7, 1907, and the **TRUE POINT OF BEGINNING**; North $0^{\circ}18'41''$ West 61.24 feet to the Northerly right of way line of said H.F. Jones Road; Thence leaving said courses and along the Northerly right of way line of said H.F. Jones Road North $78^{\circ}09'29''$ East 52.27 feet to the Southerly right of way line of SW Yew Avenue; Thence leaving the Northerly right of way line of said H.F. Jones Road and along the Southerly right of way line of said SW Yew Avenue the following courses: South $76^{\circ}27'24''$ East 23.60 feet; South $47^{\circ}05'39''$ East 35.41 feet to the East line of said Lot 4; Thence leaving said courses and along the East line of said Lot 4 and the Southerly right of way line of said SW Yew Avenue South $0^{\circ}18'41''$ East 21.40 feet to the Southerly right of way line of said H.F. Jones Road; Thence leaving the East line of said Lot 4 and along the Southerly right of way line of said H.F. Jones Road South $78^{\circ}09'29''$ West 101.98 feet to the **TRUE POINT OF BEGINNING**.

The Basis of Bearings is North $0^{\circ}18'41''$ West along the West line of Lot 4 of Block 1 of Sunshine Addition.

The above described land contains 5,354 square feet, more or less.

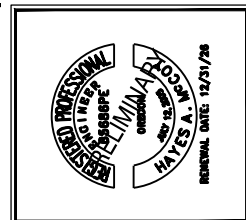
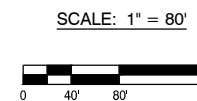


FILE: Z:\HM Egn\23-065 2316 Yew\Survey\Exempts\260421-23065-HF JONES.dwg 4/21/2026 10:28 AM - Owner

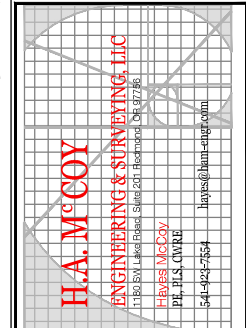


LEGEND

- PROPERTY OWNERS REQUESTING TO VACATE ROW
- CONSENTING PROPERTY OWNERS



DRAWING STATUS:	DATE:	No. REVISION:	DATE:
<input checked="" type="checkbox"/> PRELIM. LAYOUT	04/21/26	1	
<input type="checkbox"/>		2	
<input type="checkbox"/>		3	
<input type="checkbox"/>		4	
<input type="checkbox"/>		5	
<input type="checkbox"/>		6	



PROJECT: YEW PARTITION & MIDDLE HOUSING
 PROJECT LOCATION: REDMOND, OR
 CLIENT: WITTMER CONSTRUCTION

SHEET TITLE:
HF JONES ROAD VACATION

JOB NO. 23-065
 DRAWN BY: JJW
 DRAWING:
HF JONES



RIGHT OF WAY VACATION PUBLIC HEARINGS

REDMOND CITY COUNCIL
MAY 26, 2026



BACKGROUND

- Property-owner initiated vacation governed by ORS 271.080
- Requires consent from abutting properties and 2/3 consent of affected properties within 400 feet of terminus and within 200 feet laterally or on either side of the vacation area
- Requires franchise utility consent



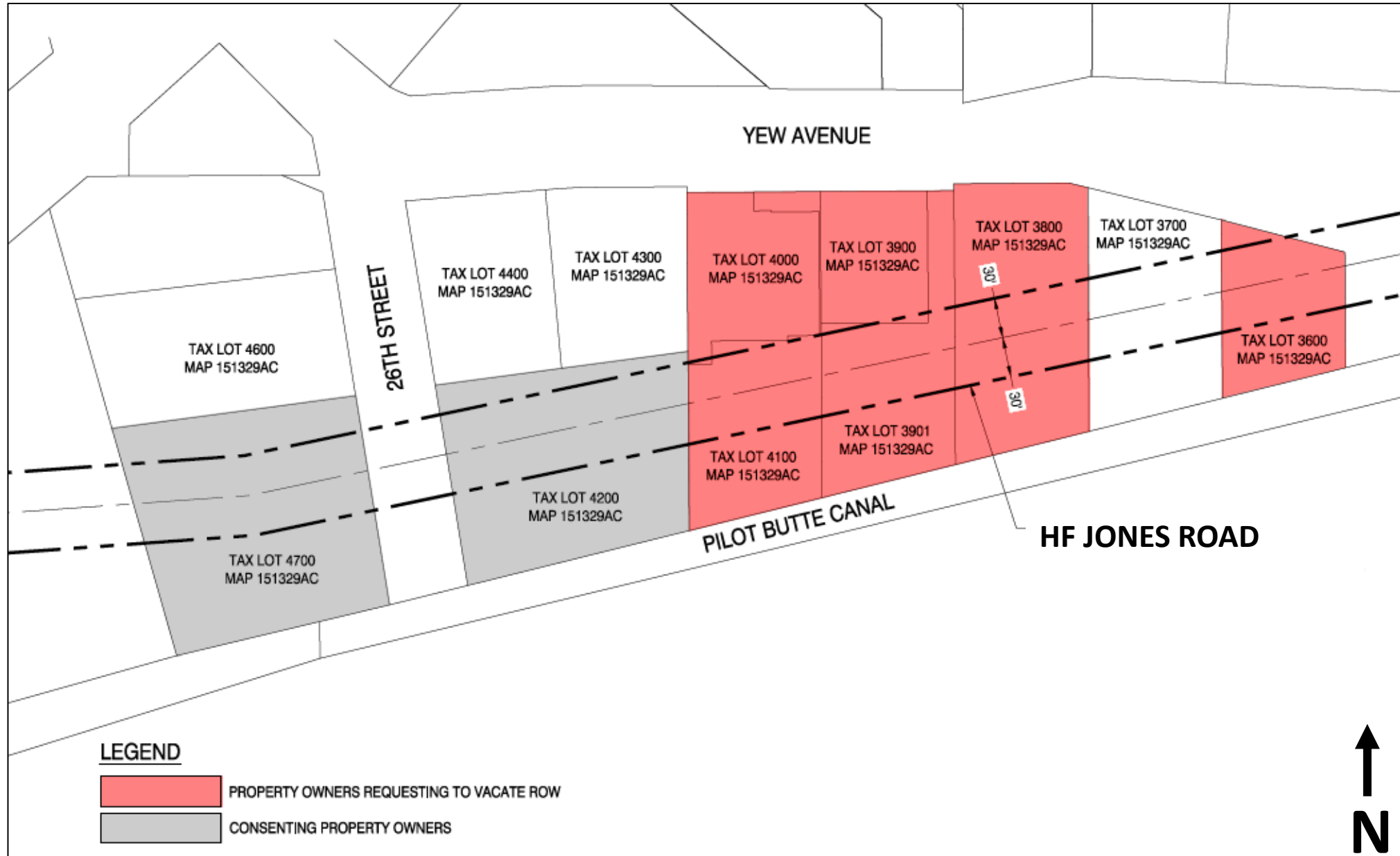


HF JONES ROAD





HF JONES ROAD




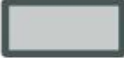


NW SPRUCE AVENUE

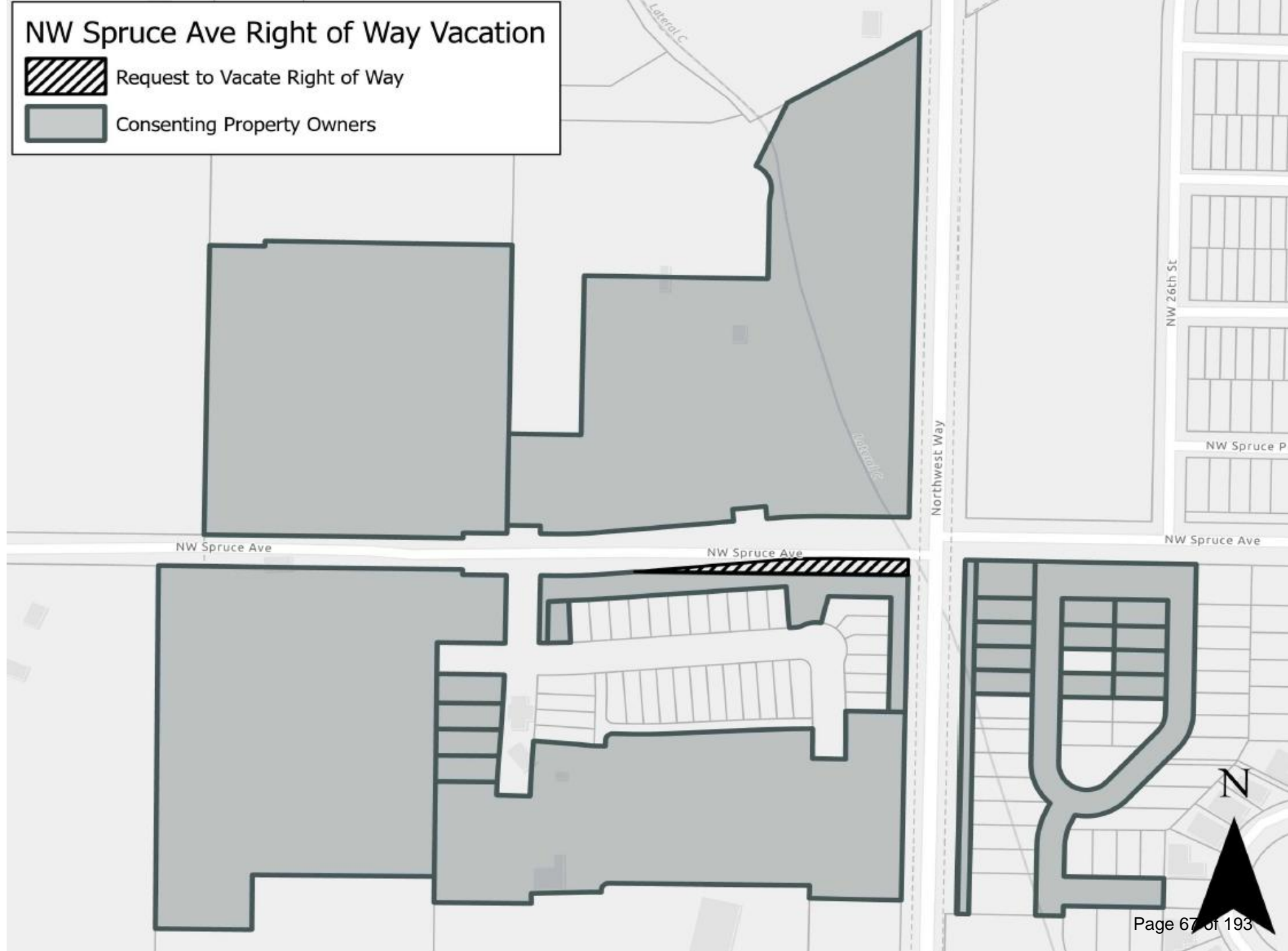




NW Spruce Ave Right of Way Vacation

-  Request to Vacate Right of Way
-  Consenting Property Owners

NW SPRUCE AVENUE





QUESTIONS





CITY OF REDMOND

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

STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Lindsey Crowsigt, Assistant City Engineer
SUBJECT: Ordinance #2026-05: An ordinance concerning the vacation of a portion of NW Spruce Avenue located west of Northwest Way.

Report in Brief:

This action item requests authorization to vacate of right of way located on NW Spruce Avenue. This is the second of the required two City Council actions to vacate right of way.

Background:

In Oregon, a right of way allows a City or other entity to use land for public purposes. A city does not own the land outright, but does own the right to control its use. Right of way vacation is a process governed by Oregon Revised Statutes that allows a City to give up the right to use the land and return control to the original owner or their successor.

This application requests a portion of NW Spruce Avenue be vacated so the roadway can be realigned across Northwest Way.

Council approved initiation of this vacation request on April 28, 2026.

Discussion:

This request is to vacate of a variable width right of way located within NW Spruce Avenue. NW Spruce Avenue, west of Northwest Way, is required to be constructed by Hayden Homes as part of the Hearthstone Master Planned Subdivision, previously known as the Spruce Northwest Subdivision. The current right of way does not align with the existing constructed portion of NW Spruce Avenue across Northwest Way, so additional right of way was dedicated by Hayden Homes in order for the roadway to be aligned. This right of way vacation would result in a standard right of way width on NW Spruce Avenue of 80 feet.

Oregon Revised Statutes dictate the requirements for the right of way vacation process:

Typically, a vacated right of way is divided down the center, with each half provided to the adjacent property owner. In this instance, the right of way is located entirely on the south side of NW Spruce Avenue and would be provided solely to the adjacent owner: Northwest Way Land JV LLC et al.

Two-thirds of the property owners within 200 feet of either side and 400 feet of either end of the proposed right of way vacation must give their consent. Consent has been obtained from the necessary property owners. The following taxlots provided their consent of vacation:

- 151305BD03800
- 151305BD03900
- 151305BD04000
- 151305BD04100
- 151305BD04200
- 151305BD00100
- 151305BD00200

- 151305BD03700
- 151305BA00500
- 151305BA00300
- 151305AC07220
- 151305AC07230
- 151305AC07232
- 151305AC07233
- 151305AC07234
- 151305AC07235
- 151305AC07236
- 151305AC07237
- 151305AC07238
- 151305AC07248
- 151305AC07221
- 151305AC07222
- 151305AC07223
- 151305AC07224

Franchise utilities must be contacted to determine if they have facilities within the right of way. All private utilities were contacted and there were no objections to the proposed vacation. There are no City water, sewer or storm drainage facilities in the right of way proposed for vacation.

There are two required steps for a City to legally vacate a right of way:

1. **Initiation:** This step determines if the City is willing to relinquish the right of way and, if so, set a public hearing date.
2. **Public hearing:** In this step, the City Council conducts a public hearing to decide whether to proceed to adopt an ordinance vacating the subject right of way.

Council approved initiation of the vacation on April 28, 2026. This action meets the requirements of Step 2 and seeks to approve the vacation request.

As required by the City Charter, on May 21, 2026, a notice regarding this Ordinance was posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

The City will dedicate right of way at no cost to the property owner. There is no fiscal impact to the City.

Alternative Courses of Action:

1. Approve right of way vacation..
2. Do not approve right of way vacation.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2026-05 by title only."

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

"I move to approve Ordinance #2026-05" (Roll Call Vote)

PLEASE RETURN TO:
City Recorder's Office
411 SW 9th St
Redmond, OR 97756

**CITY OF REDMOND
ORDINANCE NO. 2026-05**

**AN ORDINANCE CONCERNING THE VACATION OF A PORTION OF NW SPRUCE AVENUE
LOCATED WEST OF NORTHWEST WAY.**

WHEREAS, the City Council, pursuant to ORS 271.130, initiated vacation proceedings for the public right-of-way referred to above and shown in Exhibits "A" and "B" attached hereto; and

WHEREAS, a hearing was held May 26, 2026, at the regularly scheduled City Council meeting and notice for that meeting was duly published.

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

SECTION ONE - FINDINGS

The City Council finds that this vacation is in the best interest of the City of Redmond and will not prejudice any public interest and will not adversely affect the market value of the affected properties.

1. The unimproved portion of NW Spruce Avenue right-of-way proposed to be vacated is adjacent to Hearthstone Subdivision.
2. The portion of right of way to be vacated is not needed by the City for transportation nor utility purposes.
3. There are no reported public utilities within the proposed vacation area.

SECTION TWO – VACATION

The public right-of-way shown in Exhibits "A" and "B" attached hereto should be and hereby is vacated as public right-of-way.

SECTION THREE – TITLE TO VACATED RIGHT-OF-WAY

Pursuant to ORS 271.140, title to the vacated right-of-way shall attach to:

- 1) Real property described as Common Area Tract BB, Hearthstone Phase 1, Document Number 2026-03194, Deschutes County Official Records, located in the NW ¼ of Section 5, Township 15 South (T15S), Range 13 East (R13E), W.M., City of Redmond, Deschutes County, Oregon also known as Tax Lot 15-13-05-BD-00100

PASSED by the City Council and **APPROVED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon
County of Deschutes

On May 26, 2026, Ed Fitch, Mayor of the City of Redmond personally appeared before me

X who is personally known to me

_____ whose identity I proved on the basis of _____

_____ whose identity I proved on the oath/affirmation of _____,
a credible witness

to be the signer of the above document, and he acknowledged that he signed it.

Notary Public



901 NW CARLON AVE, OR 97703
(541) 797-0954 - www.sflands.com

PROJECT NO.: 2025-062-147

DATE: 02/10/26

INITIALS: BRR

EXHIBIT 'A'

RIGHT-OF-WAY VACATION

THAT PORTION OF NORTHWEST SPRUCE AVENUE AS DEDICATED PER MINOR PARTITION PLAT NO. MP-84-5, BEING SOUTH OF A LINE THAT IS PARALLEL TO AND 40.00 FEET SOUTH OF THE CENTERLINE OF NORTHWEST SPRUCE AVENUE PER THE PLAT OF HEARTHSTONE PHASE 1, RECORDED FEBRUARY 4, 2026 AS INSTRUMENT NUMBER 2026-03194, DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 15 SOUTH, RANGE 13 EAST OF THE WILLAMETTE MERIDIAN, CITY OF REDMOND, DESCHUTES COUNTY OREGON, SAID LINE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID NORTHWEST SPRUCE AVENUE, MARKED BY A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP MARKED "S&F LAND SERVICES", FROM WHICH THE CENTERLINE INTERSECTION OF NORTHWEST SPRUCE AVENUE AND NORTHWEST 29TH STREET, MARKED BY A 2 INCH ALUMINUM CAP STAMPED "S&F LAND SERVICES", BEARS NORTH 81°11'32" WEST A DISTANCE OF 202.95 FEET; THENCE NORTH 84°30'01" EAST, A DISTANCE OF 250.30 FEET TO A POINT OF CURVATURE OF A 960.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 5°48'24", AN ARC DISTANCE OF 97.29 FEET (THE CHORD OF WITCH BEARS NORTH 87°24'13" EAST A DISTANCE OF 97.25 FEET); THENCE SOUTH 89°41'35" EAST A DISTANCE OF 165.73 FEET.

EXCEPTING THEREFROM, ANY PORTION LYING WITHIN THE RIGHT-OF-WAY OF NW NORTHWEST WAY.

HEREIN DESCRIPTION CONTAINS 10,337 SQUARE FEET, MORE OR LESS.

SUBJECT TO ANY OTHER EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD AND THOSE COMMON AND APPARENT TO THE LAND.

BEARINGS ARE BASED ON SAID PLAT OF HEARTHSTONE PHASE 1.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Signed by:
DIGITALLY SIGNED

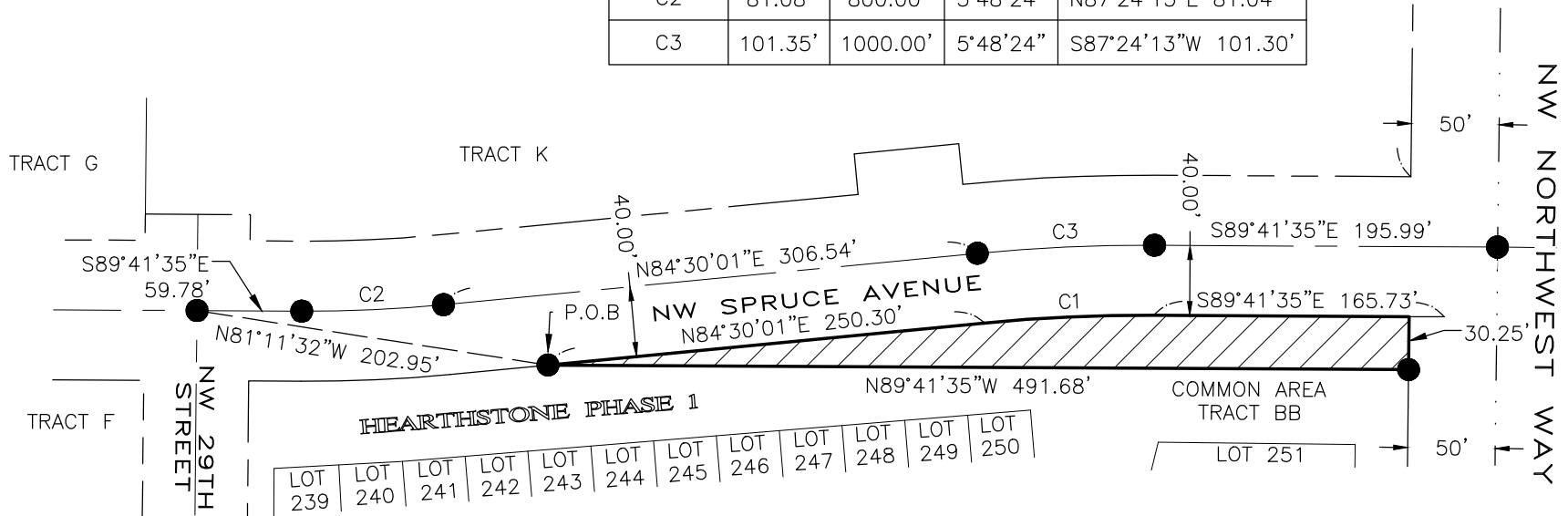
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OREGON

MAY 11, 2021
BRAD R. RHOADES
91917PLS

RENEWS: 12/31/2026

EXHIBIT B SKETCH

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	97.29'	960.00'	5°48'24"	N87°24'13"E 97.25'
C2	81.08'	800.00'	5°48'24"	N87°24'13"E 81.04'
C3	101.35'	1000.00'	5°48'24"	S87°24'13"W 101.30'



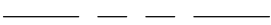
LEGEND:



RIGHT-OF-WAY VACATION AREA,
±10,337 SQUARE FEET



CENTERLINE



RIGHT OF WAY



LOT/PARCEL LINE



FOUND MONUMENT PER THE PLAT
OF HEARTHSTONE PHASE 1

P.O.B

POINT OF BEGINNING



100' 0 50' 100'



SCALE: 1" = 100'

DATE: 02/10/26

PROJ. NO: 24-337-05

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Signed by:

DIGITALLY SIGNED

7A5A315967EE406...
OREGON

MAY 11, 2021
BRAD R. RHOADES
91917PLS

RENEWES: 12/31/2026

S&F Land Services

Your Proven Geospatial Partner

901 NW CARLON AVE, SUITE 3
BEND, OR 97703
(541) 797-0954

WWW.SFLANDS.COM

EMAIL: INFO@SFLANDS.COM

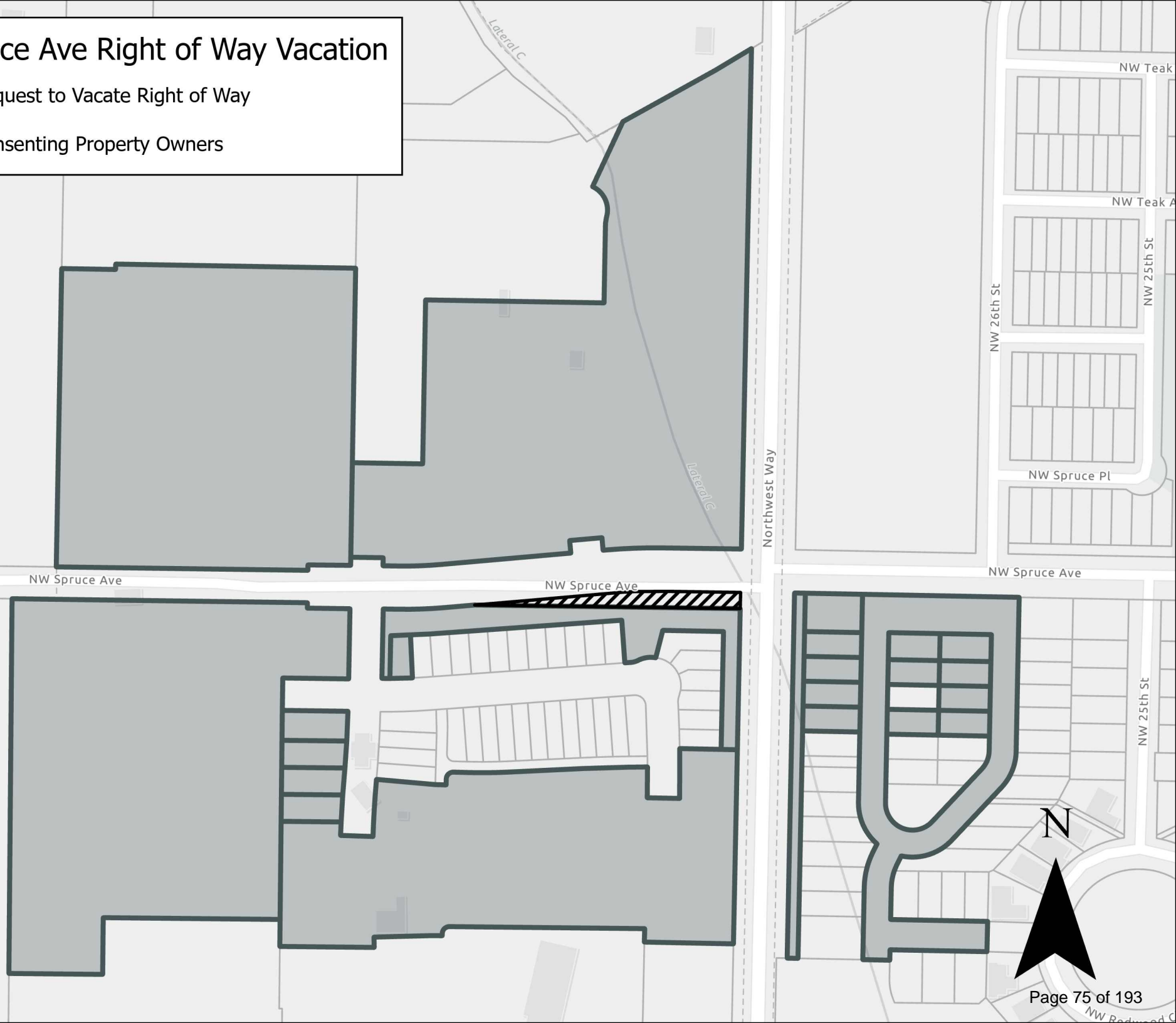
NW Spruce Ave Right of Way Vacation



Request to Vacate Right of Way



Consenting Property Owners





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: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Cory Murray, Long Range Planner
Kyle Roberts, Planning Director
SUBJECT: Ordinance #2026-07: An Ordinance Adding an Article for Annexations and Amending Various Sections of the Redmond City Code, Chapter 8 (Development Code).

Report in Brief:

This item requests the City Council conduct a public hearing to review and approve Ordinance #2026-07, adding review procedures and criteria for annexations as well as amending townhouse and open space standards of the Redmond City Code, Chapter 8 (Redmond Development Code).

Background:

A major component of Redmond’s growth is through annexations. Although not required, it is common for a city’s development code to have procedures and requirements for annexations. Redmond’s development code does not have any provisions for annexations – instead, the City has processed annexations by direct applying State statute (ORS Chapter 222). To essentially provide for more local control with processing annexations, the City Council directed staff to propose annexation provisions to be added into the City’s development code.

Per the direction of the City Council, staff is again, proposing amendments to townhouse standards and open space requirements. Last fall, staff proposed amendments to said standards but withdrew them from the adoption process after learning from the State’s Housing Accountability and Production Office (HAPO) that they did not comply with State housing law. Subsequently, the City Council directed staff to work with HAPO staff to propose revisions to the standards that would meet City Council goals and that would comply with State law. The City Council has conducted a combination of formal and informal meetings on these topics. Dates include:

- September 15, 2025
- January 6, 2026
- January 12, 2026
- February 10, 2026
- March 16, 2026
- April 7, 2026

Discussion:

The proposed amendments are found in Exhibit B. An explanation of each amendment topic is presented below:

New Article for Annexations: The Redmond Development Code is comprised of four articles: Zoning Standards, Land Use Procedures, Land Division Standards, and Site and Design Review Standards. Staff is proposing to add a fifth article: Annexations. Deserving of its own article, Article V establishes the purpose, applicability, procedure, requirements, and approval criteria for annexations.

Rather than directly applying the complex annexation chapter of State law as well as cross-referencing annexation policies in the City’s Comprehensive Plan when reviewing an annexation application, proposed Article V presents annexation requirements in one organized, easy to navigate article within the City’s development code. Additionally, the provisions of Article V specify process, procedure, and requirements that align with the City Council’s goals while complying with State law and the City’s Comprehensive Plan. The intended result is an annexation code that is tailored to Redmond and that is more efficient for staff to implement and applicants and citizens to reference.

Townhouse standards: Last fall, staff had proposed an amendment to increase the alley-loaded rear setback to 20 feet but ultimately withdrew it due to HAPO's findings, issued January 13, 2026, that it would effectively require that a second off-street parking space be provided, and therefore not comply with State law. After consulting with HAPO staff in March, City staff is now proposing to add language that explicitly requires a driveway at least 20 feet in length be provided where a townhouse accesses the street or alley. The purpose of the driveway is to provide for the required one off-street parking space. Although a garage would provide for a parking space, a garage is not a required feature of a townhouse. This change would match the minimum setback requirements for single-family dwellings with attached garages accessing the street or alley in the same zones.

In working with HAPO, staff was also informed of recent State legislative changes that prohibit cities from requiring townhouse lots to have a minimum street frontage. As such, the driveway access and parking design standards are required to be updated. Proposed are those from the State's model code.

Pocket parks – useable open space: One of the City's 11 Great Neighborhood Principles requires that open space for pocket park(s) be provided for subdivisions and site plans proposed in medium and high-density residential zones at a standard of 3,000 square feet for every 25 lots/units. Currently, there is no requirement that a minimum square footage of open space be consolidated. In other words, the standard can be met by providing numerous small open space tracts that can result in open space that is not useable for active recreation. Last fall, staff had proposed to add language that would require developments with at least 50 lots/units provide a minimum of 6,000 square feet of open space consolidated, contiguous, and configured in a way that allows for active recreation but ultimately withdrew it due to HAPO's findings, issued January 13, 2026. HAPO determined that staff's proposed language required discretionary determination as to the appropriate configuration of open space. Additionally, the code's existing standard of 3,000 square feet for every 25 lots/units violates State law due to scaling by unit count.

After consulting with HAPO staff the past month, City staff is now proposing an amendment to the required open space formula that is not based on units but rather on developable area. Specifically, staff is proposing that for subdivisions that are at least 2.5 acres in gross area size, 2.5% of a subdivision's developable area must be dedicated open space. The new formula is intended to achieve similar open space to what the City requires currently. Additionally, subdivisions that require greater than 5,000 square feet of open space must provide at least 5,000 square feet of open space that is consolidated and contiguous.

Planning Commission recommendation:

The Redmond Urban Area Planning Commission held the first evidentiary public hearing on April 15, 2026. No written comments were submitted prior to the hearing nor was there any oral testimony at the hearing. After the staff presentation, the Commission's questions largely focused on the proposed approval criteria for annexations, namely that an annexation must be in the City's best interest. Staff provided an additional explanation as to the interpretation of "in the City's best interest." In short, any request of an annexation applicant by the City must be substantiated by City code, policies, or data. Ultimately, the Commission voted (5-0, 1 abstention) to recommend the City Council adopt the code amendment package as presented in Exhibit B.

As required by the City Charter, on May 20, 2026, notices regarding this Ordinance were posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

There are no direct fiscal impacts to the City with this amendment.

Alternative Courses of Action:

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

1. Approve Ordinance #2026-07.
2. Direct staff to make additional changes and approve Ordinance #2026-07.
3. Do not approve Ordinance #2026-07.
4. Take no action and request more information for review at a continued hearing.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2026-07, by title only." (Voice vote)

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

"I move to approve Ordinance #2026-07" (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2026-07**

AN ORDINANCE ADDING AN ARTICLE FOR ANNEXATIONS AND AMENDING VARIOUS SECTIONS OF THE REDMOND CITY CODE, CHAPTER 8 (DEVELOPMENT CODE).

WHEREAS, the City of Redmond Urban Area Planning Commission conducts periodic review of the Redmond Development Code, considers needed updates and recommends changes in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the Redmond Urban Area Planning Commission held the first evidentiary public hearing on April 15, 2026, and after reviewing the record and accepting public testimony, has recommended that the City Council adopt the proposed amendments to the Redmond Development Code; and

WHEREAS, the City Council held a public hearing on May 26, 2026, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record, and gather additional evidence and public testimony; and

WHEREAS, the City Council determines that the findings contained in Exhibit A for the adoption of the amendments to the Redmond Development Code have fully addressed the City's Comprehensive Plan, the applicable state law, the Statewide Planning Goals and the City's standards and criteria for an amendment to the Redmond Development Code; and

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

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

SECTION ONE: The City of Redmond hereby amends City Code, Chapter 8 (Redmond Development Code). The amendments and adopted text are attached hereto as "Exhibit B."

SECTION TWO: In support of the approval, the City of Redmond hereby adopts the findings, which are attached hereto as "Exhibit A", which were prepared by City staff and demonstrate compliance with the Redmond Development Code, Section 8.760 – Amendments, and the applicable Statewide Planning Goals.

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

PASSED by the City Council and **APPROVED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

EXHIBIT A

FINDINGS FOR TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 (DEVELOPMENT CODE)

HEARING DATE:	May 26, 2026, 6:00 PM, Redmond City Hall Council Chambers and via digital conference (GoTo Meeting)
HEARINGS BODY:	Redmond City Council
FILE NUMBER:	711-26-000054-TA
FILE NAME:	Redmond Development Code Text Amendment
REQUEST:	A Legislative Amendment to the Redmond City Code, Chapter 8 (Development Code) Adding an Article for Annexations; and Amending Townhouse Standards and Open Space Requirements
APPLICANT:	City of Redmond
REVIEWING STAFF:	Cory Murray, Senior Long-Range Planner Kyle Roberts, AICP, Planning Director

I. BACKGROUND

Summary:

Chapter 8 of the Redmond City Code, known as the Redmond Development Code (RDC), is the primary mechanism to implement the City's Comprehensive Plan, regulate zoning, growth and development, land use activity, and other City policies related to Great Neighborhood Principles. As a living document, periodic amendments to the RDC are needed to adapt to changing conditions, comply with Comprehensive Plan policies, new state legislation, or simply to improve administration of provisions within the code. Code amendments touch on many different aspects of the community, livability and have significant implications regarding providing certainty, flexibility and modernization of regulations all at the same time.

A major component of Redmond's growth is through annexations. Although not required, it is common for a city's development code to have procedures and requirements for annexations. Redmond's development code does not have any provisions for annexations – instead, the City has processed annexations by direct applying State statute (ORS Chapter 222). To essentially provide for more local control with processing annexations, City Council directed staff to propose annexation provisions to be added into the City's development code.

Per the direction of City Council, staff is again, proposing amendments to townhouse standards and open space requirements. Last fall, staff proposed amendments to said standards but withdrew them from the adoption process after learning from the State's Housing Accountability and Production Office (HAPO) that they did not comply with State housing law. Subsequently, Council directed staff to work with HAPO staff to propose revisions to the standards that would meet Council goals and that would comply with State law.

This proposed amendments to the zoning standards in the Development Code is being initiated legislatively by staff at the direction of Council. The findings and supporting materials demonstrate the proposed text amendments are consistent with the Statewide Planning Goals, the Comprehensive Plan, and RDC Section 8.760 (Amendments). The four criteria set forth in Section 8.760 are addressed herein, as well as applicable state laws and requirements.

Proposal:

Annexation: The Redmond Development Code is comprised of four articles: Zoning Standards, Land Use Procedures, Land Division Standards, and Site and Design Review Standards. Staff is proposing to add a fifth article: Annexations. Deserving of its own article, Article V establishes the purpose, applicability, procedure, requirements, and approval criteria for annexations.

Rather than directly applying the complex annexation chapter of State law as well as cross-referencing annexation policies in the City’s Comprehensive Plan when reviewing an annexation application, proposed Article V presents annexation requirements in one organized, easy to navigate article within the City’s development code. Additionally, the provisions of Article V specify process, procedure, and requirements that align with City Council goals while complying with State law and the City’s Comprehensive Plan. The intended result is an annexation code that is tailored to Redmond and that is more efficient for staff to implement and applicants and citizens to reference.

Townhouse standards: Proposed more commonly than not for new townhouse developments are townhouses with garages that are alley-loaded (i.e., vehicular access is taken from rear of the lot via an alley). Given the townhouse small lot sizes, State-mandated minimum off-street parking standard of one space per unit, and that sometimes townhouse developments front streets that do not allow for on-street parking, livability is impacted. Challenges arise around issues such as snow removal, emergency access, and space for adequate off-street parking space needs.^{1 2} The issue is exacerbated by the development code’s minimum 5-foot rear setback in all residential zones where a townhouse with a garage has vehicular access via an alley. This results in very short driveways.

Last fall staff had proposed an amendment to increase the alley-loaded rear setback to 20 feet but ultimately withdrew it due to HAPO’s findings, issued January 13, 2026, that it would effectively require that a second off-street parking space be provided, and therefore not comply with State law. After consulting with HAPO staff the past month, City staff is now proposing to add language that explicitly requires a driveway at least 20 feet in length be provided where a townhouse accesses the street or alley. The purpose of the driveway is to provide for the required one off-street parking space. Although a garage would provide for a parking space, a garage is not a required feature of a townhouse. This change would match the minimum setback requirements for single-family dwellings with attached garages accessing the street or alley in the same zones.^{3 4}

In working with HAPO, staff was also informed of recent State legislative changes that prohibit cities from requiring townhouse lots to have a minimum street frontage. As such, the driveway access and parking design standards are required to be updated. Proposed are those from the State’s model code.

Pocket parks – useable open space: One of the City’s 11 Great Neighborhood Principles requires that open space for pocket park(s) be provided for subdivisions and site plans proposed in medium and high-density residential zones at a standard of 3,000 square feet for every 25 lots/units. Currently there is no requirement that a minimum square footage of open space be consolidated. In other words, the standard can be met by providing numerous small open space tracts that can result in open space that is not useable for active recreation. Last fall, staff had proposed to add language that would require developments with at least 50 lots/units provide a minimum of 6,000 square feet of open space

¹ The one off-street parking space requirement can be met by providing a parking space in the garage (or driveway) as long as it meets the dimensional standard of 9’ x 20’.

² Oregon Administrative Rule 660-046-0220(3)(f)(A) requires that cities with a population greater than 25,000 cannot require more than one off-street parking space per Townhouse dwelling unit.

³ Oregon Administrative Rule 660-046-0220(2)(c) requires that cities with a population greater than 25,000 cannot require middle housing (e.g., townhouses) setbacks be greater than those applicable to detached single-family dwellings in the same zone.

⁴ Redmond Code Section 8.141(5)(B)(6) requires that garages and driveways for detached single-family dwellings be of adequate size to accommodate a minimum of one vehicle (i.e., the dimensional standard of 9’ x 20’).

consolidated, contiguous, and configured in a way that allows for active recreation but ultimately withdrew it due to HAPO's findings, issued January 13, 2026. HAPO determined that staff's proposed language required discretionary determination as to the appropriate configuration of open space. Additionally, the code's existing standard of 3,000 square feet for every 25 lots/units violates State law due to scaling by unit count.⁵

After consulting with HAPO staff the past month, City staff is now proposing an amendment to the required open space formula that is not based on units but rather on developable area.⁶ Specifically, staff is proposing that for subdivisions that are at least 2.5 acres in gross area size, 2.5% of a subdivision's developable area must be dedicated open space. The new formula is intended to achieve similar open space to what the City requires currently. Additionally, subdivisions that require greater than 5,000 square feet of open space must provide at least 5,000 square feet of open space that is consolidated and contiguous.

Exhibits:

The proposed amendments to the RDC are contained in one exhibit and is attached hereto:

Exhibit B – Additions and amendments to the Redmond City Code, Chapter 8. Changes are shown in red-colored text with additions in underlined text and deletions in strikethrough text.

Exhibit C – Public comments

Noticing:

Noticing for the first evidentiary hearing scheduled for April 15, 2026, was noticed as follows:

- Per ORS 197.610, a notice of proposed change to an implementing regulation and zoning map amendment was submitted to the Department of Land Conservation and Development (DLCD) on March 11, 2026.
- Per Section 8.1110 of the Redmond Development Code, a public hearing notice for the April 15th Planning Commission hearing was published in the *Redmond Spokesman* on April 2, 2026.

Noticing for the second evidentiary hearing scheduled for May 26, 2026, was noticed as follows:

- Per Section 8.1110 of the Redmond Development Code, a public hearing notice for the May 26th City Council hearing was published in the *Redmond Spokesman* on May 14, 2026.

Applicable Criteria:

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

- Oregon Revised Statutes (ORS) – Chapters 92, 197, 197A, 222, and 227
- Oregon Administrative Rules (OAR), Chapter 660:
 - Division 15, Statewide Planning Goals and Guidelines
 - Division 18, Post-Acknowledgement Amendments
 - Division 46, Middle Housing in Medium and Large Cities
- City of Redmond Development Code:
 - Article I – Zoning Standards
 - Section 8.760: Criteria for Amendments

⁵ Oregon Administrative Rule 660-046-0225 sets forth parameters for allowable design standards applicable to middle housing in large cities.

⁶ Oregon Administrative Rule 660-046-0225(1)(c) allows design standards to scale with form-based attributes.

II. FINDINGS & CONCLUSIONS

Findings:

Redmond Development Code, Article I – Zoning Standards: Amendments: Sections 8.750 through 8.770 set forth the procedure and standards for an amendment to the text of the Redmond Development Code. Specifically, Section 8.760 sets forth the four review criteria that must be met when evaluating amendment requests. Findings for each criterion are presented below.

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

1. In conformity with all applicable State statutes;

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

ORS 92.031, *Middle housing land division; conditions of approval*

The amendments to the townhouse standards as it pertains to street frontage and driveway access and parking design standards are proposed to bring said standards into compliance with recent changes to State law, specifically ORS 92.031(4)(c).

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

ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to DLCD. Notice of the proposed implementing amendments to the RDC has been provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendments.

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

ORS 197.797 sets forth noticing requirements. The applicable RDC standards that address amendment and legislative procedures and noticing requirements (i.e., Sections 8.750-8.770 and 8.1100-8.1125) were developed in compliance with the applicable State statute regarding noticing and public hearings. The relevant findings, incorporated by reference herein, show compliance with the aforementioned statutes.

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

ORS 197A.420, *Duplexes; middle housing*

As discussed above, staff is proposing to amend the setbacks for townhouses where they have street or alley access to match the setback requirement for single-family dwellings with attached garages accessing the street or alley for all residential zones. Staff's proposal is permissible by and complies with ORS 197A.420(5) as the amended minimum setbacks will not be greater than the same setbacks applied to single-family in the same zones.⁷

⁷ Oregon Administrative Rule 660-046-0220 provides direction on the implementation of ORS 197A.420(5).

ORS 222.111, *Authority and procedure for annexation; specifying tax rate in annexed territory*

ORS 222.111(2) states that a proposal for annexation of territory to a city may be initiated by City Council, on its own motion, or by a petition to City Council by owners of real property in the territory to be annexed. The proposed addition of Article V – Annexations to the development code has incorporated these options to the initiation procedures of Article V.

ORS 222.120, *Procedure for annexation without election; hearing; ordinance subject to referendum*

Proposed Article V does not require that a proposal for annexation be submitted to the electors of the city for their approval or rejection. ORS 222.120(1) requires that a proposal for annexation be submitted to the electors of the city for their approval or rejection only if the city's charter expressly requires to do so – Redmond City Charter does not.

ORS 222.125, *Annexation by consent of all owners of land and majority of electors; proclamation of annexation*

Consistent with ORS 222.125, the proposed initiation procedures of Article V require consent in writing from all of the landowners in the territory proposed to be annexed and not less than 50 percent of the electors, if any, residing in the territory.

ORS 222.127, *Annexation without election notwithstanding contrary city law upon petition of all owners of land; declaration of annexation*

Consistent with ORS 222.127, no elections are permitted and the City must annex a proposed territory if it receives a petition signed by every landowner in a territory as well meeting the criteria of ORS 222.127(2), which are incorporated throughout proposed Article V.

ORS 222.170, *Annexation by consent before public hearing or order for election; proclamation of annexation*

Consistent with ORS 222.170(1) and (2), the proposed initiation procedures of Article V require consent in writing from more than half of the land owners in the territory proposed to be annexed, who also own more than half of the land in the territory and of real property therein, representing more than half the assessed value of all real property in the territory; and require consent in writing from a majority of the electors registered in the territory proposed to be annexed and the owners of more than half of the land in that territory.

ORS 222.855, *Annexation to remove danger to public health*

Although not required to be codified as part of proposed Article V, staff has chosen to incorporate health hazard abatement annexation under the initiation procedures of Article V.

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

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

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

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

The agenda for the Planning Commission public hearing, where and when the proposed amendments are discussed, were provided in accordance with law. All documents were available for public review. Public notice advertising the April 15th public hearing was published in the *Redmond Spokesman*.

Goal 2 – Land Use Planning – requires establishing a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The proposed amendments are intended to enhance livability, bring regulations in line with state law, and provide clarity and improve administration.

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

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

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces – none the proposed amendments affect any regulation that implements Goal 5 and the City’s acknowledged regulations implementing Goal 5 remain in effect with no change in applicability.

Goal 6 – Air, Water, and Land Resources Quality – is not applicable because the City’s acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

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

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

Goal 9 – Economic Development – requires the City to plan and zone enough land to meet the community’s projected commercial and industrial needs. The City adopted an Economic Opportunities Analysis (EOA) in 2020. This document serves as the City’s compliance document under Goal 9, OAR 660-009-0015, and ORS 197.712. Strategies identified in the EOA carried over as economic development goals and policies outlined in Chapter 9 of the City’s Comprehensive Plan. The proposed code amendments do not have a direct impact on the EOA or the economic development goals and policies of the City’s Comprehensive Plan.

Goal 10 – Housing – provides for the housing needs of citizens of the state. The City adopted a Housing Needs Analysis (HNA) in 2019. This document serves as the City’s compliance document under Goal 10, OAR Chapter 660, Division 008, and ORS 197A.270. This report concludes that Redmond should plan to accommodate development of 6,963 new dwelling units over the next 20 years in order to house the projected population growth. Among the proposed code amendments are updates to townhouse standards as they pertain to street frontage and driveway access and parking design standards. They are being proposed to bring said standards into compliance with recent changes to State housing law. Additionally, the modification to the formula for required open space is being proposed to bring the requirement into compliance with State housing law.

Goal 11 – Public Facilities and Services – requires the City to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural

development. The proposed amendments will have no impact on the City's ability to plan and develop public facilities and services.

Goal 12 – Transportation – requires the City to provide and encourage a safe and convenient and economic transportation system. Per OAR 660-012-0060, the proposed amendments will have no impact on an existing or planned transportation facility.

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

Goal 14 – Urbanization – requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The proposed amendments do not encourage uncoordinated development, sprawl, or lower targeted densities. The management of the City's land use inventories is unaffected by this amendment.

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

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

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

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

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

Based on the above discussion and finding, the proposed amendments are consistent with the statewide planning goals and therefore complies with criterion #2.

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

FINDING: The Redmond Comprehensive Plan is the official land use policy statement of the Redmond City Council. The City frequently reviews and updates the RDC to try and ensure it is aligned with the Comprehensive Plan. Staff has found only a small number of Comprehensive Plan policies have meaningful relevance to the proposed amendments.

Chapter 2 of the Comprehensive Plan identifies goals and policies that pertain to land use planning and procedures. Goal 1 of the chapter states: "Ensure that Redmond's Comprehensive Plan, implementation tools, and administration procedures build on the community's vision for the future and align with regional, state, and federal plans and regulations." The RDC serves as the major implementation mechanism of the Comprehensive Plan. Amendments to the RDC create greater alignment with the Comprehensive Plan that contribute to advancing the community's vision for the future.

Policy 2-2-4 requires that land annexed into the city be rezoned consistent with the zoning designated on the Redmond Comprehensive Plan Map. This policy is reflected in the zoning of annexed areas provision of the proposed Article V – Annexations.

Chapter 14 of the Comprehensive Plan includes policies that concern urbanization. Specifically, goal 1 of the chapter guides the growth and development in a manner that implements the Redmond 2040 Vision. Goal 1 includes several policies that detail requirements of annexation, specific to Redmond. The provisions within proposed Article V – Annexations are consistent with the policies presented in

goal 1 of Chapter 14. Of particular note is the incorporation into Article V of policy 14-1-10, which requires that annexation of roads and rights-of-way include the full width of existing and new rights-of-way along the frontage of annexing properties, provided that such rights-of-way are located entirely within the Urban Reserve Area.

Chapter 15 of the Comprehensive Plan includes policies aimed at enhancing livability in Redmond. The goal of Chapter 15 is for Redmond to “guide development by implementing forward-looking policies to improve livability, retain community identity, create a high quality of life, and support a safe environment.” The proposed amendments to setbacks for townhouses will enhance the livability of newly-proposed neighborhoods by ensuring that adequate space is available for issues such as snow removal, emergency access, and space for adequate off-street parking space needs. Additionally, the proposed revision to the pocket park requirement will improve neighborhood open spaces by ensuring that useable space is provided, which allows for areas for active recreational opportunities that can enhance quality of life.

Staff concludes that the proposed amendments are consistent with the applicable Redmond Comprehensive Plan goals and policies.

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

FINDING: There has not been a change of circumstances per se; however, as discussed in the introduction of this staff report, Redmond’s development code does not have any provisions for annexations – instead, the City has processed annexations by direct applying State statute. To essentially provide for more local control with processing annexations, City Council directed staff to propose annexation provisions to be added into the City’s development code.

Per the direction of City Council, staff is proposing amendments to townhouse standards and open space requirements. Last fall, staff proposed amendments to said standards but withdrew them from the adoption process after learning from HAPO that they did not comply with State housing law. Council directed staff to work with HAPO staff to propose revisions to the standards that would meet Council goals and that would comply with State law.

III. RECOMMENDATION

The Redmond Urban Area Planning Commission held the first evidentiary public hearing on April 15, 2026. No written comments were submitted prior to the hearing nor was there any oral testimony at the hearing. After the staff presentation, the Commission’s questions largely focused on the proposed approval criteria for annexations, namely that an annexation must be in the City’s best interest. Staff provided additional explanations as to what “in the City’s best interest” means and does not mean. In short, any request of an annexation applicant by the City must be substantiated by City code, policies, or data. Ultimately the Commission voted (5-0, 1 abstention) to recommend City Council adopt the code amendment package as presented in Exhibit B.

Sec. 8.130. Urban Holding UH-10 Zone.

Land located outside city limits and within the Redmond Urban Growth boundary are zoned Urban Holding 10. The City shall administer the provisions of Title 20 Redmond Urban Area Zoning Ordinance of the Deschutes County Code for this County zoning district. To develop an Urban Holding-10-zoned property to urban standards (i.e., rezone to a City zoning district) requires annexation. See Article V of this Chapter for annexation procedures and requirements.

~~1. *Master Development Plans.* The development and approval of an Urban Area Master Plan subject to the provisions of Section 8.270 is required as a condition of annexation, prior to or concurrent with rezoning from UH-10 to City zoning districts.~~

~~2. *Exception to Master Development Plans Requirement.* Approval of a development plan may be granted without going through a Master Development Plan process according to the following requirements:~~

~~*Non-Residential Properties:*~~

~~A. The development plan is 12 acres or less in size; and,~~

~~B. The development plan addresses the applicable Great Neighborhood Principles; and, the development plan includes an appropriate local grid street plan, that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,~~

~~C. The development plan meets applicable requirements for land near the urban edge; and,~~

~~D. The development approval is obtained through a PUD process except when the property is to be used for a public use, such as for a park or school or some other public facility; and,~~

~~E. Annexation to the City of Redmond is proposed as part of the development plan; and,~~

~~F. The development plan addresses all other applicable requirements of the Redmond Comprehensive Plan and Development Code; and,~~

~~G. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan.~~

~~*Residential Properties:*~~

~~H. The parcel is within the City of Redmond or can be annexed to the City; and,~~

~~I. The parcel is three acres or less in size; and,~~

~~J. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan; and,~~

~~K. The development plan meets the applicable Great Neighborhood Principles, Land Division, and Site Plan policies; and,~~

~~L. Significant Goal 5 resources, as defined in *Redmond Comprehensive Plan, Chapter 5*, are identified, and managed, in accordance with Redmond's Goal 5 resource protection program; and,~~

~~M. The development plan includes an appropriate local grid street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,~~

~~N. The development plan meets applicable requirements for land near the urban edge and meets applicable planning requirements for land near the urban rural interface; and,~~

~~O. The development application meets all other required elements for one of the City's land use planning approval processes.~~

(Ord. No. 2015-01; 2-24-2015; Ord. No. 2020-15, 11-10-2020; Ord. No. 2022-04, 6-28-2022)

Sec. 8.140. Table B, Minimum Standards.

The following minimum standards apply in each of the Residential zones:

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Minimum Lot size - Square Feet					
Single Family, Duplex, Triplex, Single Room Occupancy Development	9,000	9,000	7,500	5,500	5,500
Quadplex, Cottage Clusters	9,000	9,000	7,500	7,000	7,000
Townhouse	1,500	1,500	1,500	1,500	1,500
Multi-family Complex: 5+ units	No Minimum Lot Size Must Meet Density Standards				
Density - Units/Net Acres					
Minimum Density: All	4	4	5	5	8
Maximum Density: Single Family, Single Room Occupancy Development	5	5	5.8	8	8
Maximum Density: Duplex, Triplex, Quadplex, Cottage Cluster	No Maximum Density Must Meet Minimum Lot Size				
Maximum Density: Townhouses	20	20	23.2	25	25
Maximum Density: Multi-family Complex 5+ units	N/A	N/A	N/A	14.5	17.4
Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Planned Unit Developments (PUDs) densities in Section 8.275.					
Minimum Setback Distance - Feet					
Front Façade, excluding garage	10	10	10	10	10
Interior Side	5/10	5/10	5	5	5
Interior side yards must be a minimum of 5 feet on one side and 10 feet on the other side for single family, duplex, triplex, and quadplex residences. Where alley access is provided, both interior side yards may be reduced to 5 feet. Exceptions to the 10-foot setback are allowed (1) when the residential lot was created prior to the adoption of this standard (November 9, 2006); (2) on cul-de-sac lots; or (3) on flag lots.					
Street Side	10	10	10	10	10
Rear	20	20	20	15	5
Attached Garage, access from alley or street	20	20	20	20	20
Setbacks:					
ADUs: Specified in Section 8.325					
Detached Accessory Structures: Specified in Section 8.323					
Cottage Clusters: Specified in Section 8.143					
Multi-family Complexes: Specified in Section 8.3035(4.E. Table A.)					
Townhouses: Specified in Section 8.142					
Maximum Building Height - Feet					
Single Family, Plexes, ADU	32	32	32	45	45

Cottage Cluster	25	25	25	25	25
Townhouse	35	35	35	45	45
Minimum Street Frontage - Feet					
Standard Street	50	50	50	50	40
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Townhouse	20	20	20	20	20

(Ord. No. 2012-04, 4-24-2012; Ord. No. 2013-04, 5-14-2013; Ord. No. 2018-09, 9-11-2018; Ord. No. 2020-15, 11-10-2020; Ord. No. 2022-04, 6-28-2022; Ord. No. 2022-09, 12-13-2022; Ord. No. 2023-07, 12-19-2023)

Sec. 8.142. Townhouse Development and Design Standards.

1. *Procedure.* New townhouses shall be reviewed for conformance with the requirements listed in this Section.
2. *Table A: Minimum Standards.*

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Maximum Density (Units/Net Acre)	20	20	23.2	25	25
Minimum Lot Size (Square Feet)	1,500	1,500	1,500	1,500	1,500
Maximum Building Height (Feet)	35	35	35	45	45
Minimum Street Frontage (Feet)	20	20	20	20	20
Minimum Setback Distance (Feet)					
Front with alley or other rear access	10	10	10	10	5
Front without alley or other rear access	10	10	10	10	10
Front with street access – driveway length	20	20	20	20	20
Front with garage* setback from and street access	20	20	20	20	20
Non-street side: Common wall lot line where units are attached	0	0	0	0	0
Exterior wall at end of a townhouse structure	5	5	5	5	5
Street Side	10	10	10	10	10
Rear with alley access – driveway length	20	20	20	20	20
Rear with garage* and alley access	<i>5-20</i>	<i>5-20</i>	<i>5-20</i>	<i>5-20</i>	<i>5-20</i>
Rear without garage-alley access	10	10	10	10	10-5

**Note: A garage is an optional feature.*

3. *Off-Street Parking.* Townhouses shall meet the off-street parking requirements of Section 8.500.
4. *Areas Owned in Common.* For townhouse projects, common areas must be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the City prior to issuance of a building permit.
5. *Design Standards.* New townhouses shall meet the design standards in Subsections (A.) through (G.) of this Section.
 - A. *Entry Orientation.* The main entrance of each townhouse must:
 1. Be within 8 feet of the longest street-facing wall of the dwelling unit, if the lot has public street frontage; and
 2. Either:
 - a. Face the street (see Figure 1);
 - b. Be at an angle of up to 45 degrees from the street (see Figure 2);
 - c. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
 - d. Open onto a porch (see Figure 3). The porch must:
 - i. Be at least 25 square feet in area; and
 - ii. Have at least one entrance facing the street or have a roof.

Figure 1. Main Entrance Facing the Street

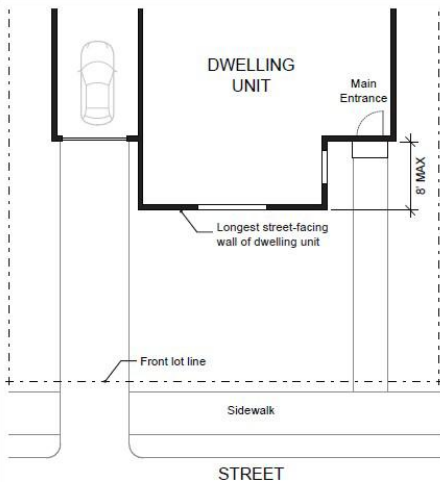


Figure 2. Main Entrance at 45° Angle from the Street

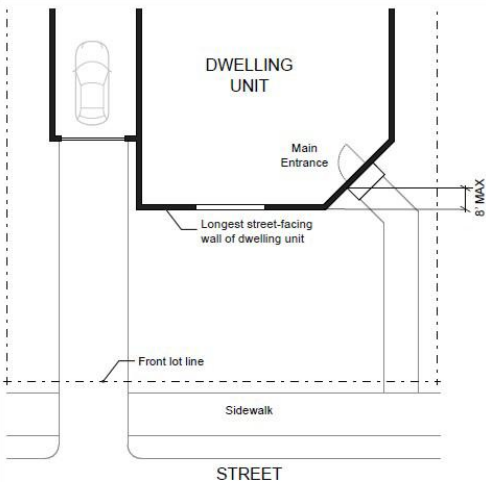
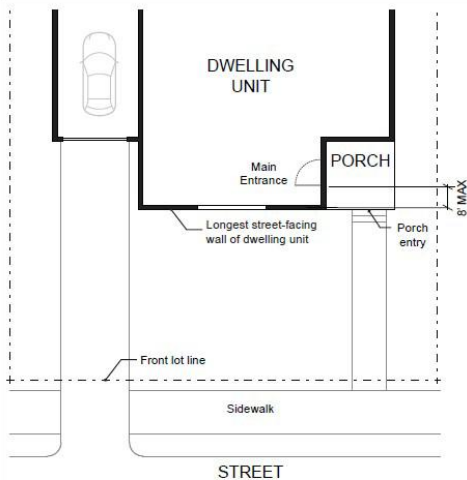
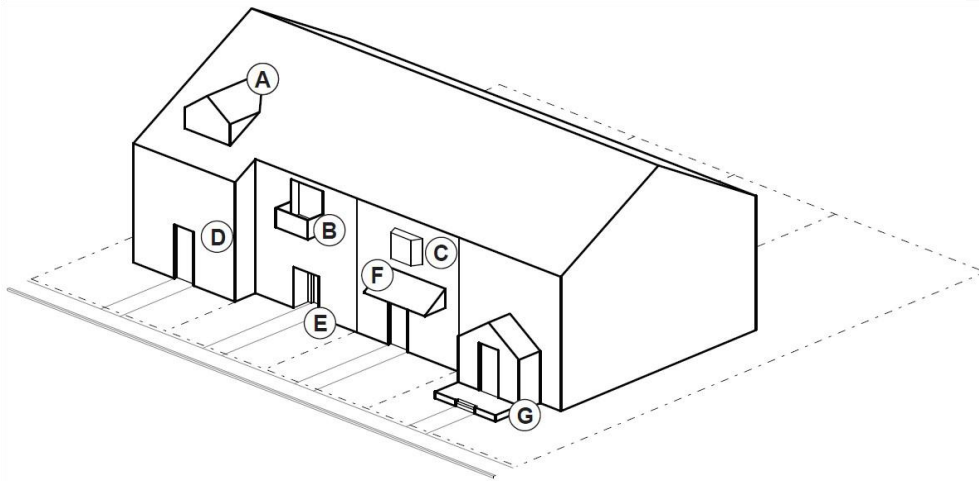


Figure 3. Main Entrance Opening onto a Porch



- B. *Unit Definition.* Each townhouse must include at least one of the following on at least one street-facing façade (see Figure 4):
1. A roof dormer a minimum of four feet in width, or
 2. A balcony a minimum of two feet in depth and four feet in width and accessible from an interior room, or
 3. A bay window that extends from the façade a minimum of two feet, or
 4. An offset of the façade of a minimum of two feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or
 5. An entryway that is recessed a minimum of three feet, or
 6. A covered entryway with a minimum depth of four feet, or
 7. A porch meeting the standards of Subsection (A.2.d.) of this Section. Balconies and bay windows may encroach into a required setback area.

Figure 4. Townhouse Unit Definition



- (A) Roof dormer, minimum of 4 feet wide
- (B) Balcony, minimum 2 feet deep and 4 feet wide. Accessible from interior room.
- (C) Bay window extending minimum of 2 feet from facade
- (D) Facade offset, minimum of 2 feet deep
- (E) Recessed entryway, minimum 3 feet deep
- (F) Covered entryway, minimum of 4 feet deep
- (G) Porch, meets standards of subsection (A)(2)(d) of this section

C. *Windows.* A minimum of 15 percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. See Figure 5.

Figure 5. Window Coverage



STREET-FACING FACADE

- Area subject to 15% window & entrance door coverage requirement
- ▨ Qualifying window coverage
- ▩ Qualifying entrance door coverage

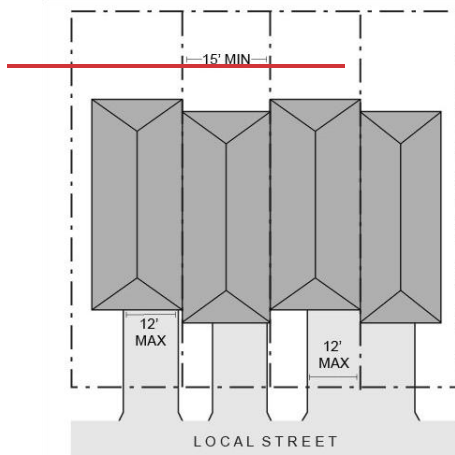
- D. Driveway Access and Parking. Townhouse lots with frontage on a public street shall either meet the standards in subsection 1 or subsection 2. Townhouse lots without frontage on a public street are subject to subsection 3.
1. Where garage entrances, off-street parking areas, or driveways are located between a townhouse and a public street (other than an alley), the following standards shall be met (see Figure 6).
 - a. The townhouse lot shall have at least 15 feet of street frontage on a local street.
 - b. A maximum of one driveway approach is allowed for every townhouse. Driveway approaches or driveways may be shared.
 - c. On each townhouse lot, the width of the following features shall not exceed 12 feet, or 60 percent of the lot frontage width, whichever is less:
 - i. Outdoor on-site parking and maneuvering areas; and
 - ii. Garages, as measured from the inside of the garage door frame.
 - d. This standard does not supersede the City's driveway separation standards.
 2. For all other configurations of driveway access and parking, the following standards shall be met.
 - a. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 7.
 - b. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. See Figure 8.

Driveway Access and Parking. Townhouses with frontage on a public street shall meet the following standards:

1. ~~Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards (see Figure 6):~~
 - a. ~~Each townhouse lot has a street frontage of at least 15 feet on a local street.~~
 - b. ~~A maximum of one driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.~~
 - c. ~~Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot.~~
 - d. ~~The garage width does not exceed 12 feet, as measured from the inside of the garage door frame.~~

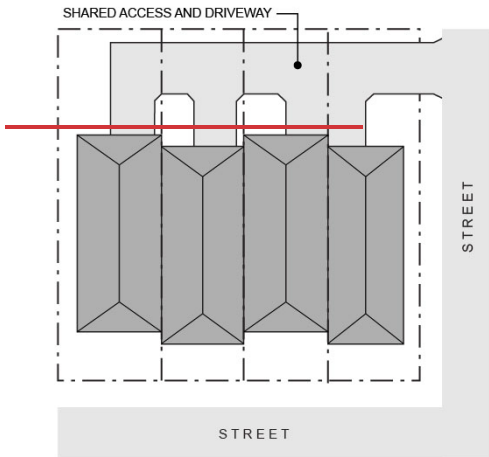
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Figure 6. Townhouses with Parking in Front Yard



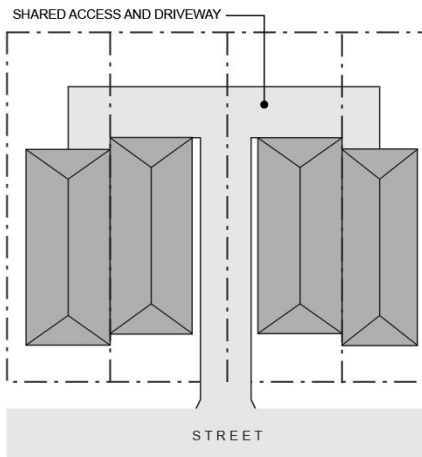
2. ~~The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in Subsection (1.):~~
 - a. ~~Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side-yard of a townhouse.~~
 - b. ~~A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 7.~~

Figure 7. Townhouses on Corner Lot with Shared Access



- c. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses. See Figure 8.

Figure 8. Townhouses with Consolidated Access



dc. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access. Driveway and approach widths are subject to the City's Public Works Standards.

3. Townhouse lots that do not have public street frontage may be accessed from a shared driveway located within an access easement or tract that allows normal vehicular access and emergency access. See Figure 9.
3. ~~Townhouse projects in which all units take exclusive access from a rear alley are exempt from compliance with Subsection (2).~~
4. All driveway accesses for townhouses must comply with Section 8.2820 (Access Management Standards).
5. Townhouse projects in which vehicular access for all units is exclusively from a rear alley are exempt from these standards.
6. Townhouses with ground levels that are designed as accessible or adaptable are exempt from subsection (A)(1)(c).

Figure 6. Townhouses with Parking in Front Yard

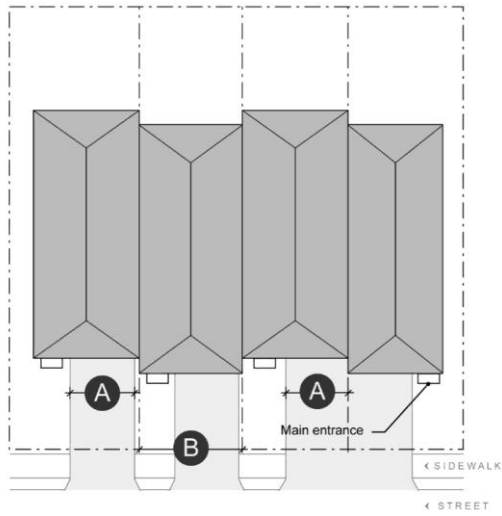
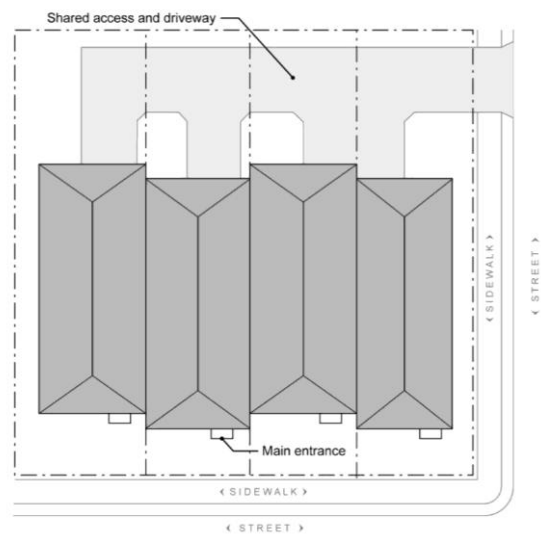


Figure 7. Townhouses on Corner Lot with Shared Access



A

Maximum width of driveway, parking or maneuvering area, or garage: 12 feet or 60% of lot frontage width, whichever is less

B

Minimum 15 feet of street frontage

Figure 8. Townhouses with Consolidated Access

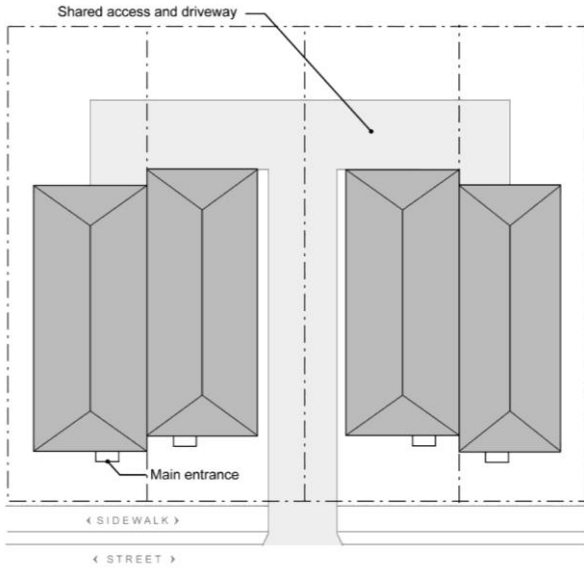
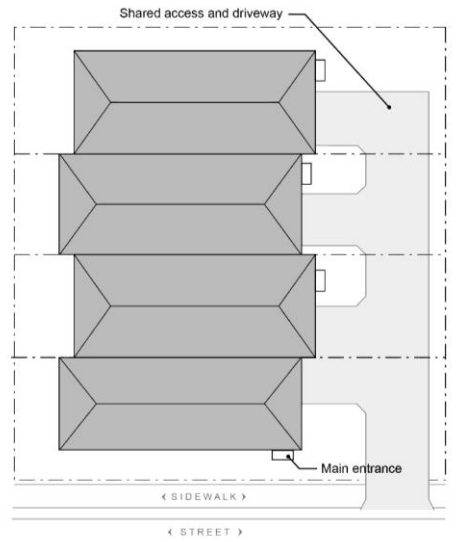


Figure 9. Townhouses with Access from Shared Driveway and Access Easement/Tract



- E. *Screen of Mechanical Equipment.* All exterior ground mounted mechanical equipment located forward from the line of the front façade (living space and garage) of the building shall be screened from the street at the ground/eye level line of sight. Solar power, wind power, and satellite dishes necessitating placement on walls or roofs for normal operation are exempt from this provision.
- F. *Landscaping.* See Sections 8.520 through 8.540 for applicable landscaping requirements.
- G. *Fences.* See Section 8.340.

(Ord. No. 2018-09, 9-11-2018; Ord. No. 2020-15, 11-10-2020; Ord. No. 2022-04, 6-28-2022; Ord. No. 2022-09, 12-13-2022; Ord. No. 2023-07, 12-19-2023)

Sec. 8.270. Master Development Plans.

A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

1. *Applicability.* This Section applies to properties proposed for annexation or rezoning from Urban Holding-10, except that in the event that an applicant has applied for a Planned Unit Development application prior to or concurrent with rezoning from Urban Holding-10, the Master Development Plan approval criteria shall be those used for the Planned Unit Development application and the Great Neighborhood Principles.
2. *Purpose.* The purpose of Master Development Plan is to provide:
 - A. Orderly and efficient development of the City consistent with the City of Redmond Framework Plan and adopted Area Plans.
 - B. Compatibility or transitions with adjacent developments and the character of the area.
 - C. A complementary mix of uses and activities.
 - D. An interconnected transportation network (streets, bicycle routes, and pedestrian trails) within the master plan area and to existing and planned City streets, routes, and trails.
 - E. A range of housing choices and densities for areas planned to have residential components.
 - F. A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.
 - G. Public and semi-public facilities and services.
 - H. Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.
 - I. Transitions or buffers between urban development and rural areas.
 - J. Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.
3. *Procedures for Review.*
 - A. *General.* Master Development Plans (MDP or PMDP) shall be approved through a quasi-judicial review process. Application procedures and related fees for approval may be streamlined in order to promote timely development of urban planning for land zoned UH-10. The Community Development Director, or designee, shall inform the applicant during the mandatory pre-application stage if the proposed MDP area includes the necessary contiguous properties. The determination for the proposed plan area shall be based on utilizing the following factors:
 1. Whether there are properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;
 2. Whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting properties;
 3. Whether the total acreage of abutting or enclave properties is less than the acreage in the proposed plan area; and
 4. There is a community interest that would be served by including additional properties in the plan area.

B. *Review and Approval Criteria for Master Development Plans (MPD) or Partial Master Development Plans (PMDP).*

1. *General.* In the review of any application for a Master Development Plan, the Planning Commission and City Council, if required, shall consider the following:
 - a. Whether the proposed Plan is generally consistent with the Framework Plan, adopted Area Plan, and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.
 - b. Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas, and natural resources and hazards.
 - c. Whether the proposed Plan is functionally integrated with developed or planned areas.
 - d. The proposed Plan meets the applicable Great Neighborhood Principles.

C. *Master Development Plan (MDP) or Partial Master Development Plan (PMDP) Submittal Requirements and Approval Process.*

An application for approval shall include the submittal requirements set forth in the City's Land Use Review application form as well as the elements described below.

1. *Narrative.* A narrative shall set forth the goals and objectives of the plan and describe the urban characteristics of the planned area.
2. *Neighborhood Meeting.* Proof a neighborhood meeting was conducted to provide an opportunity for the applicant to meet with surrounding property owners discuss the proposal. See Section 8.385 for meeting requirements.
3. *Development Plan Map.* A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot numbers, current ownership, parcel size, and other information that is pertinent to the plan.
4. *Land Use Diagram.* The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.
5. *Significant Resources Inventory.* An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites.
6. *Parks and Open Space.* Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be

identified in the planning process to compensate property owners for land dedicated to public use.

7. *Air, Noise, and Water Resources.* Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, State, and Federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.
8. *Natural Hazard Areas.* Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas.
9. *Residential Uses.* Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
10. *Employment Uses.* Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.
11. *Transportation Analysis and Diagram.* Prepare a *Transportation Impact Analysis (TIA)* including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan (TSP)* and adopted Area or Framework Plans. The TIA shall identify and show:
 - a. The proposed classification for all streets.
 - b. The location of approved TSP improvement projects.
 - c. Any capital improvements that may need to be added to the TSP in order to serve the plan area.
 - d. Proposed bicycle pedestrian, and trail routes.
 - e. Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
12. *Public Facilities Analysis and Diagram.* The plan shall include a conceptual layout of public facilities, including sanitary sewer, water, and storm drainage) needed to support the planned uses. The Public Facilities Analysis must be consistent with the City's adopted *Public Facility Plan (PFP)* and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.

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13. *North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance.* The master plan shall comply with the following policies, if applicable:
- a. Any property newly annexed within the IAMP area shall have:
 - i. Direct Access to a local public street other than a State highway consistent with the Local Street Connectivity Plan; and,
 - ii. Any property to be annexed to the City shall relinquish all direct access rights to a State highway as a condition of development approval (when a legal alternative access exists).
14. *Great Neighborhood Principles.* MDPs shall address applicable Great Neighborhood Principles below. In instances where the property proposed for a MDP is located within the boundary of an adopted Area Plan, the MDP shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.
- a. *Transportation.* Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curved streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with existing or planned pedestrian facilities.
 - b. *Housing.* A mix of housing unit types and densities shall be integrated into the design of new neighborhoods consistent with zone requirements unless a variance or other planning permit is approved.
 - c. *Open spaces, greenways, recreation.* All new neighborhoods shall provide open spaces with recreation amenities that are useable to the public and are integrated to the larger community via trails or pathways. Parks and plazas shall be developed in accordance with Redmond's Parks Master Plan, or otherwise should be centrally located in the neighborhood and capable of supporting public gathering places. New neighborhoods should retain and incorporate significant geological features such as rock outcroppings or stands of clustered native trees into the design and lot layout.
 - d. *Integrated design elements.* Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the MDP. MDPs may integrate design themes with adjacent developed or planned areas.
 - e. *Diverse mix of activities.* A variety of uses are encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, and open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.
 - f. *Public Art or Artistic Feature.* Places for the installation of public art or artistic feature is required to provide focal points, preferably, at the gateways to neighborhoods, in and around the center of neighborhoods, or trailheads.
 - g. *Scenic Views.* Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock, such as in street view sheds or park

areas. Streets and common, or public, open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter from signs and utilities within scenic corridors.

- h. *Urban-Rural Interface.* Residential development adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
 - i. Provide 100-foot-wide landscaped buffers, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
 - ii. Locating lower density development at the urban-rural interface; or
 - iii. Other appropriate and equivalent transitional elements as approved by the Review Authority.
 - i. *Pocket Parks/Tot Lots.* Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed in the amount of 2.5% of the subdivision's total developable area (area intended for development minus land devoted to right-of-way) for subdivisions of at least 2.5 acres in gross area size. for every 25 lots/units, a minimum of 3,000 square feet and Subdivisions that require greater than 5,000 square feet of open space must provide at least 5,000 square feet of open space that is consolidated and contiguous. privately maintained. Examples of amenities~~privately maintained. Examples of amenities~~The park must be privately maintained with elements that can include amenities such as~~include~~: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash ~~receptable~~receptacle(s) and lighting.
 - j. *Canal Trails.* If canals or laterals are present, multi-use trails at least ten feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations (e.g., every 500 feet, at trailheads or intersections with public streets).
 - k. *Green Design.* Land divisions and site plans shall incorporate principles of sustainable design befitting the natural ecosystem of Central Oregon. These principles may be incorporated through the layout of individual lots and the configuration of neighborhoods and include energy efficient siting and construction of buildings, water-wise and native landscaping, and amenities to provide for walkability via shade and priority access for pedestrians, or other such similar design strategy.
- D. *Implementation.* Upon approval, all subsequent development located within the MDP boundaries shall be consistent with the approval.
 - E. *Amendment/Modification to Master Development Plan.* Any modifications to the approved MDP shall be subject to the standards and procedures in Article II, "Modifications", and subject to the review criteria contained in this Section.
 - F. *Expiration of Master Development Plan.* An approved MDP or PMDP shall be subject to the requirements of Section 8.1605 concerning expiration, unless a specific timeline is approved through the land use review process.

(Ord. No. 2022-04, 6-28-2022; Ord. No. 2022-09, 12-13-2022; Ord. No. 2023-07, 12-19-2023)

(Supp. No. 2, Update 2)

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Sec. 8.2705. Blocks, Lots and Parcels.

1. *Blocks.* The resulting or proposed length, width and shape of blocks shall take into account the requirements for adequate building lot sizes, street widths, access needs and topographical limitations.
 - A. No block shall be more than 660 feet in length between street center lines unless it is adjacent to an arterial street, or unless topography or the location of adjoining streets justifies an exception and is so approved by the reviewing authority. In MUN, MUE and MULW zones, block lengths shall be an average of 330 feet, except where required to meet grid street or access management requirements.
 - B. The recommended minimum length of a block along an arterial street is 1,320 feet, except that along such blocks, a public right-of-way for pedestrian and bicycle access shall be dedicated at or nearest the mid-point of the block length as is practical. The right-of-way shall be a minimum of ten feet wide, with an all weather surface a minimum of five feet wide, constructed and centered within the right-of-way.
 - C. A block shall have sufficient width to provide for two tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.
 - D. Where appropriate at approved cul-de-sacs, dead-end streets, or along blocks approved at more than the maximum block length standard, pedestrian and bicycle access corridors shall be required to be constructed between lots to minimize travel distance between subdivisions, parks, school, and collector or arterial streets. Access corridors shall be located to provide a reasonably direct connection between likely pedestrian destinations and shall be consistent with the City of Redmond Bicycle Refinement Plan where applicable. A reasonably direct connection is a route which minimizes out of direction travel for people likely to use the connection considering terrain, safety, and likely destination. The Review Authority may determine based on evidence in the record that construction of a separate access corridor is inappropriate or impractical. Such evidence may include but is not limited to:
 1. When the nature of abutting existing development makes construction of an access corridor impractical.
 2. When the access corridor would cross a natural area with significant natural habitat and construction would be incompatible with protection of natural values.
 3. When the access corridor would cross topography where slopes exceed 30 percent or where path grade would exceed 12 percent slope; or
 4. When a cul-de-sac or dead-end street abuts rural resource land at the urban growth boundary. In industrial zones, this standard may be waived at the discretion of the Review Authority, when it is determined that the City's grid street standards should not be applied to the industrial development.
2. *Lots and Parcels.* The size, width, and orientation of newly created lots and parcels shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots and parcels shall be generally rectangular in shape and shall be consistent with the lot size provisions of the zoning standards and the density requirements as established in the City of Redmond Comprehensive Plan. Notwithstanding these requirements, the following exceptions may apply:
 - A. In areas beyond the City Limits where public sewer is not currently available, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall be sufficient to permit adequate sewage disposal. Any problems posed by soil structure and water table as related to sewage disposal by septic tank shall be addressed and resolved in the applicant's initial plan.

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- B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the Review Authority. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
- C. In steep terrain, increased lot or parcel sizes may be required to avoid excessive cuts, fills, and steep driveways.
3. *Frontage.* Each newly created lot and parcel shall abut upon a public street other than an alley for at least 50 feet (at least 25 feet in Mixed Use zones). Lots fronting on the bulb of a cul-de-sac the minimum frontage shall be 30 feet. Flag lots shall have no less than 20 feet of street frontage measured at the property line. ~~Townhouse frontage shall be at least 20 feet.~~ Vehicular access shall be provided as specified in Section 8.2820, Access Management Standards, of this Chapter, or as specified in Section 8.2705(6.) below, for residential lots and parcels abutting collector and arterial streets. All lot and parcels shall be addressed from the primary public street frontage, not including alleys.
4. *Side Lot or Parcel Lines.* All side lot lines shall be at right angles to street lines or radial to curved streets wherever practical except as provided for in Subsection (10.) of this Section.
5. *Through/Double Frontage Lots and Parcels.* Through lots or parcels, and lots or parcels with double frontage shall be avoided whenever possible, including lots or parcels created adjacent to Collector and Arterial Streets, but not including alley frontage as described in Section 8.2705(6.) below, except when they are necessary due to an irregular parent lot or parcel configuration, or are necessitated by topography or other unique circumstance.
6. *Residential Lots and Parcels Abutting Collector and Arterial Streets.* Lots and parcels created adjacent to Collector and Arterial streets shall be oriented so that the front elevation of the residential development faces the Collector or Arterial Street. Vehicular access shall be provided pursuant to Section 8.2820, Access Management Standards, of this Chapter. In instances where direct vehicular driveway access to lot or parcel from the Collector or Arterial Street is not permissible, alley access shall be provided to the rear of the lot or parcel in accordance with the design standards included in Section 8.2710(3.) of this Chapter.
7. *Corner Lots and Parcels.* Corner lots and parcels shall be five feet more in width than other lots and parcels and also shall have sufficient extra width to meet the additional side yard requirements of the zoning district in which they are located.
8. *Special Building Setback Lines.* If special building setback lines, in addition to those required by the applicable zoning, are to be established in a development, they shall be shown on the final plat of the development and included in the deed restrictions.
9. *Large Building Lots; Re-division.* In the case where lots or parcels are of a size and shape that future redivision is possible, the Review Authority, may require that the blocks be of a size and shape so that they may be redivided into building sites, and the development approval and site restrictions may require provision for the extension and opening of streets at intervals which will permit a subsequent redivision of any tract of land into lots or parcels of smaller sizes than originally platted, and in conformance with the density provisions established in the City of Redmond Comprehensive Plan for the existing or intended Zone. A plan indicating the ability for re-division according to these standards may be required as part of the initial land division process.
10. *Curvilinear Street and Block Design.* Although a basic grid street design with minimum and maximum block lengths are requirements of this Section, a curvilinear street/block design is encouraged for the purpose of adding interest to new subdivision development.
11. *Flag Lots.* A flag lot shall be considered as a "flag lot" if the pole of the flag lot is less than half the width of the average lot width. For flag lots, the following shall be required:

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- A. Flag poles shall be no less than 20 feet wide. Flag lot frontage can be reduced by approval from Redmond Fire & Rescue and City Engineer.
 - B. All zone regulations apply, including the minimum required lot size and setbacks unless setback reductions are allowed as described in (E).
 - C. Each flag lot shall contain a minimum 12-foot-wide paved driveway.
 - D. A flag lot is exempt from the 50-foot street frontage requirement; however, a minimum of 20 feet of street frontage is required.
 - E. Front and/or rear yard setbacks may be reduced to no less than ten feet subject to review and approval by the Community Development Director. The orientation of any structure (determination of front) may be suggested by the property owner and is subject to the review and approval of the Community Development Director, or designee. The location(s) of all structures immediately adjacent to any flag lot shall be shown on a site plan (1) during planning review and during the act of creating any new flag lot, and (2) during a building permit review for any structure built on a flag lot.
 - F. No flag lot shall be partitioned or further divided, except as provided for by middle housing.
 - G. The "pole" of the flag lot shall be no longer than 150 feet measured from the street intersection to the beginning of the base of the flag.
 - H. The "pole" of the flag shall not be included in the minimum lot size calculation.
 - I. Flag lots shall be exempt from street tree requirements unless the street frontage portion of the flag lot is 30 feet or greater.
 - J. Flag lots are prohibited along or abutting the Dry Canyon Rim.
 - K. Two off-street parking spaces shall be provided for single family detached dwellings; and one space per unit for middle housing on a flag lot.

(Ord. No. 2012-11, 10-23-2012; Ord. No. 2020-15, 11-10-2020; Ord. No. 2022-04, 6-28-2022; Ord. No. 2022-09, 12-13-2022; Ord. No. 2023-07, 12-19-2023)

Sec. 8.2715. Fundamental Design Standards.

1. *Lighting.* The subdivider or partitioner shall provide underground wiring to the City standards and a base for any proposed ornamental streetlights at locations approved by the affected utility company.
2. *Multiple Access Points.* Whenever possible, a minimum of two points of access to the subdivision or partition shall be provided to provide assured access for emergency vehicles and ease resident evacuation.
3. *Water/Sewer.* All subdivisions and partitions shall provide water and sewer lines constructed to City standards and specifications approved by the City Engineer. All lots or parcels shall be served from the City of Redmond water and sewer systems or by water and sewer systems acceptable to the City. Water and sewer mains and service lines shall be installed prior to the curbing and paving of new streets in all new subdivisions or partitions.
4. *Underground Utilities.* All permanent utility service, cell service, and minor power transmission lines that are within or immediately adjacent to lots in a subdivision or parcels in a partition shall be provided from underground facilities unless otherwise approved by the Review Authority. The subdivider, partitioner, or developer shall be responsible for complying with requirements of this Section and shall:
 - A. Obtain a permit from Public Works for placement for all underground utilities within the public right-of-way.
 - B. Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with rules and regulations of the Public Utility Commission of the State of Oregon.
 - C. All underground utilities, water lines, sanitary sewer lines and storm drains installed in streets shall be constructed prior to the surfacing of such streets to the extent practicable, and water and sanitary sewer service lines shall be placed to such lengths as will negate the necessity for disturbing the street improvements when service connections are made.
5. *Preservation of Natural Features.* Existing natural features (i.e., rock outcrops) add character to the development and shall be preserved to the greatest extent practicable.
6. *Preservation and Replacement Trees.* All deciduous or coniferous existing trees having a ten-inch trunk diameter 4.5 feet above grade or greater are considered significant and shall be preserved or replaced at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 4.5 feet above grade. This criterion shall be met in the submitted landscape plan. Street trees are counted as replacement trees. Trees removed for installation of public infrastructure are not required to be replaced, however they should be preserved where possible. The Community Development Director, or designee, may prohibit removal of significant trees located within the setback along the perimeter of the parcel to be developed, located adjacent to water features, or that provide screening or buffering to existing development where not located within the proposed or potential building footprint. An alternate restoration plan may be approved by the Community Development Director, or designee.
7. *Easements.*
 - A. *Utility Easements.* Easements shall be provided along property lines when necessary for the placement of underground utilities and to provide the subdivision or partition with electric power, communication facilities, street lighting, sewer lines, water lines, gas lines, or drainage. Such easements shall be labeled "Public Utility Easement" on the tentative and final plat; they shall be at least 12 feet in width and centered on lot lines where possible, unless determined otherwise by the City Engineer or designate. Excepting utility pole guylines easements along the rear of lots adjacent to unsubdivided land may be reduced to ten0 feet in width, unless determined otherwise by the City Engineer or designate.

-
- B. *Drainage.* If a tract is traversed by a water course, such as a drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course or in such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses and drainage ways may be required.
8. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. ~~These areas shall be developed in the amount of 2.5% of the subdivision's total developable area (area intended for development minus land devoted to right-of-way) for subdivisions of at least 2.5 acres in gross area size. Subdivisions that require greater than 5,000 square feet of open space must provide at least 5,000 square feet of open space that is consolidated and contiguous. The park must be privately maintained with elements that can include amenities such as: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptacle(s) and lighting. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include: 1/2 of the park dedicated to turf areas, benches, trees, shrubs, ground cover, irrigation, other landscape or decorative features, and acceptable trash receptable(s) and lighting.~~
9. *Urban-Rural Interface.* Residential subdivisions adjacent to areas outside of the Urban Reserve Area (URA) shall provide buffering to manage the transition from urban to rural intensities by meeting at least one of the following standards:
- A. Provide landscaped buffers at least 100 feet wide, exclusive of rights-of-way, for the entire length that the urban development is adjacent to lands outside of the URA. The buffers shall be landscaped with native vegetation characteristic of the local ecosystem; or
 - B. Locating lower density development at the urban-rural interface; or
 - C. Other appropriate and equivalent transitional elements as approved by the Review Authority.

(Ord. No. 2012-11, 10-23-2012; Ord. No. 2020-15, 11-10-2020; Ord. No. 2022-04, 6-28-2022; Ord. No. 2023-07, 12-19-2023)

ARTICLE V - ANNEXATIONS

INTRODUCTORY PROVISIONS

Sec. 8.4000. - Purpose

The purpose of this Article is to establish procedures and criteria for annexation under the provisions of the Oregon Revised Statutes including, but not limited to, ORS Chapter 222. The annexation process is a quasi-judicial land use procedure governed by these statutes. This Article is intended to achieve orderly and efficient annexation of land to the city that will result in providing a complete range of public services and public facilities, as defined in this code, for the annexed territory and to ensure consistency with the Redmond Comprehensive Plan.

Sec. 8.4005. – Applicability

Land to be annexed pursuant to this Article must be located within the Redmond Urban Growth Boundary and contiguous to the existing city limits, or else separated from city limits only by a public right-of-way, stream, bay, lake, or another body of water.

ANNEXATION PROCEDURES

Sec. 8.4010. - Initiation Procedures

1. An annexation proposal may be initiated by one of the following procedures:
 - A. Consent in writing from all of the landowners in the territory proposed to be annexed and not less than 50 percent of the electors, if any, residing in the territory. Applicant(s) must provide evidence of consent by filing a statement of their consent with the City;
 - B. Consent in writing from a majority of the electors registered in the territory proposed to be annexed and the owners of more than half of the land in that territory. Applicant(s) must provide evidence of consent by filing a statement of their consent with the City; or
 - C. Consent in writing from more than half of the land owners in the territory proposed to be annexed, who also own more than half of the land in the territory and of real property therein, representing more than half the assessed value of all real property in the territory. Applicant(s) must provide evidence of consent by filing a statement of their consent with the City.
2. Statements of consent to annexation which are filed within any one-year period are effective and are deemed to be submitted with the petition required in subsection 1. of this section, unless a separate written agreement waiving the one-year period or prescribing some other period of time has been entered into between an owner of land or an elector and the City.
3. An annexation proposal may be initiated by City Council resolution. The Council may terminate proceedings under this section at any time.
4. An annexation proposal may be initiated pursuant to the State law health hazard abatement annexation process, as set forth in ORS 222.840 to 222.915.

ANNEXATION REQUIREMENTS

Sec. 8.4015. – Annexation Types

In accordance with the Redmond Comprehensive Plan, the City provides two separate annexation types depending on the scale of the proposed annexation.

1. Type 1: Large-scale Annexations. Type 1 annexations shall require an approved Annexation Agreement and submittal of a Master Development Plan or Planned Unit Development, per Sections 8.270 or 8.275.
2. Type 2: Small-scale Annexations. The City may approve an annexation without requiring approval of an Annexation Agreement and submittal of a Master Development Plan or Planned Unit Development in the following circumstances:

A. Non-Residential Properties.

1. The annexation consists of 12 acres or less; and,
2. The development plan addresses the applicable Great Neighborhood Principles; and, the development plan includes an appropriate local grid street plan, that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,
3. The development plan meets applicable requirements for land near the urban edge; and,
4. The development approval is obtained through a PUD process except when the property is to be used for a public use, such as for a park or school or some other public facility; and,
5. Annexation to the City of Redmond is proposed as part of the development plan; and,
6. The development plan addresses all other applicable requirements of the Redmond Comprehensive Plan and Development Code; and,
7. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan

B. Residential Properties.

1. The parcel is within the City of Redmond or can be annexed to the City; and,
2. The parcel is three acres or less in size; and,
3. The development plan conforms to the density and design guidelines established for the area in the Redmond Urban Framework Plan and/or an adopted Area Plan; and,
4. The development plan meets the applicable Great Neighborhood Principles, Land Division, and Site Plan policies; and,
5. Significant Goal 5 resources, as defined in Redmond Comprehensive Plan, Chapter 5, are identified, and managed, in accordance with Redmond's Goal 5 resource protection program; and,
6. The development plan includes an appropriate local grid street plan that complies with street spacing and connectivity requirements in the Redmond TSP and showing street connectivity and bike/pedestrian system connectivity to adjacent planned and unplanned residential areas; and,
7. The development plan meets applicable requirements for land near the urban edge and meets applicable planning requirements for land near the urban rural interface; and,
8. The development application meets all other required elements for one of the City's land use planning approval processes.

Sec. 8.4020. Annexation Process

1. Annexation Initiation. The applicant must initiate an annexation in accordance with the initiation procedures in Section 8.4010.

2. Pre-Annexation. The pre-annexation requirements must be fulfilled before the Annexation application can be deemed complete for review.

A. Type 1 Annexations shall require:

1. A Pre-application meeting. The applicant shall attend a pre-application meeting with City staff and other relevant entities to discuss the proposed Annexation and Master Development Plan or Planned Unit Development Plan. The purpose of the pre-application meeting is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. Additionally, information shared and discussed at the meeting will help inform the creation of the development terms in the Annexation Agreement.
 - a. An Annexation Agreement approved by City Council. This agreement between the applicant and City will stipulate the terms of annexation approval is required prior to annexation. The Annexation Agreement states the terms, conditions, and obligations of the parties to extend public facilities and public services and mitigate public facility and public service impacts to the City associated with the annexation and future development of the property, in accordance with the annexation approval criteria in Section 8.4025.
 - b. The Annexation Agreement shall be approved by City Council and shall be signed by all parties and recorded prior to submittal of an Annexation application.

B. Type 2 Annexations are exempt from the requirements of pre-annexation.

3. Annexation Application:

- A. The applicant shall submit a completed and signed Annexation application provided by the City, including complete payment of all application fees, and includes:
 1. Narrative addressing the annexation approval criteria in Section 8.4025;
 2. A statement of consent to annex that adheres to the requirements of section 8.4010;
 3. A completed PSU Confidential Census Form;
 4. Legal description and map of area to be annexed:
 - a. A legal narrative description of the territory and exhibit map, including rights-of-way to be annexed (annexation of roads and rights-of-way must include the full width of existing and new rights-of-way along the frontage of annexing properties, provided that such rights-of-way are located entirely within the Urban Reserve Area), consisting of a series of courses in which the first course shall start at a point of beginning. Each course shall be identified by bearings and distances and, when available, refer to deed lines, deed corners and other monuments. A lot, block and subdivision description may be substituted for the metes and bounds description if the area is platted. The Oregon Department of Revenue has the authority to approve or disapproved a legal description. A professionally stamped legal description does not ensure Department of Revenue approval;
 - b. Copy of assessor's map depicting exact area to be annexed;
 - c. Vicinity map: A tax map(s) showing the territory including abutting right-of-way to be annexed and properties within 300 feet of the territory. On all submitted maps the annexation area must be outlined in redline with survey courses and bearings labeled for cross-reference with the metes and bounds legal description. Annexation redline closures must avoid creating gaps or overlaps, and may not necessarily correspond with the property legal description;
 5. Other maps if desired by the applicant;
 6. Deed of Dedication with wet signatures;
 7. Easement with signatures if required by the City;

8. Territories with irrigation district water rights or other irrigation district facilities must include the following:
 - a. A map of all appurtenant water rights;
 - b. A surveyed map of any district facility (e.g., canal, head gate, and crossing) that clearly identifies easements, rights-of-way, access roads, etc. for any conveyance facilities that may remain that are either irrigation district owned or privately owned on the property upon annexation; and
 - c. A signed statement by the applicant, including any letters or other written documentation provided by the irrigation district, confirming that the applicant has met with the irrigation district to discuss the proposed annexation and the extent to which any issues identified in Section 8.4025 have been resolved or if they have not yet been resolved, setting forth a plan with a timeline to resolve any issues.
 9. If the City has not yet amended its public facilities and transportation plans for the affected expansion area, inclusion of an applicant-initiated amendment to the relevant plan(s) or other evidence that the necessary infrastructure planning under Statewide Planning Goals 11 and 12 will take place prior to or concurrently with annexation.
- B. Type 1 Annexations additionally require the submittal of:
1. An approved and recorded Annexation Agreement;
 2. A Master Development Plan or Planned Unit Development.

APPROVAL CRITERIA

Sec. 8.4025. - Approval Criteria

The City may approve an annexation if the City determines the following criteria are met:

1. The annexation meets the requirements in Section 8.4020;
2. The annexation is in compliance with the Redmond Comprehensive Plan and applicable Area Plans; and
3. The annexation is in the City's best interest.

Sec. 8.4030. - Zoning of Annexed Areas

Property annexed into the city will be zoned in compliance with the planned land use designations on the Redmond Comprehensive Plan and Zone Map. A request to deviate from the planned land use designations shall require submittal of a Zoning Map Amendment application.



REDMOND DEVELOPMENT CODE AMENDMENTS #711-26-000054-TA

REDMOND CITY COUNCIL
MAY 26, 2026



TOPICS

I. **TOWNHOUSE STANDARDS**
AMENDING SEC. 8.142

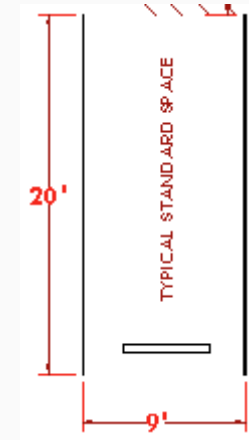
II. **OPEN SPACE REQUIREMENTS**
AMENDING SECS. 8.270 & 8.2715

III. **ANNEXATION**
NEW ARTICLE IN CHAPTER 8



TOWNHOUSE SETBACKS

Rear with garage and alley access	<u>5-20</u>	<u>5-20</u>	<u>5-20</u>	<u>5-20</u>	<u>5-20</u>
Rear without garage	10	10	10	10	10



State law:

- City cannot require more than 1 off-street parking space per Townhouse unit
- A garage (if required) is considered the 1 off-street parking space
- Setbacks for townhouses cannot be more restrictive than the same setbacks applied to single-family dwellings in the same zone

City development code:

- Requires 1 off-street parking space per Townhouse unit
- Requires a single-family dwelling to have a garage
- Does not require a townhouse to have a garage



Sec. 8.142. Townhouse Development and Design Standards.

1. *Procedure.* New townhouses shall be reviewed for conformance with the requirements listed in this Section.
2. *Table A: Minimum Standards.*

Standard:	R-1	R-2	R-3, R-3A	R-4	R-5
Maximum Density (Units/Net Acre)	20	20	23.2	25	25
Minimum Lot Size (Square Feet)	1,500	1,500	1,500	1,500	1,500
Maximum Building Height (Feet)	35	35	35	45	45
Minimum Street Frontage (Feet)	20	20	20	20	20
Minimum Setback Distance (Feet)					
Front with alley or other rear access	10	10	10	10	5
Front without alley or other rear access	10	10	10	10	10
<u>Front with street access – driveway length</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>
Front <u>with garage*</u> setback from and street <u>access</u>	20	20	20	20	20
Non-street side: Common wall lot line where units are attached	0	0	0	0	0
Exterior wall at end of a townhouse structure	5	5	5	5	5
Street Side	10	10	10	10	10
<u>Rear with alley access – driveway length</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>
Rear with garage* and alley access	5 -20	5 -20	5 -20	5 -20	5 -20
Rear without garage-alley access	10	10	10	10	10 -5

**Note: A garage is an optional feature.*

**TOWNHOUSE
SETBACKS**





OPEN SPACE REQUIREMENTS

Original proposed language:

- i. *Pocket Parks/Tot Lots.* Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every 25 lots/units, a minimum of 3,000 square feet and privately maintained. Developments with at least 50 lots/units shall provide a minimum of 6,000 square feet of open space consolidated, contiguous, and configured in a way that allows for active recreation. Examples of amenities include: turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash receptable(s) and lighting.

State law:

The same clear & objective design standards that apply to SFD must also be applied to middle housing, except they cannot scale by unit count.

e.g. 120 sq ft of open space per unit:

SFD = 120 sq ft open space; Triplex = 360 sq ft open space



OPEN SPACE REQUIREMENTS

Newly proposed language:

- i. *Pocket Parks/Tot Lots.* Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed -in the amount of 2.5% of the subdivision's total developable area for subdivisions of at least 2.5 acres in gross area size. ~~for every 25 lots/units, a minimum of 3,000 square feet and~~ Subdivisions that require greater than 5,000 square feet of open space must provide at least 5,000 square feet of open space that is consolidated and contiguous. ~~privately maintained. Examples of amenities~~ The park must be privately maintained with elements that can include amenities such as ~~include:~~ turf areas, benches, deciduous shade trees, irrigation, shrubs, natural or decorative features, and adequate trash ~~receptable~~ receptacle(s) and lighting.



DEVELOPMENT CODE ARTICLE V – ANNEXATIONS



BACKGROUND

I.

**ANNEXATION REQUIREMENTS TYPICALLY
OUTLINED IN DEVELOPMENT CODES**

II.

**CITY HAS BEEN DIRECT-APPLYING STATE LAW
(ORS CHAPTER 222)**

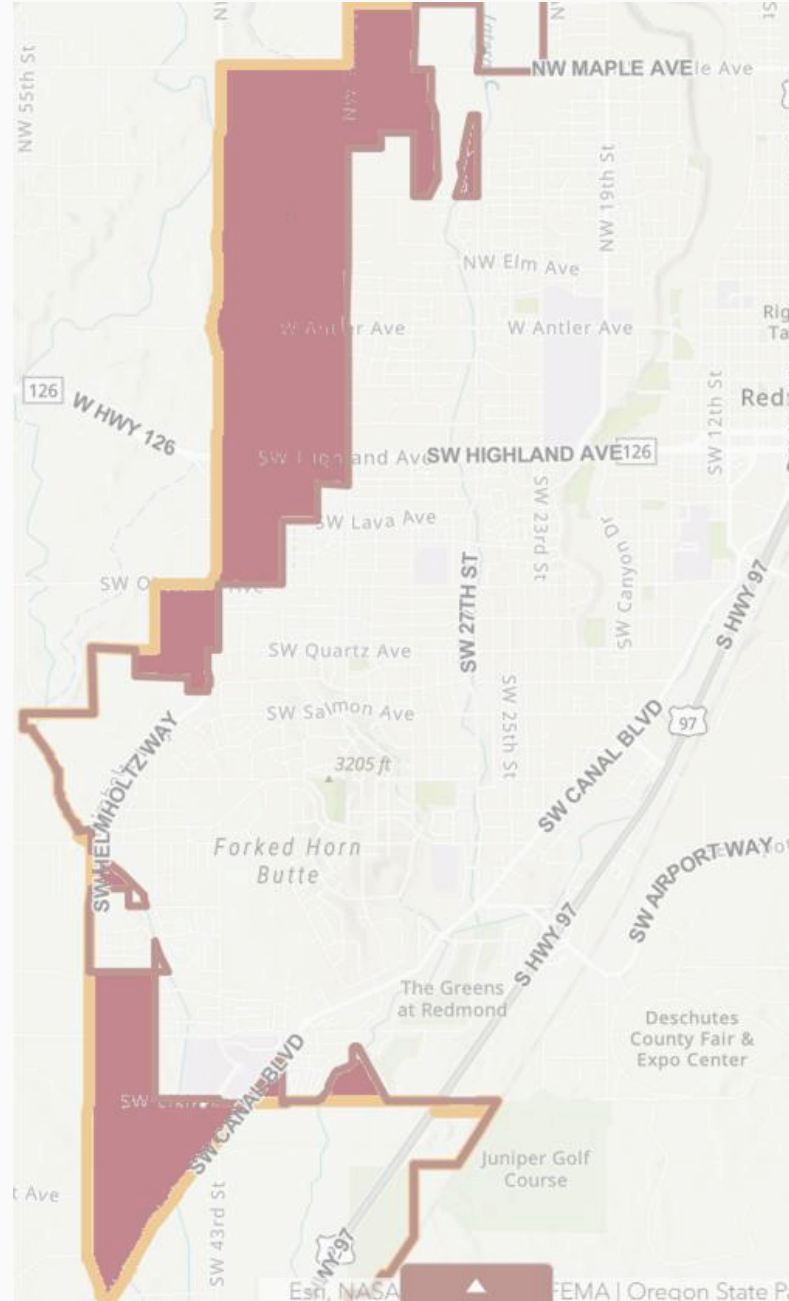
III.

**MORE LOCAL CONTROL - CITY COUNCIL DIRECTED
STAFF CREATE ANNEXATION PROVISIONS IN
CITY'S CODE.**



DEVELOPMENT CODE ARTICLES

SLIDE / 9



- I. ZONING STANDARDS
- II. LAND USE PROCEDURES
- III. LAND DIVISION STANDARDS
- IV. SITE & DESIGN STANDARDS
- V. ANNEXATIONS



SEC. 8.4000- PURPOSE

SEC. 8.4005- APPLICABILITY

SEC. 8.4010- INITIATION PROCEDURES

SEC. 8.4015- ANNEXATION TYPES

SEC. 8.4020- ANNEXATION PROCESS

SEC. 8.4025- APPROVAL CRITERIA

SEC. 8.4030- ZONING OF ANNEXATION AREAS

ARTICLE V - ANNEXATIONS





TYPE 1: LARGE-SCALE (MOST COMMON)

TYPE 2: SMALL-SCALE

ANNEXATION TYPES

	TYPE 1 (LARGE-SCALE)	TYPE 2 (SMALL-SCALE)
PRE-APPLICATION MEETING	YES	NO
REQUIRES ANNEXATION AGREEMENT	YES	NO
REQUIRES MASTER DEV PLAN OR PUD	YES	SOMETIMES "MAY"
NON-RESIDENTIAL THRESHOLD	> 12 ACRES	≤ 12 ACRES
RESIDENTIAL THRESHOLD	> 3 ACRES	≤ 3 ACRES



ANNEXATION APPROVAL CRITERIA



- I. APPLICATION MEETS ALL PROCESS REQUIREMENTS
- II. PROPOSAL COMPLIES WITH THE COMPREHENSIVE PLAN AND APPLICABLE AREA PLANS
- III. ANNEXATION IS IN THE CITY'S BEST INTEREST

QUESTIONS?





CITY OF REDMOND

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STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Steve Ashworth, Deputy City Manager
FROM: Linda Cline, Housing Program Analyst
SUBJECT: Ordinance #2026-04: An Ordinance amending the Redmond City Code Chapter 5, increasing the maximum number of microshelters allowed on Safe Parking sites.

Report in Brief:

This item requests the City Council amend City Code Section 5.720 Safe Parking Program Guidelines to increase the maximum number of allowable microshelters from four to six.

Background:

On January 28, 2025, the City Council adopted Ordinance #2025-16 to allow utilization of microshelters on Safe Parking sites in Redmond. Section 5.720(4)(A) states that the property owner shall, "Not grant permission for more than four microshelters on a site, and no more than a combined total of eight microshelters and vehicles used for sleeping on site at any one time."

Mountain View Community Development (MVCD), the City's only Safe Parking program, requests the number of permissible microshelters increase from four to six, with no change in the combined total of microshelters and vehicles used for sleeping on site at any one time. This change would not apply to City-owned land.

Discussion:

For over four years, MVCD has been operating Redmond's Safe Parking program. In 2025, 134 unique individuals were served by Safe Parking and 39 moved into permanent housing.

Microshelters are currently in use on private properties, including Mountain View Community Fellowship, Community Presbyterian Church, and the Veterans of Foreign Wars. Additional microshelters have been built and identified for use at Fuel Safe as well as at Community Presbyterian Church, if additional microshelters are allowed at this site through this action.

The cost of initiating necessary electric infrastructure has limited the addition of new microshelter locations. MVCD requests that more microshelters be allowed on eligible sites, capitalizing on the availability of necessary utilities and amenities. This request does not increase the combined total of eight microshelters and vehicles used for sleeping on any one site. City Council approval is required for consideration of microshelters on City-owned sites.

As required by the City Charter, on May 20, 2026, a notice regarding this Ordinance was posted in three places. Copies of the Ordinance were available for review at City Hall.

Fiscal Impact:

The proposed changes will not have any fiscal impact on the City's budget.

Alternative Courses of Action:

1. Approve Ordinance #2026-04.
2. Approve Ordinance #2026-04, with modification(s).
3. Do not approve Ordinance #2026-04.
4. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2026-04 by title only." (Voice vote)

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

"I move to approve Ordinance #2026-04" (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2024-04**

AN ORDINANCE AMENDING THE REDMOND CITY CODE CHAPTER 5, UPDATING THE SAFE PARKING PROGRAM SECTION AS A CONTINUED MEANS TO HELP ADDRESS HOMELESSNESS.

WHEREAS, the City of Redmond continues to experience an increase in homelessness in and around the city; and

WHEREAS, the Safe Parking program is a tool for reducing the effects of homelessness and the use of public streets for vehicles associated with the homeless population; and

WHEREAS, the Safe Parking program provides additional shelter options for individuals and families without access to permanent, safe shelter, and who are not able to obtain other low-income housing; and

WHEREAS, the Safe Parking program enables property owners to allow limited overnight parking for people experiencing homelessness; and

WHEREAS, the Safe Parking program builds connections between guests, the community, homeless service providers and available services; and

WHEREAS, the Safe Parking program continues to grow and proves to be a valuable service for those community members without homes; and

WHEREAS, the City Council finds that the attached safe parking program code is necessary to further the above interests, and to protect the health, safety and welfare of City residents.

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

SECTION ONE: The City of Redmond hereby amends the Redmond City Code Chapter Chapters 5 (Public Protection). A copy of the code amendment 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.

PASSED by the City Council and **APPROVED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

Sec. 5.720. Safe parking program 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. Vehicle- and microshelter-camping is hereby authorized, subject to the standards and requirements set forth below:

1. For the purposes of this chapter, the term "vehicle" means a car, camper, trailer, or recreational vehicle, and "microshelter" means a hard- or semi-hard shelled temporary structure that does not exceed 200 square feet.
2. Vehicle- and microshelter-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- and microshelter-camping is not allowed within the Downtown Overlay District (DOD) or on Limited Service Commercial (C-4) zoned properties without City Council approval.
3. Notwithstanding any other provision of the Redmond City Code, persons may sleep overnight in a vehicle or microshelter on a premises 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.
4. A property owner or their designee who allows a person or persons to sleep overnight in a vehicle or microshelter on the premises pursuant to this section shall:
 - A. Not grant permission for more than ~~four~~ **six** microshelters on a site, and no more than a combined total of eight microshelters and vehicles used for sleeping on site at any one time.
 - B. Not allow more than the maximum number and type of shelters stated in the site approval.
 - C. 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.
 - D. Require all vehicles used for camping be licensed, and operable.
 - E. Not require payment of any fee, rent, or other monetary charge for overnight sleeping in a vehicle or microshelter as authorized by this section.
 - F. Not allow open flames at the premises, or within vehicles unless:
 1. Open flames are integral to the operation of a built-in appliance contained in a Recreational Vehicle (RV) currently titled and registered with the State of Oregon Department of Motor Vehicles.
 2. The approved site plan includes a designated area that may be used for propane-fired grills for cooking purposes only, situated at least ten feet from any structure, vegetation or debris, and supplied with a Class B rated fire extinguisher. The ignition of charcoal, wood, or other matter is strictly prohibited.
 - G. 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.
5. Microshelter construction must adequately address safety related to snow, wind, and the use of anchors.
 - A. Prefabricated structures must bear the insignia showing adherence to the State of Oregon Prefabrications Structures Program, or;
 - B. Prior to construction, plans must be submitted to the City's Building Division for a courtesy plan review, and be subject to at least one inspection during unit construction.
 - C. All microshelters must be inspected on site for foundation, anchorage, and peripheral connections to utilities.
 - D. Depending on structure construction and amenities included, building permits may be required.
 6. A person in charge who permits overnight sleeping in a vehicle or microshelter 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.
 7. Parking spaces used for vehicle- and/or microshelter-camping, and storage and sanitary facilities are located at a minimum:
 - A. No less than ten feet from property lines of the premises/subject site.
 - B. Storage, cooking, and sanitary facilities are no less than ten feet from any permanent structures and property lines, and 20 feet from any permanent structure on adjacent property.
 - 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.
 8. No property will be considered for Safe Parking without notification to owners of record of adjacent property in advance of application submission.
 9. City-owned property will not be considered for Safe Parking without conducting public participation and communication with owners of record within 100 feet of the property in advance of application submission. City Commissions or Committees who play an advisory role to City Council may be utilized prior to City Council approving any Safe Parking sites on any City-owned property.
 - A. City Council will provide an opportunity for public comment at a City Council meeting prior to any approval of a City-owned site.
 - B. Any increase in the maximum number or type of shelter allowed on a City-owned Safe Parking site will require City Council approval.
 10. For the purpose of determining property notification, intervening public and private ways and water courses shall not be considered.
 11. Camping is prohibited within 500 feet of a Safe Parking site permitted by the City.

(Ord. No. 2023-02, 3-14-2023; Ord. No. 2024-15, § 1, 11-26-2024; Ord. No. 2024-16, § 1, 1-28-2025)

What We Have Accomplished In Redmond Micro-shelters

Thanks to a grant secured by the City of Redmond on
behalf of MVCD in 2025



- 12 Micro-Shelters built In June and becoming operational at individual sites over the summer and fall of 2025
 - 100+ People Housed 2024-2026
 - 4 - Family Shelters at Mountain View Fellowship
 - 4 - Shelters at Community Presbyterian
 - 2 - Shelters at VFW
 - 1 - Shelter at Fuel Safe
 - 1 - Shelter - Needs a Home
- 4 Adults and 4 Children from Redmond micro-shelters placed in housing with an 87-day average length of stay



Increasing the allowable number of microshelters at a site from 4 to 6 will bring even more unhoused neighbors off the streets



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: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Keith Leitz, City Attorney
Jason Neff, Deputy City Manager/Chief Financial Officer
FROM: Jessica MacClanahan, Public Works Director/City Engineer
SUBJECT: Resolution #2026-10: A Resolution authorizing the initiation of the potential acquisitions of property interests, including through the use of Eminent Domain if necessary, for a City Capital Improvement Project, and directing staff to complete appraisals, issue required notices, and present findings to City Council before any Condemnation action.

Report in Brief:

This item requests the City Council adopt a resolution authorizing the initiation of the potential acquisition of property interests, including through the use of eminent domain if necessary, for properties located within the Eastside Arterial Project, and directing staff to complete appraisals, issue required notices, and present findings to city council for further action if agreement cannot be reached with property owners for the acquisition of portions of property needed for the roadway improvements.

Background:

The Eastside Arterial is a major component of the City's Capital Improvement Program (CIP) designed to improve mobility and safety in Redmond. The project will provide an alternate route to Highway 97 and enhance access to east OR126, reducing congestion and improving traffic safety. It will also open new industrial and commercial areas to support regional economic development. The City is positioned to deliver the project within the five-year planning horizon using available funding and a Progressive Design-Build (PDB) delivery method.

The project includes five primary phases:

- **Phase 1 – Airport Way Extension (Complete):** Construction of 2,600 feet of new minor arterial and 2,600 feet of major collector roadway, including bike lanes, sidewalks, multi-use paths, stormwater improvements, and utilities.
- **Phase 2 – OR126 and 9th Street Roundabout (Complete):** New single-lane roundabout with associated pedestrian, stormwater, and utility improvements.
- **Phase 3 – Veterans Way and Airport Way Roundabout:** New single-lane roundabout with roadway tie-ins to Airport Way, Veterans Way, 1st Street, and the future Airport Way extension.
- **Phase 4 – 9th Street Modernization:** Widening and modernization of NE 9th Street from NE Hemlock Avenue to OR126, adding bike lanes, sidewalks, and landscape strips.
- **Phase 5 – Airport Way and 19th Street Roundabout:** New roundabout with pavement, pedestrian, stormwater, and utility improvements.

Right-of-Way (ROW) and Temporary Construction easements (TCE's) are necessary to accommodate the location, construction, ongoing maintenance of, and unobstructed access to existing/future public infrastructure, street improvements/widening to current City standards, sidewalks, and multi-use paths located beyond the existing public ROW.

The areas of needed acquisition are on tax lots 151315BA02500 and 151315BA00300, as shown in the attached exhibits. The City has the authority to exercise the power of eminent domain under City of Redmond Charter Section 33, ORS 223.105, and ORS Chapter 35 when deemed necessary by the City's governing body to accomplish public purposes.

Discussion:

The Eastside Arterial Project is a priority project in the City's Transportation System Plan (TSP) and 5-Year CIP. The project creates a safer roadway for traveling public and a more connected multimodal corridor along NE 9th Street and portions of Airport Way and Kalama Avenue. Without additional ROW and TCE's, portions of sidewalk will not be able to be constructed, and the roadway will not meet current City standards.

Additionally, the City's TSP contemplates a roundabout at the intersection of NE 9th Street/Antler Avenue, which will require additional ROW. This improvement is forecast to be needed within the next three to ten years based on the Redmond East Gateway project currently in land use. Acquisition of this ROW now will ensure the roundabout can be built when warranted.

Outreach to the property owners began in October 2024 and has continued throughout the design of the Eastside Arterial Project, including in-person meetings and broader project open houses. The process for property acquisition will follow all applicable state and local laws, including appraisals. The City works with a ROW Agent familiar with the legal process for these types of acquisitions. With this authorization from the City Council, the process will include sharing of general information notice (GIN) letters for impacted properties, property appraisals, and 40-day offer letters for just compensation prior to commencing a condemnation action.

Negotiations with the property owner will continue in good faith throughout the entire acquisition process. If agreement cannot be made with the property owner on just compensation, staff will return to Council with recommendations on how to best move forward in the condemnation process.

Fiscal Impact:

Costs associated with ROW acquisition are included in the approved Fiscal Year 2025/2026 and FY 2026/2027 budgets as part of the Eastside Arterial Project.

Alternative Courses of Action:

1. Adopt Resolution No. 2026-10 authorizing the initiation of potential acquisitions of property interests, including through the use of eminent domain if necessary, for properties located within the Eastside Arterial Project.
2. Do not adopt Resolution No. 2026-10.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2026-10 authorizing initiation of potential acquisitions of property interests, including through the use of eminent domain if necessary, for properties located within the Eastside Arterial Project and directing staff to complete appraisals, issue required notices, and present findings to city council for further action if agreement cannot be reached with property owners for the acquisition of portions of property needed for the roadway improvements."

**CITY OF REDMOND
RESOLUTION NO. 2026-10**

A RESOLUTION AUTHORIZING THE INITIATION OF THE POTENTIAL ACQUISITION OF PROPERTY INTERESTS, INCLUDING THROUGH THE USE OF EMINENT DOMAIN IF NECESSARY, FOR A CITY CAPITAL IMPROVEMENT PROJECT, AND DIRECTING STAFF TO COMPLETE APPRAISALS, ISSUE REQUIRED NOTICES, AND PRESENT FINDINGS TO CITY COUNCIL BEFORE ANY CONDEMNATION ACTION.

WHEREAS, the City of Redmond constructs, maintains, and improves public infrastructure through its adopted Capital Improvement Program; and

WHEREAS, the “Project,” known as the Eastside Arterial Project, has been planned using appropriate engineering standards to provide roadway, bicycle, and pedestrian improvements for the greatest public benefit with the least private injury, and

WHEREAS, the City entered into a Progressive Design-Build contract with Knife River Corporation Northwest for pre-construction services in May 2024, and the City Council has approved multiple amendments for design and construction; and

WHEREAS, it is necessary to acquire certain property interests, including right-of-way dedications and temporary construction easements on Tax Lots 151315BA02500 and 151315BA00300, and as described in the legal descriptions and exhibits attached to this Resolution, to construct, access, and maintain the Project improvements; and

WHEREAS, the City of Redmond has authority to acquire property for public purposes under City Charter Section 33, ORS 223.105, and ORS Chapter 35, which requires an appraisal, a general information notice, and a written offer to the property owner at least 40 days before any condemnation action; and

WHEREAS, the City of Redmond uses a two-step process in which City Council first authorizes staff to complete these pre-condemnation steps and negotiate in good faith, and then considers a separate future action before authorizing condemnation; and

WHEREAS, authorizing this first step will allow staff to complete required procedures and return to City Council with findings and recommendations.

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

SECTION ONE: The City Council authorizes staff to initiate the acquisition of property interests necessary for the Project pursuant to City Charter Section 33, ORS 223.105, and ORS Chapter 35. This includes obtaining appraisals, issuing required notices, and making the written offer at least 40 days prior to any condemnation action.

SECTION TWO: Staff shall negotiate in good faith with affected property owners and seek voluntary acquisition whenever possible.

SECTION THREE: After completing the appraisal, required notices, the 40-day offer period, and good-faith negotiations, staff shall return to the City Council with findings and recommendations. No condemnation action may be initiated without subsequent Council approval.

SECTION FOUR: This Resolution shall take effect immediately upon its adoption.

ADOPTED by the City Council and **SIGNED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

EXHIBIT A
TAX LOT 300 TAX MAP 15 13 15BA
RIGHT-OF-WAY DEDICATION

A 10.00-FOOT WIDE STRIP OF LAND, BEING A PORTION OF PARCEL III OF THOSE LAND DESCRIBED IN INSTRUMENT NUMBER 2023-3456, RECORDED FEBRUARY 15, 2023, DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER (NE1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN, CITY OF REDMOND, DESCHUTES COUNTY, OREGON, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST 10.00 FEET OF SAID PARCEL III.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 1,299 SQUARE FEET MORE OR LESS.

SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD AND THOSE COMMON AND APPARENT ON THE LAND.

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

**OREGON
JULY 11, 2023
COREY PACHECO
101863**

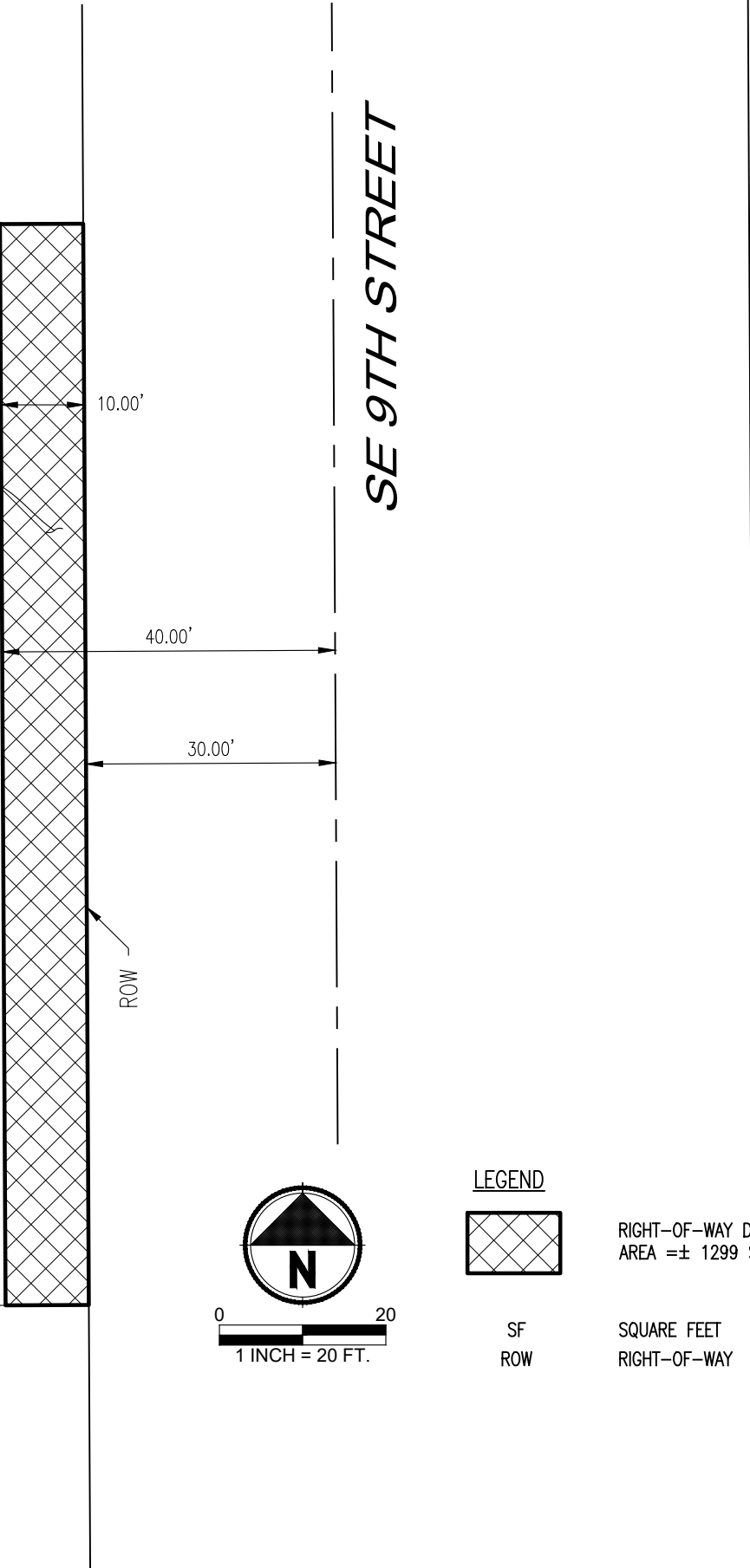
EXPIRES: 12-31-2026

EXHIBIT B
TAX LOT 300 TAX MAP 15 13 15BA
RIGHT-OF-WAY DEDICATION EXHIBIT
 PORTIONS OF LOT 3 AND BLACK BUTTE BOULAVARD, CASPER MOBILE ACRES,
 LOCATED IN THE NE1/4 OF THE NW1/4 SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON

TAX LOT 2500
 TAX MAP 15 13 15BA

RIGHT-OF-WAY DEDICATION
 AREA =± 1299 SF

TAX LOT 300
 TAX MAP 15 13 15BA
 PARCEL III
 INSTRUMENT NUMBER
 2023-3456



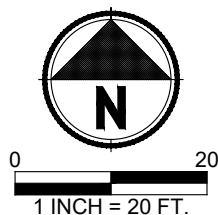
LEGEND



RIGHT-OF-WAY DEDICATION
 AREA =± 1299 SF

SF
 ROW

SQUARE FEET
 RIGHT-OF-WAY



TAX LOT 400
 TAX MAP 15 13 15BA

**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

OREGON
 JULY 11, 2023
 COREY PACHECO
 101863

EXPIRES: 12-31-2026

BASIS OF BEARINGS

BEARINGS FOR THIS EXHIBIT ARE BASED ON THE CENTRAL OREGON
 COORDINATE SYSTEM (COCS), DESCHUTES 13 TRANSFORMATION, DERIVED
 FROM THE OREGON REAL-TIME GNSS NETWORK (ORGN).

PREPARED FOR
 CITY OF REDMOND

EXHIBIT: B	SE 9TH ST TAX LOT 300 TAX MAP 15 13 15BA RIGHT-OF-WAY DEDICATION
DRWN: BMK	 150 NW Pacific Park Lane, Suite 110 • Bend, OR 97701 Ph: 541.508.7710
CHKD: CAP	
JOB: 297-2763-027	
DATE: DECEMBER 2025	

EXHIBIT A
TAX LOT 300 TAX MAP 15 13 15BA
TEMPORARY CONSTRUCTION EASEMENT

A 10.00-FOOT WIDE STRIP OF LAND, BEING A PORTION OF PARCEL III OF THOSE LAND DESCRIBED IN INSTRUMENT NUMBER 2023-3456, RECORDED FEBRUARY 15, 2023, DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER (NE1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN, CITY OF REDMOND, DESCHUTES COUNTY, OREGON, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST 20.00 FEET OF SAID PARCEL III;

EXCEPTING THE EAST 10.00 FEET OF SAID PARCEL III.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 1,299 SQUARE FEET MORE OR LESS.

SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD AND THOSE COMMON AND APPARENT ON THE LAND.

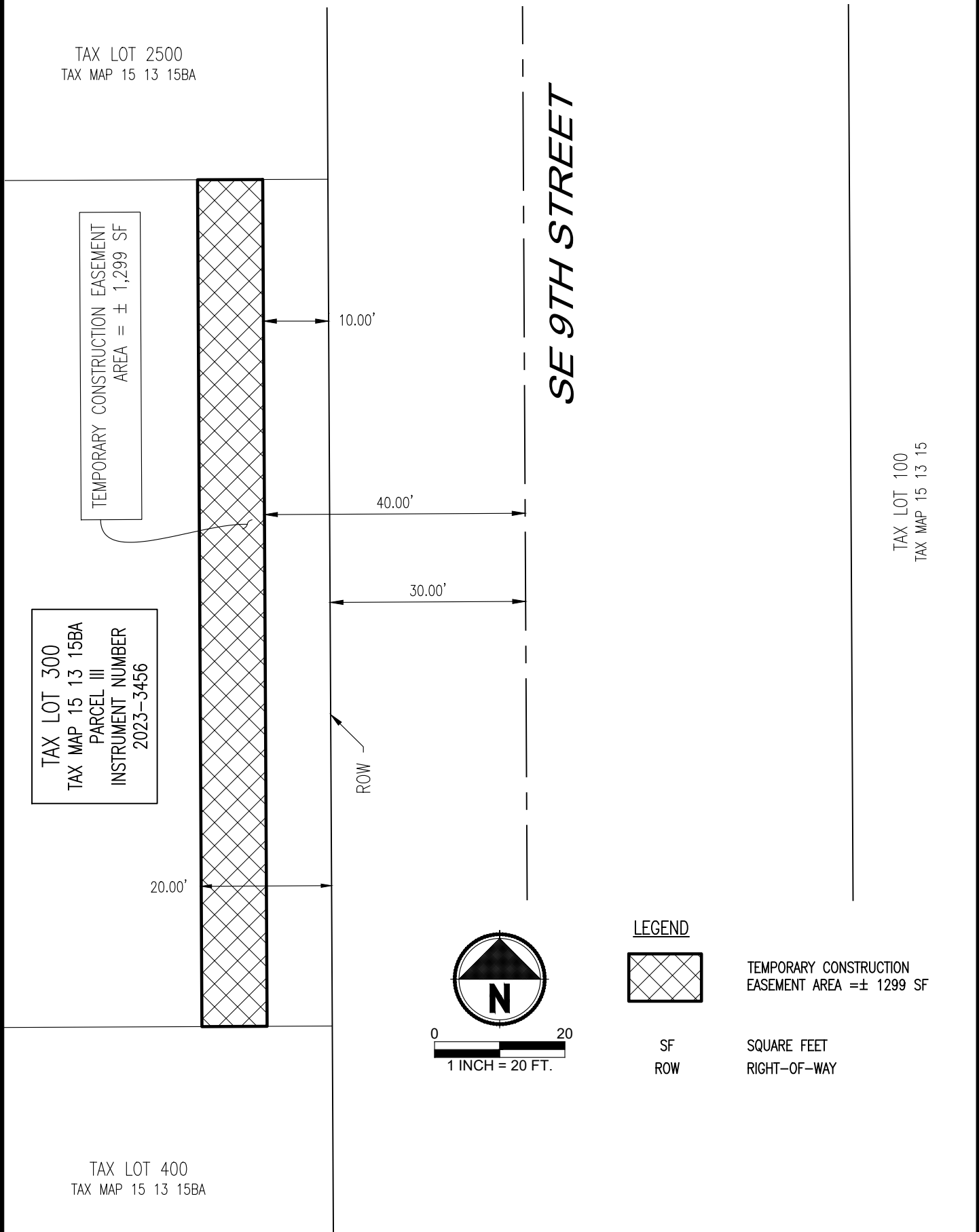
BEARINGS FOR THIS DESCRIPTIONS ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS), DESCHUTES 13 TRANSFORMATION, DERIVED FROM THE OREGON REAL-TIME GNSS NETWORK (ORGN).

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

**OREGON
JULY 11, 2023
COREY PACHECO
101863**

EXPIRES: 12-31-2026

EXHIBIT B
TAX LOT 300 TAX MAP 15 13 15BA
TEMPORARY CONSTRUCTION EASEMENT EXHIBIT
 PORTIONS OF LOT 3 AND BLACK BUTTE BOULAVARD, CASPER MOBILE ACRES,
 LOCATED IN THE NE1/4 OF THE NW1/4 SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON



TAX LOT 300
 TAX MAP 15 13 15BA
 PARCEL III
 INSTRUMENT NUMBER
 2023-3456

TEMPORARY CONSTRUCTION EASEMENT
 AREA = ± 1,299 SF

**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

OREGON
 JULY 11, 2023
 COREY PACHECO
 101863

EXPIRES: 12-31-2026

BASIS OF BEARINGS

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PREPARED FOR
 CITY OF REDMOND

<p>EXHIBIT: B</p>	<p>SE 9TH ST TAX LOT 300 TAX MAP 15 13 15BA TEMPORARY CONSTRUCTION EASEMENT</p>
<p>DRWN: BMK</p>	<p>150 NW Pacific Park Lane, Suite 110 • Bend, OR 97701 Ph: 541.508.7710</p>
<p>CHKD: CAP</p>	
<p>JOB: 297-2763-027</p>	
<p>DATE: DECEMBER 2025</p>	

EXHIBIT A
TAX LOT 2500 TAX MAP 15 13 15BA
RIGHT-OF-WAY DEDICATION

PORTION OF LOTS 1, 2, AND 6, BLOCK 18, CASPER MOBILE ACRES, RECORDED APRIL 1966, CS06183, AND THOSE LANDS DESCRIBED IN STATUTORY WARRANTY DEED TO LYNDIA M. HUGHES, RECORDED FEBRUARY 15, 2023, AS INSTRUMENT NUMBER 2023-3456, DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER (NE1/4) OF THE NORTHWEST ONE-QUARTER (NW1/4) SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL I, MARKED BY A 5/8" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "HWA", LOCATED ON THE WEST RIGHT-OF-WAY LINE OF SOUTHEAST NINTH STREET, BEING 30.00 FEET FROM CENTER WHEN MEASURED AT RIGHT ANGLES;

THENCE ALONG SAID RIGHT-OF-WAY LINE NORTH 00°17'52" WEST 201.85 FEET TO THE INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE AND THE SOUTH RIGHT-OF-WAY LINE OF SOUTHEAST ANTLER AVENUE, BEING 30.00 FEET FROM CENTER WHEN MEASURED AT RIGHT ANGLES;

THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH 89°42'53" WEST 199.86 FEET TO THE NORTHEAST CORNER OF PARCEL II OF SAID INSTRUMENT NUMBER 2023-3456, MARKED BY A 5/8" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "HWA";

THENCE ALONG THE EAST LINE OF SAID PARCEL II SOUTH 00°12'22" EAST 10.00 FEET TO A LINE PARALLEL WITH AND 10.00 FEET SOUTHERLY OF SAID SOUTH RIGHT-OF-WAY LINE;

THENCE ALONG SAID SOUTH PARALLEL LINE NORTH 89°42'53" EAST 111.88 FEET;

THENCE SOUTH 75°01'51" EAST 22.80 FEET;

THENCE SOUTH 45°17'29" EAST 70.72 FEET;

THENCE SOUTH 15°33'07" EAST 22.80 FEET TO A LINE PARALLEL WITH AND 10.00 FEET WESTERLY OF THE SAID WEST RIGHT-OF-WAY LINE OF SOUTHEAST NINTH STREET;

THENCE ALONG SAID PARALLEL LINE SOUTH 00°17'52" EAST 113.83 FEET TO THE SOUTH LINE OF PARCEL I OF SAID INSTRUMENT NUMBER 2023-3456;

THENCE ALONG THE SAID SOUTH LINE NORTH 89°47'11" EAST 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 5,935 SQUARE FEET MORE OR LESS.

SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD AND THOSE COMMON AND APPARENT ON THE LAND.

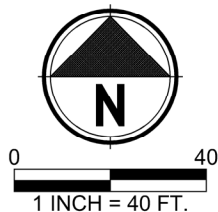
BEARINGS FOR THIS DESCRIPTION ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS), DESCHUTES 13 TRANSFORMATION, DERIVED FROM THE OREGON REAL-TIME GNSS NETWORK (ORGN).

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
March 8, 2016
Justin M. Hollenbeck
84037PLS

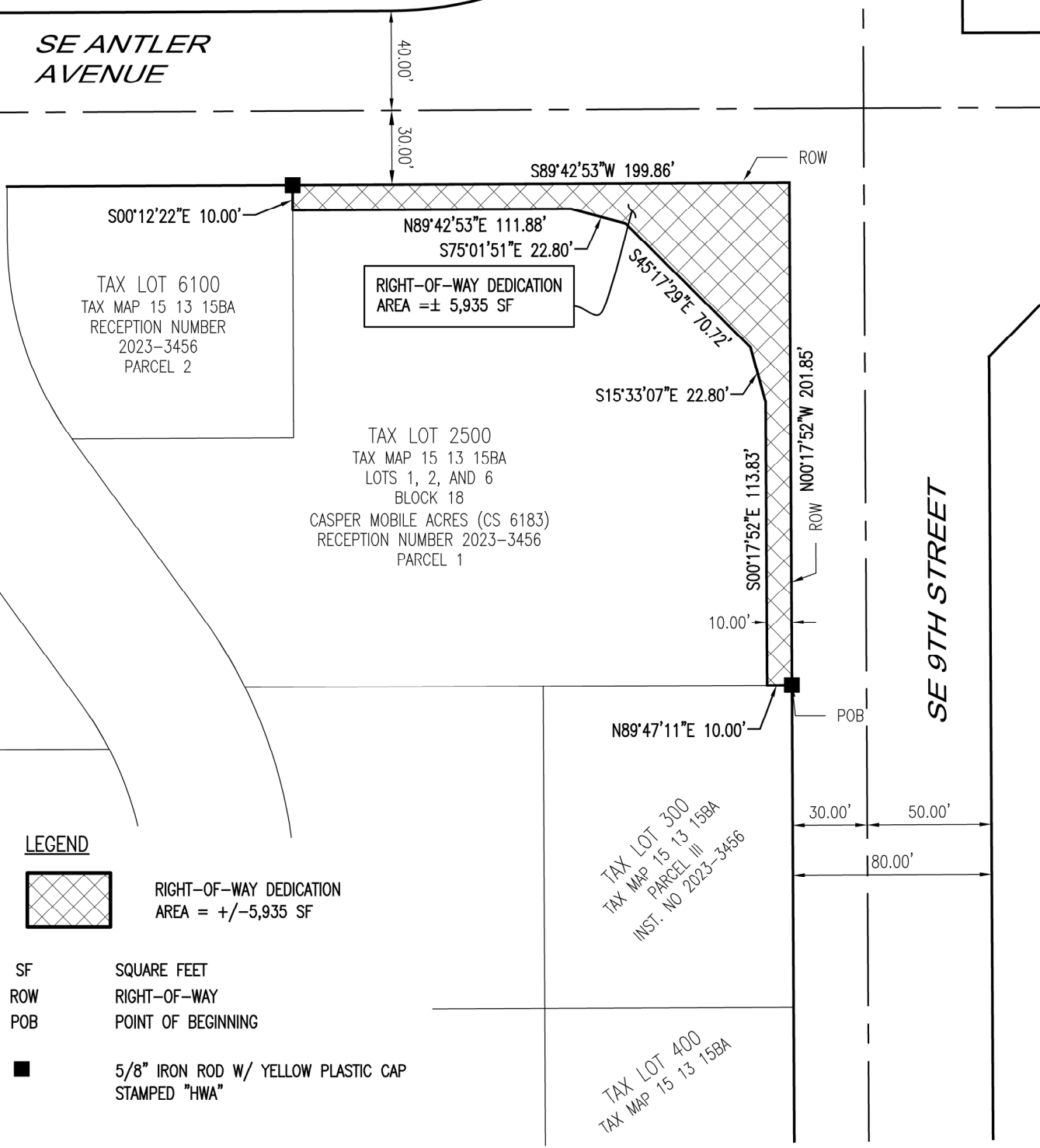
EXPIRES: 6-30-2027

EXHIBIT B
TAX LOT 2500 TAX MAP 15 13 15BA
RIGHT-OF-WAY DEDICATION EXHIBIT
 A TRACT OF LAND LOCATED IN LOTS 1, 2, AND 6 OF CASPER
 MOBILE ACRES, IN THE NE1/4 OF THE NW1/4 SECTION 15,
 TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON



SE ANTLER AVENUE

SE 9TH STREET



BASIS OF BEARINGS

BEARINGS FOR THIS EXHIBIT ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS), DESCHUTES 13 TRANSFORMATION, DERIVED FROM THE OREGON REAL-TIME GNSS NETWORK (ORGN).

PREPARED FOR
CITY OF REDMOND

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

OREGON
March 8, 2016
Justin M. Hollenbeck
84037PLS

EXPIRES: 6-30-2027

EXHIBIT: B	SE 9TH ST TAX LOT 2500 TAX MAP 15 13 15BA RIGHT-OF-WAY DEDICATION
DRWN: DRF CHKD: JMH JOB: 297-2763-027 DATE: MAY 2026	150 NW Pacific Park Lane, Suite 110 • Bend, OR 97701 Ph: 541.508.7710

EXHIBIT A
TAX LOT 2500 TAX MAP 15 13 15BA
TEMPORARY CONSTRUCTION EASEMENT

A PORTION OF LOTS 1 AND 2, BLOCK 18, CASPER MOBILE ACRES, RECORDED APRIL 1966, CS06183, AND THE LANDS DESCRIBED IN DEED VOLUME 2006, PAGE 2327 DESCHUTES COUNTY OFFICIAL RECORDS, LOCATED IN THE NORTHEAST ONE-QUARTER (NE1/4) OF THE NORTHWEST ONE-QUARTER (NW1/4) SECTION 15, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 2, BEING MARKED BY A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "HWA", LOCATED ON THE WEST RIGHT-OF-WAY LINE OF SOUTHEAST 9TH STREET;

THENCE ALONG THE SOUTH LINE OF SAID LOT 2 SOUTH 89°47'11" WEST 10.00 FEET TO A LINE PARALLEL WITH AND 10.00 FEET WESTERLY OF SAID WEST RIGHT-OF-WAY LINE OF SOUTHEAST 9TH STREET AND THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID SOUTH LINE OF LOT 2 NORTH 89°47'11" EAST 10.00 FEET TO SAID WEST RIGHT-OF-WAY LINE OF SOUTHEAST 9TH STREET AND THE SOUTHEAST CORNER OF SAID LOT 2;

THENCE ALONG SAID WEST RIGHT-OF-WAY LINE NORTH 00°17'52" WEST 113.83 FEET;

THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE NORTH 15°33'07" WEST 22.80 FEET;

THENCE NORTH 45°17'29" WEST 5.66 FEET TO SAID LINE PARALLEL WITH AND 10.00 FEET WESTERLY OF SAID WEST RIGHT-OF-WAY LINE;

THENCE ALONG SAID PARALLEL LINE SOUTH 00°17'52" EAST 139.82 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 1,300 SQUARE FEET MORE OR LESS.

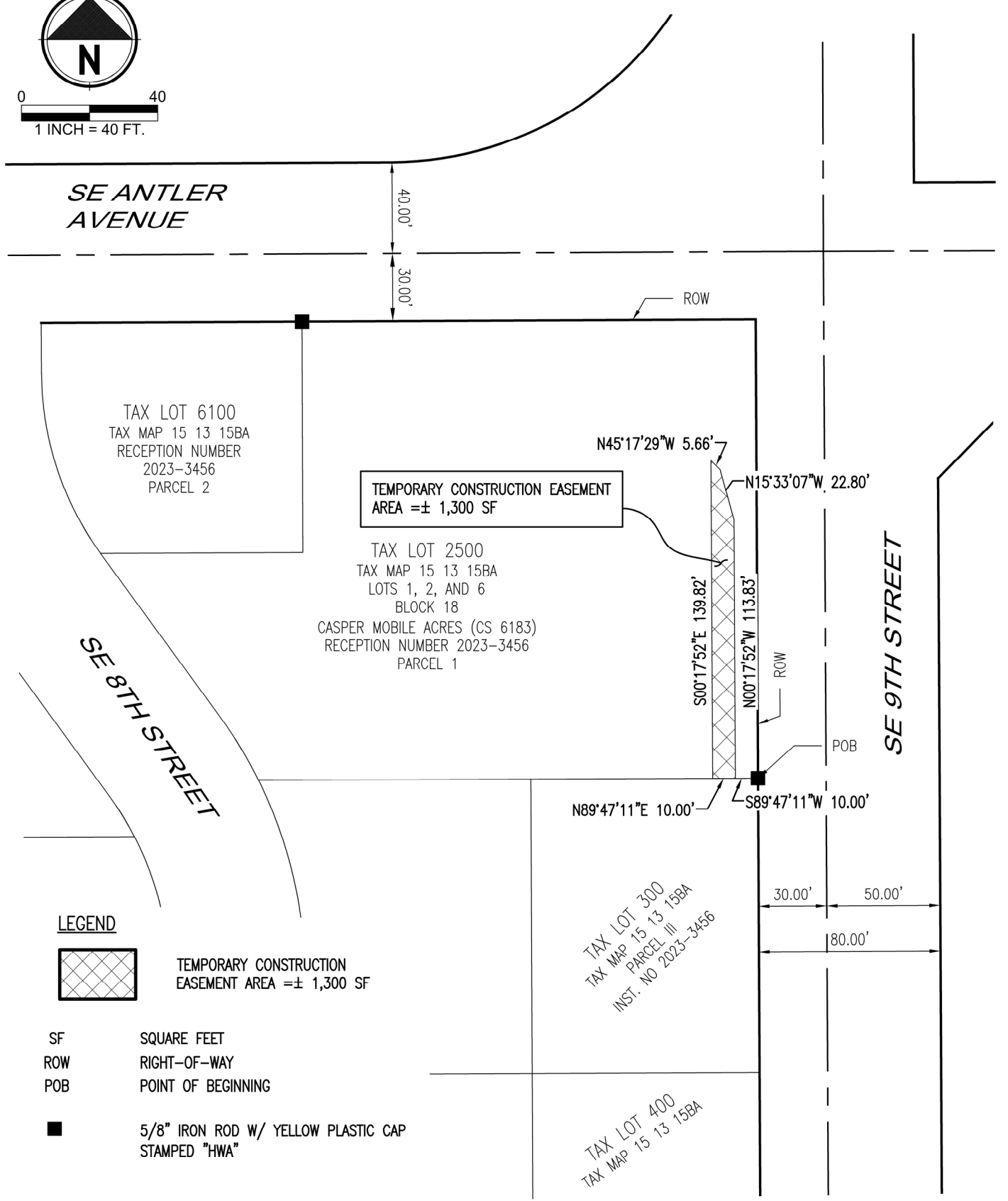
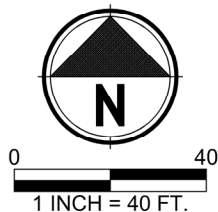
SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD AND THOSE COMMON AND APPARENT ON THE LAND.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
March 8, 2016
Justin M. Hollenbeck
84037PLS

EXPIRES: 6-30-2027

EXHIBIT B
TAX LOT 2500 TAX MAP 15 13 15BA
TEMPORARY CONSTRUCTION EASEMENT EXHIBIT
 A TRACT OF LAND LOCATED IN LOTS 1 AND 2 OF CASPER MOBILE ACRES, IN THE NE1/4 OF THE NW1/4 SECTION 15,
 TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
 CITY OF REDMOND, DESCHUTES COUNTY, OREGON



LEGEND



TEMPORARY CONSTRUCTION EASEMENT AREA =± 1,300 SF

SF SQUARE FEET
 ROW RIGHT-OF-WAY
 POB POINT OF BEGINNING

■ 5/8" IRON ROD W/ YELLOW PLASTIC CAP STAMPED "HWA"

BASIS OF BEARINGS

BEARINGS FOR THIS EXHIBIT ARE BASED ON THE CENTRAL OREGON COORDINATE SYSTEM (COCS), DESCHUTES 13 TRANSFORMATION, DERIVED FROM THE OREGON REAL-TIME GNSS NETWORK (ORGN).

PREPARED FOR
 CITY OF REDMOND

**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

OREGON
 March 8, 2016
 Justin M. Hollenbeck
 84037PLS

EXPIRES: 6-30-2027

EXHIBIT: B	SE 9TH ST TAX LOT 2500 TAX MAP 15 13 15BA TEMPORARY CONSTRUCTION EASEMENT
DRWN: JMH	 150 NW Pacific Park Lane, Suite 110 • Bend, OR 97701 Ph: 541.508.7710
CHKD: JMH	
JOB: 297-2763-027	
DATE: MAY 2026	



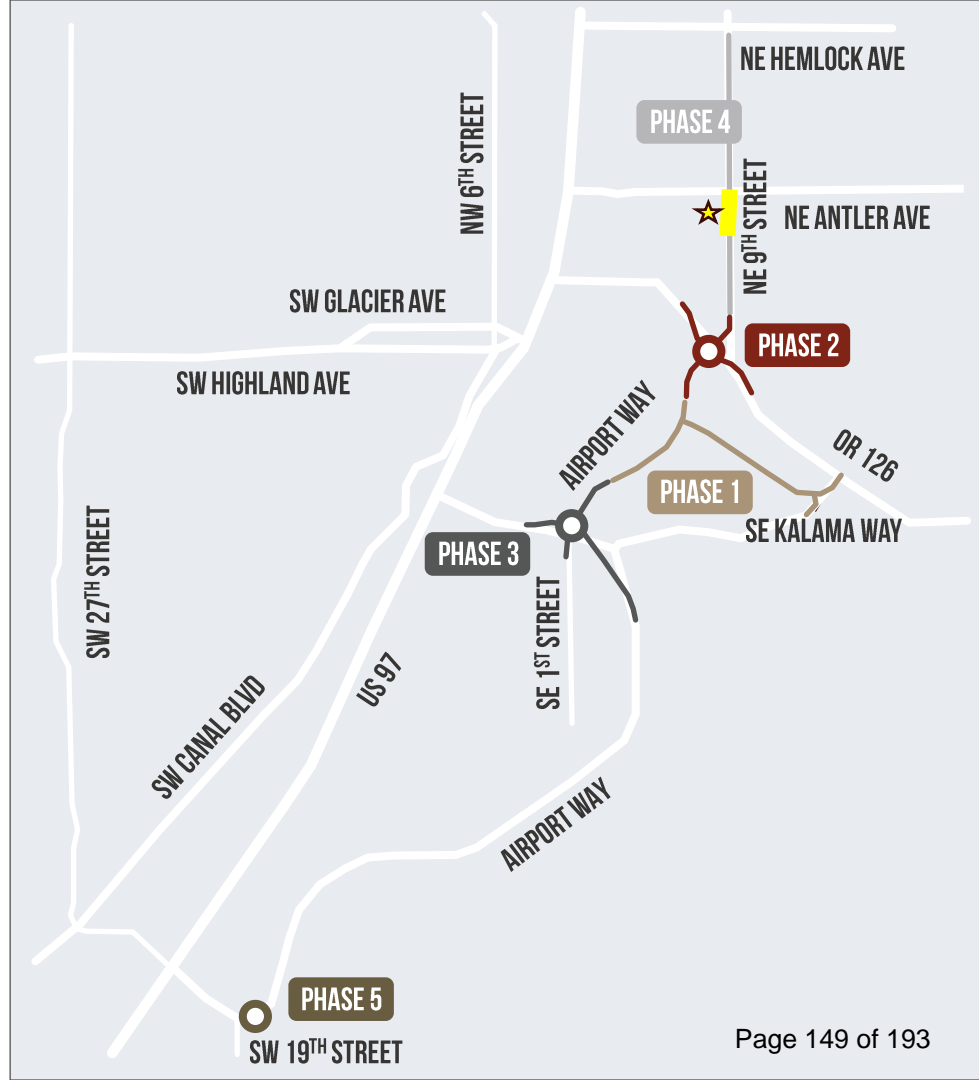
EASTSIDE ARTERIAL PROJECT RESOLUTION TO INITIATE EMINENT DOMAIN

REDMOND CITY COUNCIL
MAY 26, 2026



PROJECT SCOPE & BACKGROUND

- **Phase 1** – Airport Way / Kalama way Extension
- **Phase 2** – OR 126 Roundabout
- **Phase 3** – Veterans Way Roundabout
- **Phase 4** – 9th Street Modernization
- **Phase 5** - Airport / SW 19th Street Roundabout





PROPERTIES

- TAX LOTS:
 - TL 151315BA02500 – 1.05 AC
 - TL 151315BA00300 – 0.3 AC
- PROPERTY OWNER(S):
 - LYNDA M HUGHES TRUST





PROPOSED ROW/TCE

- TL 2500
 - ROW = 5,935 SF
 - TCE = 1,300 SF
- TL 0300
 - ROW = 1,299 SF
 - TCE = 1,299 SF

KEY



ROW

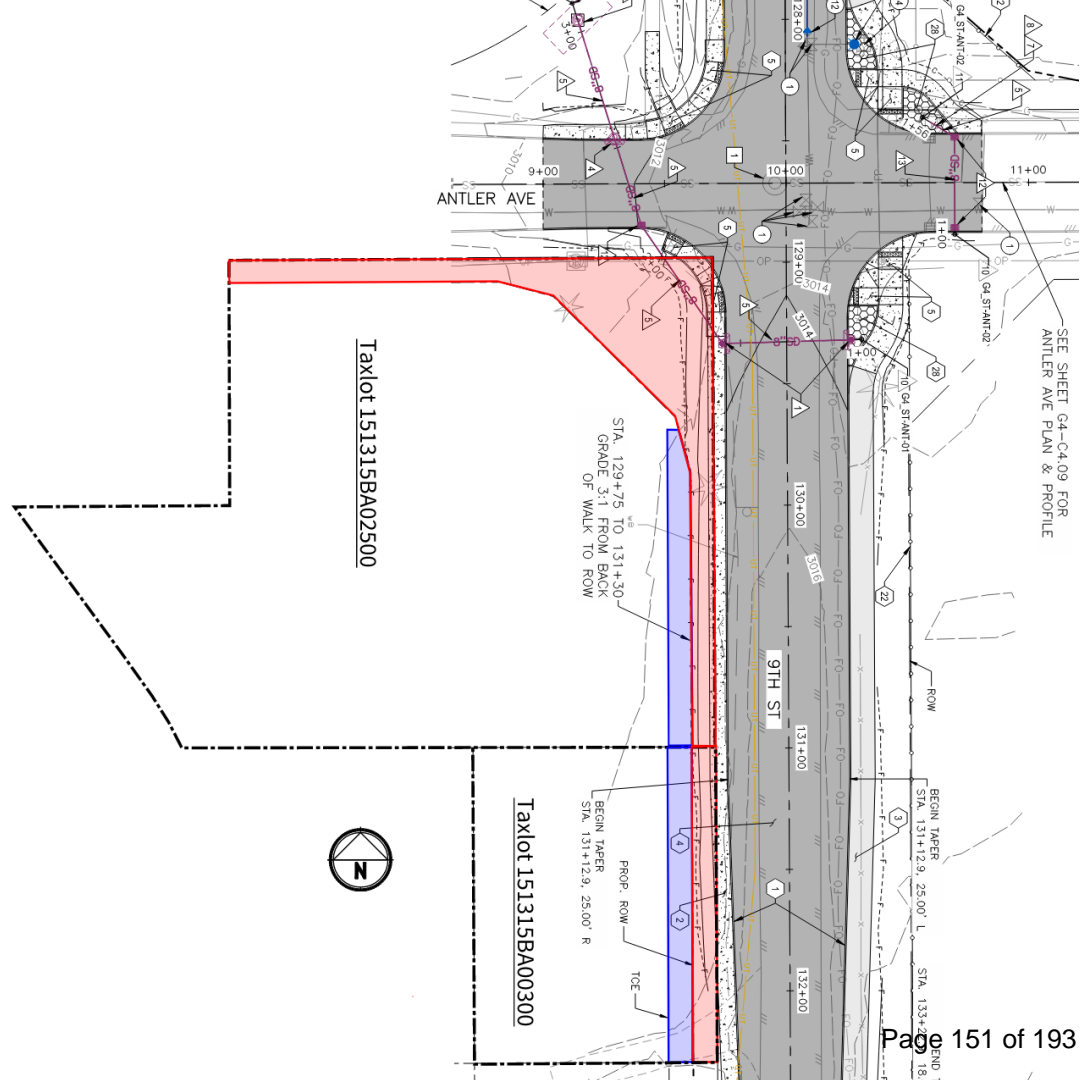
TOTALS

= 7,234 SF



TCE

= 2,599 SF





CONDEMNATION PROCESS

- Council adopts a resolution initiating the eminent domain process for affected properties
- ROW Agent follows appropriate process to acquire property
 - General Information Notices (GIN) sent to property owners
 - 15-day Notice of appraisal sent to property owners
 - Appraisal
 - Offer of Just Compensation to property owners
 - 40-day negotiation period
- Further Council action if agreement cannot be reached with property owners
- Access required on property by fall 2026 to maintain project schedule



RESOLUTION 2026-10

"I move to adopt Resolution 2026-10 authorizing initiation of potential acquisitions of property interests, including through the use of eminent domain if necessary, for properties located within the Eastside Arterial Project and directing staff to complete appraisals, issue required notices, and present findings to City Council for further action if agreement cannot be reached with property owners for the acquisition of portions of property needed for the roadway improvements."



QUESTIONS



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
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info@redmondoregon.gov
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STAFF REPORT

DATE: May 26, 2026
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Steve Ashworth, Deputy City Manager
FROM: Meghan Gassner, Urban Renewal Program Analyst
SUBJECT: Resolution #2026-09: A Resolution authorizing the City of Redmond to apply for a Local Government Grant from the Oregon Parks and Recreation Department for the development of the Downtown Ice Rink and Park Project and authorizing the City Manager to sign the application.

Report in Brief:

This item requests the City Council authorization to apply for a grant through the Oregon Parks and Recreation Department (OPRD) Local Government Grant Program in the amount of \$1,000,000.

Background:

The OPRD, through its Local Government Grant Program, provides state lottery-funded grants for outdoor park and recreation facilities. With recent City Council approval of the Downtown Ice Rink and Park Project (Project), the City is able to apply for a \$1,000,000 grant toward the project.

Discussion:

OPRD requires that agencies submit a resolution of support from the City Council within its application for the 2026 grant cycle. As required, Resolution #2026-09 demonstrates the City Council's support for the project and will allow City staff to proceed with the application by June 5, 2026.

Fiscal Impact:

The project costs are currently anticipated to be around \$5M to \$6M. The Local Government Grant Program may reimburse up to \$1,000,000, with remaining costs funded through Urban Renewal and Parks System Development Charge revenues. If the grant is not awarded, the Project will remain fully funded, and staff will continue to pursue additional grant opportunities.

Alternative Courses of Action:

1. Adopt Resolution No. 2026-09 authorizing application for the Local Government Grant Program for the Downtown Ice Rink and Park Project.
2. Do not adopt Resolution No. 2026-09.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2026-09 authorizing application by the City to the Oregon Parks and Recreation Department's Local Government Grant Program for the Downtown Ice Rink and Park Project."

**CITY OF REDMOND
RESOLUTION NO. 2026-09**

A RESOLUTION AUTHORIZING THE CITY OF REDMOND TO APPLY FOR A LOCAL GOVERNMENT GRANT FROM THE OREGON PARKS AND RECREATION DEPARTMENT FOR DEVELOPMENT OF THE DOWNTOWN ICE RINK AND PARK PROJECT AND AUTHORIZING THE CITY MANAGER TO SIGN THE APPLICATION.

WHEREAS, the Oregon Parks and Recreation Department is accepting applications for the Local Government Grant Program; and

WHEREAS, the City of Redmond desires to participate in this grant program to the greatest extent possible as a means of providing needed park and recreation acquisitions, improvements, and enhancements; and

WHEREAS, the Downtown Urban Renewal Advisory Committee, Redmond Urban Renewal Agency, and City Staff have identified a community recreation and event space downtown as a high priority need for the City of Redmond; and

WHEREAS, the project will transform the 1.5-acre former police station site into a sustainable, ADA-accessible downtown ice rink and park providing year-round recreation, community event space, and economic support for nearby businesses; and

WHEREAS, the City of Redmond has available local matching funds to fulfill its share of obligation related to the grant application should the grant funds be awarded; and

WHEREAS, the City of Redmond will provide adequate funding for on-going operations and maintenance of this park and recreation facility should the grant funds be awarded.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDMOND AS FOLLOWS:

SECTION ONE: The City Council demonstrates its support for the submittal of a grant application to the Oregon Park and Recreation Department for the development of the Downtown Ice Rink and Park Project.

SECTION TWO: This Resolution shall be effective following its adoption by the City Council.

ADOPTED by the City Council and **SIGNED** by the Mayor this 26th day of May 2026.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

From: [Catherine Caudle](#)
To: [Public Testimony](#)
Subject: Emergency Ordinance
Date: Wednesday, May 20, 2026 7:02:52 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.

The city of Redmond is dependent on wells for its public water. The wells are not receiving recharging as necessary due to consumption and drought conditions.

Large water users should be subject to an emergency ordinance and a moratorium should occur. The council could revisit once the wells show a recovery rate pre drought conditions.

Catherine Caudle



Redmond OR 97756

Sent from my iPad



Tiered Water Pricing

Spring 2016 • Law

Shannon Wilhite • Law

Jakob Wiley • Law

Filip Simak • Law

Jonathan Rosenbloom • Environmental & Natural Resource Visiting Professor • Law

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This report represents original student work and recommendations prepared by students in the University of Oregon's Sustainable City Year Program for the City of Redmond. Text and images contained in this report may not be used without permission from the University of Oregon.

Introduction

Prices can reveal the worth of a product or service and can be a central tool in guiding customer decisions. In contrast to other goods and services, water costs are low because they do not fully reflect all costs connected to delivery and because affordable water is considered a public good. However, the low costs of water do not reflect current and future global water scarcity concerns. Nations, states, cities, and communities are planning and implementing water reduction strategies. These water conservancy tools are helping to increase the “value” of water by regulating or incentivizing

water use. Water conservation can be defined as the beneficial reduction in water use, water waste, and water loss. For a water utility, conservation-oriented rate structures or tiered rate structures communicate the value of limited water resources. Tiered rate structures are intended to reduce water usage for discretionary purposes and encourage users to choose more efficient ways to meet their water needs. Residential demand often, as it is in the case of Redmond, represents the greatest portion of water use. Therefore, a water conservation program should target the residential sector, which has the most customers and comprises the majority of water use. Water from toilets, clothes washers, showers, and faucets account for more than 80% of indoor water use.¹ The greatest use of water however is outdoor use, on average about 45% greater than the amount used for indoor.² Although programs that focus on water conservation through technological solutions such as low-flow toilets statistically are able to demonstrate water savings, implementation of the tiered rate structure itself has demonstrated a significant reduction in water use.³ Both technological and ideological changes to addressing outdoor irrigation will reduce of the cost of the household water bill and allow for the city to capitalize

Figure 1: Deshutes River near Redmond



https://commons.wikimedia.org/wiki/File:Deschutes_River_near_Redmond.JPG

¹ Environmental Protection Agency, Water Research Foundation, Water Conservation: Customer Behavior and Effective Communications, 1-350, 21, 2010 (“Water Conservation”).

² Id.

³ Baerenklau K, Schwabe K, Dinar A., Do Increasing Block Rate Water Budgets Reduce Residential Water Demand? A Case Study in Southern California, Water Science and Policy Center Working Paper, 1-22, 3, 12, 2013.

on long-term water conservation goals. Water saved from use in the present will increase supply for the new water permit and extend the date for expected water use past 2031, the projected time period for the city's current and future permitted water.⁴

Goals

This project proposal sets forth three general goals. First, it should secure water for Redmond's future. Second, the proposal tries to guide the city toward water conscience growth, encouraging development that efficiently uses water use and implements the newest technologies. Finally, the proposal aims to be budget neutral, since the city and its customers both have tight financial considerations.

Resilience for Redmond's water supply is important for the future of the city. Since Redmond will grow in the future, water supplies will have additional pressures. Water may be harder to find or may be subject to strict environmental regulations and legal actions. Worldwide water shortages are predicted in the next century, and central Oregon may be subject to these pressures. city legislators could be forced to take immediate actions towards restricting water use, and early conservation would allow the city to remain a vibrant community. If actions are taken sooner, cost can be reduced by avoiding emergency actions. Because of the increases in environmental regulations about water quantity and quality, Redmond could expect future changes in state and federal law. Also, environmental organizations may challenge the local governments, alleging inefficient water use and argue for additional restrictions. For these reasons, Redmond should take action to efficiently use its water now so there is more available in the future.

For the project's second goal, our proposal attempts to encourage water-savvy construction in Redmond. Guiding the growth of the city toward efficient water use will be vital for a stable community. Our proposal should inform developers and future business owners that water efficient construction is important to the city's future. With respect to residential areas, this goal aims to promote of water-efficient homes, landscaping, and gardens. In commercial and industrial parts of the city, this proposal hopes to increase awareness of water use,

Figure 2



<https://agriculture.ks.gov/images/doc---pictures/wtap-4.png?sfvrsn=2>

⁴ Water Solutions, Inc., Water Management and Conservation Plan, prepared for the City of Redmond, 1-65, 61, 2013 ("WMCP").

but, at the same time, preserve a business friendly community. Our proposal should guide the growth in the city, so that water efficiency is considered early, during planning and construction. By building water conservation into the city's growth, it prevents future retrofit costs. Avoiding harsh water restrictions and the expenses of future retrofits will save the city and the community money in long term. In addition, the saved water can be used for additional growth, without the expense and regulatory effort to acquire additional water supplies.

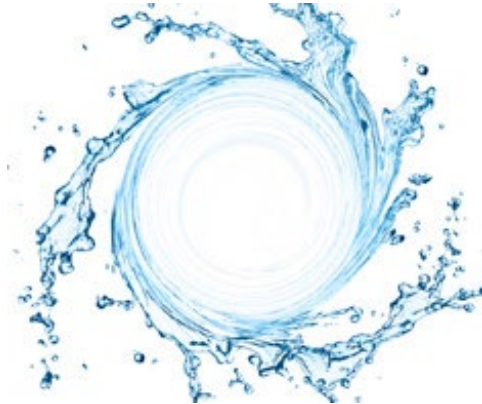
Our third goal considers the financial burdens on the city and proposes to accomplish the previous goals without adding more costs to the community. Because adding costs to residences and businesses will weigh down the growth of the city and the community, our proposal should keep budget neutrality in mind. Redmond's growth will, in part, be limited by the costs of doing business in the community. Developers should not be discouraged by our proposal for changes in water use. Our proposal needs to guide and support, rather than prevent, development of the city.

While these three goals provide guideposts for our proposal to Redmond, a more concrete goal provides a target for water use. With a specific target, the city can show how it is progressing and whether additional changes need to be made.

Specific Target

In addition to three general goals, the project comes up with a specific target to free up 10 to 20% of current water used by households for summer irrigation. This target relates to the previous three goals. This number represents the first goal by adjusting the amount of water that is used by the city's citizens. With the second goal, the target shifts this amount of water towards more economically-beneficial activities. The reduction would also be enough to make real progress, but also minimizing the financial burdens on the community. Redmond can transfer the saved water towards other residential, commercial, and industrial development, which will bring additional revenue and jobs to the city.

Figure 3



<http://www.bnamericas.com/en/news/infrastructure/peru-to-invest-us570mn-in-central-jungle-infrastructure/?position=2&aut=false>

Figure 4: The Story of Water in Redmond



Water division, <http://www.ci.redmond.or.us/government/departments/public-works/water-division>

Redmond Utility and Water Rights

The City of Redmond Public Works Department - Water Division is responsible for the operation and maintenance of the community water system.⁵ The service area receives approximately nine inches of precipitation in an average year and 15 inches of snowfall per year on average.⁶ Groundwater from the Deschutes Formation, a highly permeable volcanic and sedimentary aquifer, is the sole water source. Currently, the city withdraws groundwater using seven wells, which are active year round. The wells are between 300 - 860 feet deep.⁷ The combined capacity of the wells is approximately 12,900 gallons per minute (gpm). The reservoir capacity is 10 million gallons (MG). The water delivery area is delineated by the Urban Growth Boundary and serves a population of almost 27,000.⁸

The city has 9,154 residential, multi-family, and commercial customers.⁹ Water consumption is divided into billed (revenue producing) and unbilled categories.¹⁰ Unbilled consumption includes public use. Due to the high irrigation water use in public facilities, it should be targeted for a reduction at some point.

⁵ WMCP at 14-15.

⁶ Climate Data 2016, Redmond, Oregon Weather Data, (April 25, 2016, 6:36 AM), <http://www.usclimatedata.com/climate/redmond/oregon/united-states/usor0284>.

⁷ WMCP at 24-27.

⁸ Portland State University, Oregon Population Report, Population Estimate 2013, (April 25, 2016, 6:36 AM), <https://www.pdx.edu/prc/population-reports-estimates>.

⁹ WMCP at 26-17.

¹⁰ *Id.* at 18-19.

The city has approximately 8,132 residential customers, 255 multi-family residential customers, 767 commercial customers (commercial accounts include commercial facilities and city accounts).¹¹ About 64% of total water consumption is accounted for by residential customers, 11% by multi-family, and 25% by commercial/city (Figure 5).¹² Total water consumption for all categories increased almost 5X in the summer with single-family residential use having the largest impact of 3.6X its winter use (Figure 6).¹³ The city's largest users of water are: A largest school facility (21.4 MG), followed by several multi-family complexes, industrial, hospital, and other schools. The city expects a population increase for its water delivery area in 10 years to be 38,807 and in 20 years about 51,661.

Figure 5: Percentage of Water Use By Consumption Category, 2011

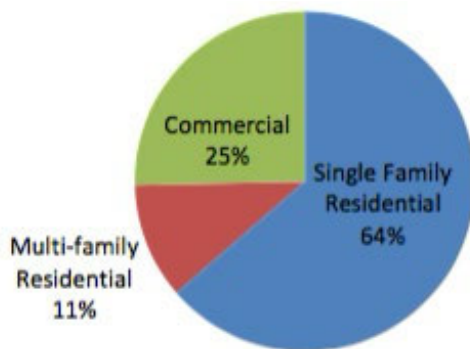
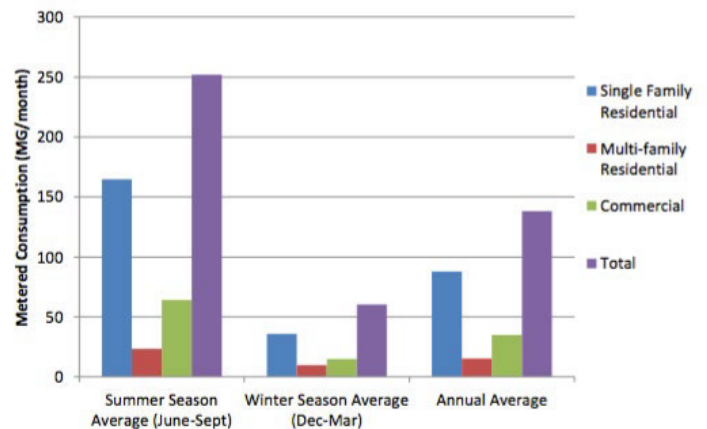


Figure 6: Seasonal Water Consumption by Customer Category, 2011



The local water supply comes from five water rights totaling 19.87 cubic feet per second (cfs).¹⁴ The city also has one pending application for a permit demanding 25 cfs. In addition, a limited use license for the use of 9.7 cfs is being used to bridge between the current and future water use permits. Once these rights are in place, Redmond will have a total of 44.9 cfs and will be able to meet its projected maximum day demand (MDD) for 20 years (2031) of 43.5 cfs. Maximum day demand is used to calculate projected water use because it is based on the highest amount of water, which could be consumed in one day, and for which a city must have sufficient water infrastructure to accommodate. Certificate 2016, which the city is not currently using, authorizes the use of 35 cfs from the Deschutes River. Redmond also holds water rights on the

¹¹ *Id.* at 10-26.

¹² *Id.* at 27.

¹³ *Id.* at 28.

¹⁴ *Id.* at 6-36.

Deschutes River for non-potable water municipal and irrigation, through the Central Oregon Irrigation District.

Figure 7: Deschutes River at Cline Falls State Park



https://commons.wikimedia.org/wiki/File:Deschutes_River_at_Cline_Falls_State_Park,_Oregon.JPG

The Upper Deschutes River is currently listed as impaired by the Oregon Department of Environmental Quality mandated under the US EPA Clean Water Act.¹⁵ The river contains several species of fish Federally listed as threatened or sensitive under the Endangered Species Act, which are found within the reach of the water right Certificate 2016. The surface water rights will eventually be used as mitigation for the additional permitted water supply under the Deschutes Basin Groundwater Mitigation Program.

Currently, none of Redmond's wells are within designated critical groundwater areas.¹⁶ Water level monitoring of the city's wells shows no significant change in water levels and the Oregon Water Resources Department (OWRD) has never restricted groundwater use. However, one well permit, modified in 1996, requires a monitoring plan, which includes a stipulation to discontinue use under specific conditions. The OWRD and U.S. Geological Survey indicate that decline could be related to changes in climate over the recent years, irrigation canals, and other groundwater withdrawals.

¹⁵ WMCP at 34-35.

¹⁶ *Id.* at 35-36.

Water Audit and Current Conservation Measures

Redmond conducts an annual water audit comparing water produced by the utility to the annual amount of water consumption to determine the amount of unaccounted for water, which is water loss through system leakage. The audit is made possible by the installation of the Automated Meter Reading (AMR) system. More recently, mandated by the state's requirement of water conservation measures, the City of Redmond has purchased an on-line water-measuring tool called AquaHawk. This system measures citizens' consumption of water on a day-to-day basis, maximum daily demand, find leaks and water overuse, and allows the citizens and the city access to this information. Even though the participation in the system is voluntary, the city can currently track about three percent of its citizens in respect of how much, where, and when water is being consumed. Such statistic data may highly serve to develop a system of structured rates for pricing.

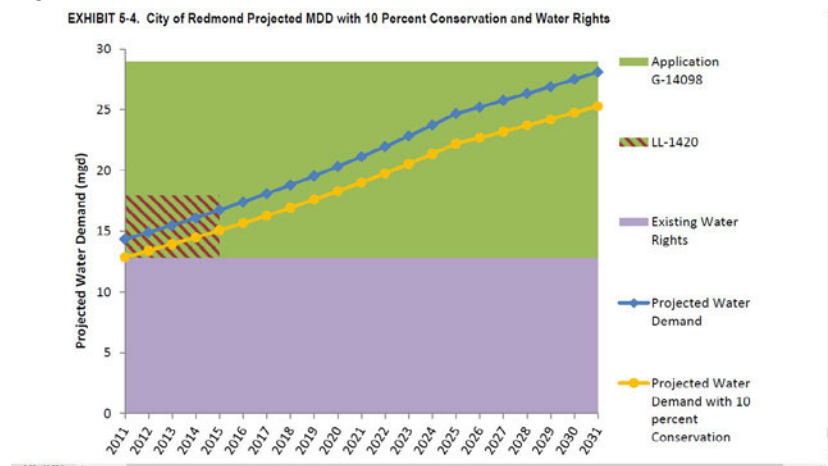
Figure 8



<http://www.lbcwd.org/Home/ShowImage?id=287&t=635600382480930000>

Redmond, in accordance with OAR 690-086-0150(1)-(6), has implemented and reported to OWRD specific conservation measures and benchmarks taken by the city and written down in the Water Management and Conservation Plans 2000 and 2013. The projection of the Redmond's water needs shows that the city, if it has the same allocation of water rights, may substantially extend their good-standing with water supplies. By shifting 10-20% of water to a more conservancy area, it may secure the water for several more years.

Figure 9



WMCP at 63

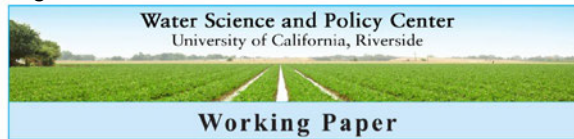
California Study of Tiered Rate Structures and Water Use

A promising solution can be found with tiered rates structures. The study shows that there can be an 18% reduction in residential use after the introduction of tiered rate structures.¹⁷ The Water Science and Policy Center at the University of California, Riverside, has completed a comprehensive study on how tiered rate structures can promote efficient water use. Tiered rate structures are a way of designing the prices charged to customers for their water use. Commonly, cities use a flat-rate structure, which assigns each unit of consumed water the same price. Tiered rate structures create multiple prices charged between certain thresholds. Higher tiers are priced higher than lowers ones. The thresholds are placed at points that encourage consumption at certain levels. This pricing system is flexible, allowing a city to customize the prices and thresholds to match the goals of the city.

An analogy can be used to explain the difference between the two pricing systems. The flat-rate structure is similar to how gasoline is sold. Each gallon of gasoline costs the same amount, regardless of how much is purchased overall. When gas prices go up, the prices go up for everyone equally. Tiered rate structures change the price at certain thresholds the more the customer purchases. To continue with the gasoline analogy, the price would increase for volumes above the first ten gallons in one trip to the gas station. While the prices would not change for each type of automotive that arrived, it would charge more for large, inefficient vehicles. Small, efficient cars would not purchase enough gas to reach the higher price tiers. The effect creates an incentive for large vehicles to switch to a smaller car or to simply purchase less gasoline. Customers change their decisions about fuel consumption at the ten-gallon threshold, where the price increases. The same kind of price structure can be used to encourage efficient water consumption in cities.

The tiered prices are not based directly on indoor and outdoor consumption, but instead an inference from average water use volumes. Because there is no way to tell how the water is being used at a specific location, the tiers are an estimate based on expected water use. The first tier is roughly what an average customer uses indoors. The second tier is roughly what a customer uses

Figure 10



01-0913, September 2013

**Do Increasing Block Rate Water Budgets Reduce Residential Water Demand?
A Case Study in Southern California**

Baerenklau at 1

¹⁷ *Id.* at 3-12.

outdoors. The final tiers are roughly what is considered inefficient and wasteful use for an average customer.

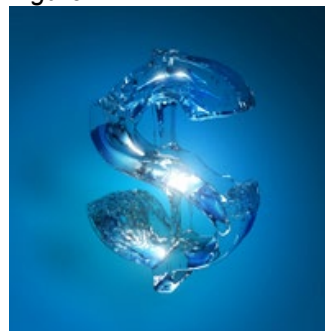
The study suggests using multiple tiers to modify water consumption. The first tier is the lowest charge. The thresholds for the first tier roughly correlate with the desired indoor consumption level. For example, if the average customer in a city uses eight CCF (hundred cubic feet) inside the home, the first tier's threshold would be around seven to nine CCF. In the summer, the average customer would use more than the eight CCF and possibly consume up to 20 CCF. The second tier would encompass water consumption from eight CCF to 20 CCF. The price for the second tier would be higher than the first tier to encourage customers to use water efficiently outdoors. The additional tiers are any use above 20 CCF. These tiers have the highest prices, because it represents uses outside the typical residences' need.

The typical residence in Redmond uses 10 CCF in the winter when outdoor watering is not likely occurring. For the purposes of this proposal, 10 CCF is assumed to be the typical domestic use. In the summer, the typical residence begins watering outdoors and goes beyond the 10 CCF. In Redmond, water use for the average residence in the summer jumps to 25 CCF. It can be assumed that water use from 10 CCF to 25 CCF is probably outdoor use. These two numbers provide guideposts for the price thresholds for the tiers in our proposal.

Many tiered rate structures have a base charge connected with a fee for delivery to a customer. In Redmond, \$14.32 is billed as a service fee, followed by \$1.15 per each 100 cubic feet (or CCF) of delivered water. The price per volume does not change the more the customer uses water. If these were used as the thresholds for the tiered rate structure, from 0 CCF to 10 CCF, the price would be average. From 10 CCF to 25 CCF, there would be a new price that would be higher than the last tier. This price represents the city's effort to discourage inefficient outdoor water uses. Water consumption above 25 CCF would be even higher. The prices do not have to increase at each threshold, but can be adjusted to target certain kinds of water use and discourage inefficient uses.

But, since our proposal has the dual goal of reducing outdoor use and encouraging growth, the generic model used in the study should be modified to incorporate the economic and development goals of the City of Redmond. Other cities in Oregon provide examples of how this model can be customized to Redmond's present and future goals.

Figure 11



<https://filtercon.wordpress.com/2013/04/02/the-rising-cost-of-water/>

Figure 12



<http://social.cummins.com/wp-content/uploads/2014/12/Water-droplet-350x350.jpg>

Other Cities that Use Similar Rate Structures

Other cities have successfully implemented tiered rate structures in Oregon. Lake Oswego, Tigard, and Albany provide examples that show how the concept could help conserve water and encourage water-conscious development in the city. While each city has its own needs and individual requirements, the cities provide analogous water use demands and regulatory burdens. Because these examples are within Oregon, they have similar legal requirements and agency reviews. However, some components of these cities' pricing systems may differ from the aims of this project, because these cities do not incorporate commercial and industrial development into the pricing system. Albany's price structure actually lowers the cost as consumption goes up. Since our proposal wishes to combine water conservation with economic growth, a hybrid of these price structures may be the best for the individual needs of Redmond. The following examples provide guidance in applying the tiered rate structure to the city.

For a real world application of this structure, Lake Oswego, Oregon, uses a tiered rate structure with increasing prices for each tier.¹⁸ The base charge is \$24.96. The first tier charges customers \$2.62 per each CCF between zero CCF to eight CCF. The second tier, from nine CCF to 16 CCF, charges customers \$3.77 per CCF. Any water consumption above 17 CCF is charged \$7.06 per CCF, forming the third tier. Like in the California Study mentioned earlier, the three tiers roughly correspond to different types of use. The typical customer would stay within the first tier (from zero CCF to eight CCF) with indoor uses. The second tier is triggered from nine CCF to 16 CCF, which is the volume typically associated with outdoor uses. The third tier is priced higher because the uses above 17 CCF are usually beyond a typical household's needs.

The City of Tigard, Oregon, also uses a tiered rate structure.¹⁹ The typical base charge is \$26.67. The rate structure for average residences starts from \$3.45 for consumption between one CCF to six CCF. The second tier imposes a cost of \$5.04 per each CCF in range from seven CCF to 15 CCF. Tier three demands an amount of \$5.76 for each CFF above 16 CCF. While the individual expenses are more than Lake Oswego, Oregon, the basic concept is similar. The lowest threshold encourages normal household's uses to remain under six CCF. This threshold is lower than typical indoor household uses, which means the city is trying to discourage inefficient interior uses. The second tier has a higher upper threshold, which means customers may use up to 15 CCF for additional uses without reaching the highest price tier.

¹⁸ City of Lake Oswego, Oregon, *Water Consumption Cost Calculator*, (Apr. 24, 2016, 3:25 PM), <https://www.ci.oswego.or.us/finance/water-consumption-cost-calculator>

¹⁹ City of Tigard, Oregon, *Water Rates and Information*, (Apr. 24, 2016, 2:49 PM), http://www.tigard-or.gov/city_hall/water_rates.php.

Albany, Oregon, presents an interesting specimen of a tiered rate with only two tiers for residential users.²⁰ There are different prices for various classes of customers. For the typical residence, the base charge starts at \$17.93. For the first six CCF of water, the billed amount counts of \$3.99. Any use above six CCF is \$2.53. By reducing the costs after six CCF, consumption above is not discouraged. However, the decreasing price does allow water demanding customers to use water without being unduly punished. Even though outdoor water conservation is not discouraged, Albany’s concept allows more economic growth for industrial and commercial uses.

Figure 13: Comparing Cities

CCF Consumed	Redmond	Tigard	Lake Oswego	Albany
0	14.32	26.67	24.96	17.93
5	20.07	43.92	38.06	37.88
6	21.22	47.37	40.68	41.87
10	25.82	67.53	53.46	51.99
15	31.57	92.73	72.31	64.64
20	37.32	121.53	104.32	77.29
25	43.07	150.33	139.62	89.94
30	48.82	179.13	174.92	102.59

The above graph compares the rate structures of Lake Oswego, Tigard, Albany, and Redmond. The charge is based on a typical customer, but these cities use additional pricing criteria in some circumstances.

Taking the best parts of said examples, this project suggests a three-tier structure using both the water conservation, contained in Lake Oswego and Tigard rate structures; as well as the economic-growth fostering pricing thresholds, seen in Albany’s structure. Redmond can have both targeted water conservation as well as economic support for water-intensive commercial and industrial growth by bringing aspects of both into its own tiered rate structure.

²⁰ City of Albany, Oregon, A Resolution Setting Rates for Water Use and Repealing Resolution No. 6373, (Apr. 24, 2:50 PM), https://www.cityofalbany.net/images/stories/publicworks/utility-billing/rate_resolutions/July15water-rate_Res6411.pdf.

Benefits of a Tiered Rate Structure

Implementation of the tiered rate structure targeting high summer water use will be beneficial to the Redmond community and the water utility. Due to worldwide water uncertainty, water resilience is now a necessary community goal. Sharing common ground brings communities together to work towards their goals. Here, the benefit to the community is both financial and societal. A decrease in water use is beneficial to many who want to save money on their water bill. Society also has an interest in maintaining equity, offering fair prices to all regardless of class or economic status. By making water conservation a priority, citizens of Redmond can foster community pride, knowing they are protecting a limited resource for the years to come.

There are also benefits to the city itself. The water permits Redmond has secured are finite. The amount has been determined to be sufficient, however, water conserved now can be available for future development. Redmond may be able to extend their water right past 2031.

The city's supply facilities (pipelines, reservoirs) and water rights must be capable of meeting the maximum day demand (MDD).²¹ Using a tiered rate structure will reduce the MDD and total system demand. If the MDD exceeds the combined supply capacity on any given day, water storage levels will be reduced. Consecutive days at or near the MDD can result in a water shortage. The MDD is strongly influenced by weather patterns and the economy. Unusually hot and/or dry weather results in more outdoor irrigation, which increases the MDD.

The economy can affect the MDD as well. Customers may choose to irrigate less to save during an economic downturn. The economy also influences the number of new homes with landscapes needing intense irrigation, the landscaping choices made by commercial and industrial sites, and the opening or closing of facilities that use water in their operations. Reducing the MDD can save the city substantial amount of money on infrastructure and change the future water use prediction. The structure is also good fit with the Redmond Water Management and Conservation Plan,²² which specifically suggests considering the tiered rate structure.

²¹ WMCP at 19-20.

²² State of Oregon, Water Resources Department, *Municipal Water Management*, (Apr. 24, 2016 2:52 PM), https://www.oregon.gov/owrd/pages/mgmt_muni_wmcp.aspx.

Guidelines for the Rate Structure

Redmond's annual production in million gallons increased between 2006 and 2007, and then by 2011 had decreased to below 2006 levels,²³ see Table 1 [Table 1: Average Day Demand, Maximum Day Demand, 3-day Maximum, Maximum Monthly Demands, and Peaking Factor, 2006-2011.] (Figure 14). The increase in water use between 2006 and 2007 was likely due to the upturn of the economy.

Figure 14: Annual Production from Redmond WMCP

Year	Annual Volume Produced (MG)	ADD (mgd)	MDD (mgd)	3-d MDD (mgd)	3-d MDD percentage of MDD (%)	MMD (mgd)	MMD (MG)	Peaking Factor MDD:ADD
2006	1842.3	5.0	12.0	11.0	91.7	10.2	316.7	2.4
2007	2028.4	5.6	13.5	11.9	88.1	11.0	341.4	2.4
2008	1984.4	5.4	13.2	12.2	92.4	11.3	350.3	2.4
2009	1914.8	5.2	13.7	12.7	92.7	11.2	346.6	2.6
2010	1812.6	5.0	13.2	11.2	84.8	11.1	343.5	2.7
2011	1825.6	5.0	12.9	12.1	93.8	10.2	316.5	2.6
Average	1901.4	5.2	13.1	11.9	90.6	10.8	335.8	2.5
Highest	2028.4	5.6	13.7	12.7	93.8	11.3	350.3	2.7

Id. at 20

In 2007, the beginning of an economic downturn,²⁴ led to a decrease in water use between 2007 and 2011 with water conservation education by Redmond as a possible influence. However, even with the economic downturn and conservation education, Redmond summer water consumption average of 25 CCF is still high. Although the city has taken steps to reduce water waste by restricting irrigation to only the cooler parts of the day,²⁵ conserving water otherwise lost to evaporation, most of the increased water consumption still occurs during the summer.²⁶ Currently, Redmond shows a household average of summer (June through September) water use (160 million gallons) 150%

²³ WMCP at 20-21

²⁴ Oregon Secretary of State, Oregon BlueBook, Oregon's Economy Overview, 1, 1, 2016, (Apr. 24, 2016, 3:27 PM), <http://bluebook.state.or.us/facts/economy/economy01.htm>.

²⁵ Redmond City Code 4.129(1)(2) Irrigation Season, which mandates watering of even numbered houses on even days and odd numbered houses on odd days with no watering on the 31st of any month, also 4.131(1)(2) Irrigation Regulations, which mandates no irrigation for lawns or gardens is allowed between the hours of 11 AM and 4 PM for metered and unmetered watering. Unmetered and manually operated irrigation is not allowed between 11 PM and 4AM. (2003).

²⁶ WMCP at 28.

greater in comparison to winter indoor use (about 40 MG)²⁷ (Figure 15). And in Figure 16, Redmond's outdoor water use clearly exceeds indoor use.^{28,29}

Figure 15: Seasonal Water Consumption by Customer Category, 2011

Redmond Average Household Water Use

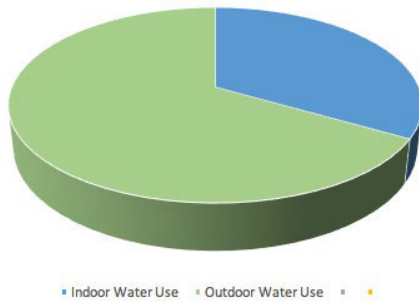
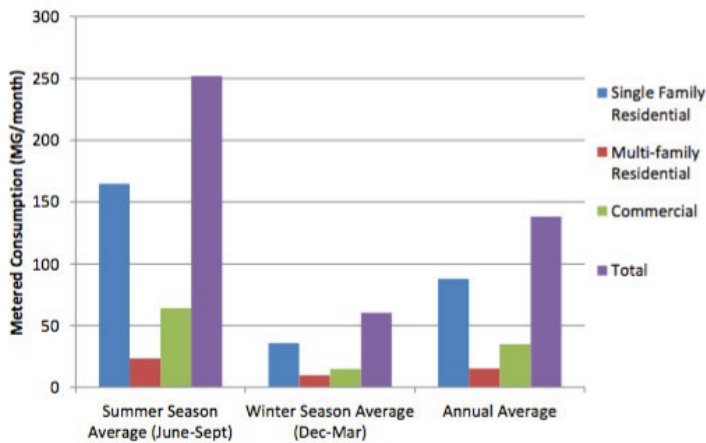


Figure 16: Redmond Seasonal Water Use, from Redmond WMCP



Therefore, it is suggested targeting summer outdoor irrigation when water use exceeds around 10 CCF per household. The rates should be structured to make the costs to the majority of customers' decreased or budget neutral over a year. Costs can be lowered in the winter and increased in the summer to encourage reduction in summer use. This project proposes a 10-20% decrease. This percent can be increased as people become more comfortable with water conservation; ideally a greater percent reduction would be a long term goal. The rate structure should also match Redmond's desire to increase commercial and industrial growth.

²⁷ Id. at 25-28.

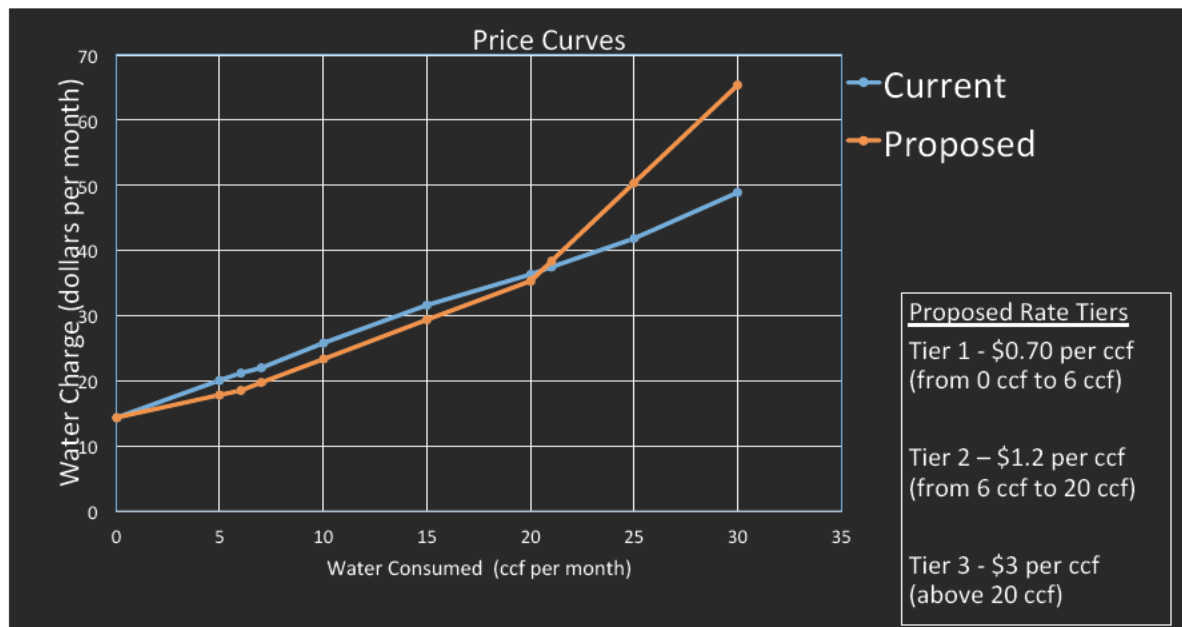
²⁸ City of Redmond, Utility Billing, Water, Stormwater, and Sewer Rates, (April 24, 2016 9:69 PM), <http://www.ci.redmond.or.us/government/departments/finance/utility-billing-information/water-sewer-rates>.

²⁹ WMCP at 28.

Conceptual Example

Figure 17 shows what a 10-20% reduction could look like for Redmond. The bottom x-axis shows total household water use in CCF. The vertical axis describes the cost of water charged to the household. Our proposal is represented by the red line and the blue line is what exists currently in Redmond. For the first 13 CCF the cost, \$1.00 per 100 cubic feet (CCF), is below what Redmond currently charges. The first tier allows for low costs for winter and some summer use, and accounts for use between 0-13 CCF. Water charges are higher for the second tier, \$2.00 per CCF, encouraging users to decrease their summer irrigation by using water conserving methods for irrigation and landscaping with drought resistant plants. This tier accounts for use between 13-20 CCF. Tier three drops down to a lower charge, \$1.15, which targets industrial and commercial. The rate begins at 20 CCF and is open ended allowing these users to continue to have a fair cost for water.

Figure 17: Conceptual Example of Redmond's Tiered Rate Structure



Determining The Rate Structure

Redmond has the responsibility both through Oregon’s legal mandate to conserve water and through the precautionary principle to protect the longevity of water resources for its future generations. Redmond must also be aware of safeguarding an equitable future for its citizens. To do this, Redmond must create equitable pricing in its tiered rate structure. Equitable pricing is critical to the success of a conservation program and the basic operation of a utility.³⁰ Rate structures must be set in a way that does not undermine the ability of all users, regardless of income, to have access to affordable water and service. Research of community needs will help the city to avoid imposing inequitable rates. The utility rates must also be sufficient to generate current and future revenues and cover operation, maintenance, capacity, customer service, and administrative costs. The revenue requirements should be separate from the volume of water used above the tier which was designed to promote water conservancy. For Redmond, in order to accommodate large water users such as commercial and industrial the second tier should be set at the highest cost to the user in order to discourage excessive summer water use. The third tier may be set lower to accommodate larger water users.

Determining a rate requires setting revenue requirements, assessing the cost of water services, evaluating alternative conservation-oriented rate structures, and finally selecting and implementing the conservation rate best for Redmond.

First the city should determine its revenue requirements.³¹ Revenue requirements are the total costs that must be recovered through water rates and charges. Data from a “representative year” are needed to determine growth of service, costs for expansion, inflationary costs, and pre-funded capital. A representative year is usually the most recent 12-month period or it can also be a future year, which may provide an accurate estimate of costs and growth. Next the cost of service must be determined. Rates should be designed so that users pay for the costs they impose on the water system. Redmond must consider the increase of costs associated with their projected expansion, including the marginal costs from the new water well. Often high, marginal costs are not accounted for in the base charge, which often uses the average costs of the water service. In short, customers do not pay for the true cost of this additional water. Because of this, water users may consume more water than they would with accurate pricing and suppliers may have to add capacity to meet this increased demand. To cover marginal costs, the utility should take into account the average cost and separate billing volumes into multiple tiers.

³⁰ Georgia Environmental Protection Division, Watershed Protection Branch, Conservation-Oriented Rate Structures, EPD Guidance Document, 1-11, 5, 2007 (“GA Conservation-Oriented Rate Structures”).

³¹ *Id.*

The base rate should be below average cost and the higher tiers above average cost, so that the appropriate revenue is generated. The primary goal is to set the tiers to assure coverage of water costs. Excess revenue based on higher rates of Tier two will offset the minimal rate charged for Tier one. Finally, to assess the cost of water service, a future demand analysis should be done. The end uses of water should be divided into categories of: Single-family residential, multi-family residential, commercial, etc. Future water can be calculated with information pertinent to the above categories and must also meet the revenue requirement. Variations in weather and the customers' response to price should be accounted for in determining the water sales. The top 5-10% of residential customers with the highest water usage rates should be used to determine the high end of Tier two. The majority of customers should receive a lower or unchanged bill. Down the road Redmond may wish to address commercial, public, and industrial high end use by adding a fourth tier.

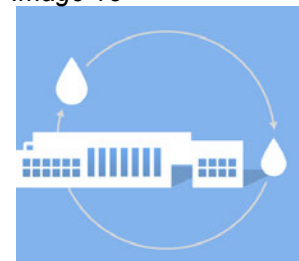
Non-economic goals should be included in the ratemaking decision.³² These goals include, the knowledge that water resources are limited and may require higher prices to reflect intrinsic values; public and political acceptance; conservation goals in-line with community goals, which for Redmond include economic development and community equity.

Metrics For Efficiency

Redmond has many tools to measure the success of the tiered rate structure and through updates to the pricing, tailor the rates to encourage conservation. Redmond has the opportunity to utilize AquaHawk as a metric, which will be of great use and importance to the city. AquaHawk capabilities include providing vital information about each user's specific water consumption and notice of possible high water consumption can be used by the water utility to meet rate structured requirements. Other data that should be gathered by the city to fit the tiered rate structure are: The number of users billed in each tier, water consumption in each tier, maximum day demand, and maximum monthly demand.

The city will use these data to analyze if an actual decrease has occurred. This is a complex method accounting for changes socio-economic differences, climate variability, and other factors which may influence a personal water use decision, like decisions to use a particular type of technology.³³ If done

Image 18



<http://www.hitachi.com/environment/showcase/select/>

³² GA Conservation-Oriented Rate Structures at 9.

³³ Baerenklau at 3.

correctly, the city will be able to show its rates are working efficiently and toward the goal of summer use reduction.

AquaHawk is also a metric for the household. AquaHawk users can log on and see hour by hour, day by day, and month by month household/business water use.³⁴ In addition, AquaHawk provides an estimate of the bill, notice of possible high water consumption to customer, and allows the customer to set a water use threshold that they do not want to exceed, alerting the customer to change their consumption practices before they are charged the high rates.³⁶ AquaHawk statistical data analysis can provide the user consumption patterns, indicating water leaks, water restriction violations, and potential over-irrigation.³⁷ AquaHawk can also show a comparison to users with similar landscape area and number of occupants and compare household monthly and accumulated use to the city's conservation target.³⁸ Water Use Reports can also be sent to customers who are using water inefficiently or are exceeding utility specified water use or conservation budget.³⁹ Customers can be alerted through their own preferred method such as email or cellphone.⁴⁰ Residents' use of AquaHawk in itself shows progress toward the goal of water conservation and more specifically to the user's interest in becoming familiar with the tiered rate structure once in place.

The city and the household measure their successes toward water conservation by understanding household prioritization of water use. Redmond should offer a free on-site or self-water audit, which is being considered as a five-year benchmark goal.⁴¹ This information can be put into the AquaHawk customer's database and then used by the utility to manage the rates. Oro, Arizona, acknowledges this system to conduct onsite irrigation audits (with the use of an iPad or tablet) which include number and type of sprinklers, landscape area, and information about how water is used outdoors.⁴²

^{34/48} American Conservations & Billing Solutions, Inc., *Case Study, Oro Valley Water Utility Engages Its Customers with AquaHawk Alerting*, 1-3, 2, 2013 ("Oro Valley").

^{35/49} Dublin San Ramon Services District, *AquaHawk Customer Portal*, (Apr. 24, 2016, 2:55 PM), <http://www.dsrsd.com/your-account/aquahawk-customer-portal>; Oro Valley at 2.

^{37/50} Oro Valley at 2.

^{38/51} AquaHawk Alerting, *Customer Portal Demonstration*, 2015, (Apr. 24, 2016 2:53 PM), <https://www.youtube.com/watch?v=xBnSSbEPqXQ&feature=youtu.be.>; AquaHawk Alerting, *AmCoBi Launches New Water Conservation Solution for Utilities*, (Apr. 24, 2016, 2:54 PM), <http://www.aquahawkalerting.com/water-conservation/water-use-reports>.

^{39/52} AquaHawk Alerting, *AmCoBi Launches New Water Conservation Solution for Utilities*, (Apr. 24, 2016, 3:16 PM), <http://www.aquahawkalerting.com/water-conservation/water-use-reports>.

^{40/53} Oro Valley at 2.

^{41/54} WMCP at 49.

^{42/55} *Id.*

The audit forms can be integrated into the AquaHawk database as part of its water conservation management module.⁴³ Through AquaHawk and an on-site audit, water users can decide for themselves how to conserve their water use guided by their own information, thereby empowering the customer to create his/her success.

A final way to measure success is by conducting water survey before and after conservation efforts have been made. To be the most comprehensive, the survey should include many aspects concerning water conservation to allow the city to understand the community level of conservation awareness. The U.S. Geological Survey offers one example of a survey that concerns water use habits and is included in Appendix A. This survey asks questions such as “do you limit how much water you use for any of these reasons,” and “have you done any of these actions to conserve water?” Understanding the community’s water use outlook will help Redmond measure its citizens’ reaction to water conservation and tailor education to fit its needs.

Education

Educating customers about the rate structure should begin before the tiered structure is initiated. Customers should be provided with the information about not only that the rates are changing, but why they are changing, and how it will impact them. By providing the customer with information regarding the tiered costs to deliver water, the water conservation goals, and the personal benefits of water-wise use, the water utility can gain understanding and support for this measure from the community. The rate structure provides fundamental information that will influence individual water use decisions. This can include the use of water saving equipment and appliances, types of landscaping, and irrigation tools. To be the most effective, a tiered rate structure should also be combined with conservation incentives and other educational tools.

Education is vital to any water conservation campaign. If a tiered rate structure is implemented to decrease summer water use, then the consumers must have more motivation to do so other than a financial one. This is because in part, as is stated earlier, an upward economic trend usually results in more water being consumed. Therefore, teaching water conservation for the sake of current and future declines in water resources is of utmost importance. The city must convey to its community the need and importance of wise water use and stewardship by moving forward with a plan to encourage and normalize water conservation through effective communication. A good education program encourages

^{43/56} *Id.*

^{44/57} USGS, Residential Water Use Project, Residential Water Use Survey, available at <http://nh.water.usgs.gov/project/seacoast/survey.pdf>.

behaviors and practices that diminish water waste, reduce demands, and create a community that shares similar value of water conservancy.⁴⁵

The city has a public education program, which includes: Water conservation publications in print and on the city's website, outreach at community events, presentations, and partnerships. Redmond has developed pamphlets, brochures, and door hangers prompting efficient water use. The city council voted in new regulations restricting time and days for outdoor irrigation. Redmond code 4.125-4.155 mandates irrigation.⁴⁶ The city promotes xeriscaping by offering a downloadable guide to xeriscaping on their website⁴⁷ and also offered on the website is a free low-flow showerhead giveaway.⁴⁸ These tools can be expanded and updated; some of the education was carried out as far back as 1997.⁴⁹

Other cities' successes have depended on the quality and persistence of educating their community.⁵⁰ In one study on effective communication in relation to water conservation, customers that did the following behaviors such as using a broom to clean pavement rather than water, changing behavior during drought conditions, watering no more than one inch per week, and receiving pressure to conserve water from neighbors, were successful in reducing water use.⁵¹ Redmond should be prepared and willing to allocate more time, energy, and money to educating its community about the tiered rate structure and its function as a water conservation tool.

Redmond should educate the community before the rate structure is in place by using printed material inside the water bill, mailing brochures to customers, and/or providing information on the internet. Offering a public meeting is also an effective way to inform the customers about why the rates are important and the mandate behind adopting them.

^{45/58} Water Conservation at xvii.

^{46/59} Redmond City Code 4.129(1)(2) Irrigation Season, which mandates watering of even numbered houses on even days and odd numbered houses on odd days with no watering on the 31st of any month, also 4.131(1)(2) Irrigation Regulations, which mandates no irrigation for lawns or gardens is allowed between the hours of 11 AM and 4 PM for metered and unmetered watering. Unmetered and manually operated irrigation is not allowed between 11 PM and 4AM. (2003).

^{47/60} City of Redmond, Public Works, Water Division, *Landscaping Guide*, link to "An Introduction to Xeriscaping in the High Desert", (Apr. 24, 2016, 3:07 PM), <http://www.ci.redmond.or.us/government/departments/public-works/water-division/watering-guide>.

^{48/61} City of Redmond, Public Works, Water Division, *Free water-saving showerheads*, (Apr. 24, 2016, 3:08 PM), <http://www.ci.redmond.or.us/government/departments/public-works/water-division/water-conservation>.

^{49/62} WMCP at 8.

^{50/63} Water Conservation at 18-19.

^{51/64} *Id.* at 115.

Once the rate structure is in place, it provides customers with information on their bill such as how much water they used, cost per gallon or cubic feet of water for each tier, the total amount of the bill, how they can get more information about the rates, how to reduce their usage, and a comparison of their current charges to the last year or their charges compared to others in the neighborhood.⁵² In fact, peer pressure from neighbors was found to be the most effective educational tool in decreasing water use, more than radio or TV advertising.⁵³ Holding community activities related to water conservation such as a booth at a festival or farmers market, educational programs for K-12, and workshops are also educational tools Redmond can use.⁵⁴

Many other cities have created successful education programs in which Redmond can draw from. A common educational tool is a water survey. To be the most comprehensive the survey should include many aspects concerning water conservation to allow the city to understand the community level of conservation awareness. This will give a place to start from. Understanding the community's water use outlook will help tailor education to fit the needs.

The best educational tool that Redmond has is AquaHawk Alerting (AquaHawk). The utility can use AquaHawk to alert customers quickly through the customer's preferred mode of communication. This allows immediate action to be taken and reduces unnecessary water loss. If AquaHawk as a conservation tool can be effectively promoted, the city's customers will have a wealth of information at hand. The best part is that Redmond has already paid for this service. In order to promote AquaHawk, Redmond can send an insert describing the program in the paper bill, promote it on the utility website, and hold information sessions. Also offering a free water audit to customers is a great way to communicate with the customer one-on-one the benefits of using the system. Because people can use AquaHawk to pay their bill online, online bill paying should be promoted as well.

AquaHawk is a great educational tool because it not only gives hour-by-hour and day-by-day water use consumption information to the user, but it also can alert its customers to possible high water consumption (i.e. over-watering), a bill estimate, and conservation tips and targets. Perhaps the most influential determinant of water use reduction, measuring success against what other neighbors are doing to conserve water. If AquaHawk is used by the customers, successful progress towards water conservation can be made.

^{52/65} GA Conservation-Oriented Rate Structures at 10.

^{53/66} Water Conservation at 115.

^{54/67} GA Conservation-Oriented Rate Structures at 10.

Other Tools

For Redmond, a town where it is common to see home vegetable gardens, decreasing its summer water use may seem in conflict with other societal factors. Home gardens save people's money, generally increase the nutritional intake a family is receiving, and build neighborhood community. These are things that this project does not want to disturb. Redmond must keep its gardens alive and there is a way to do it. Many cities have been faced with similar issues. Water conservation is now understood to be essential yet water consumption by large agricultural farms and the process to get that food to people's door requires far more water and also other finite natural resources. But how can water make the difference between high and low summer water use? Watering plants efficiently is a successful water conservation tool which Redmond can promote through not only education, but more successfully through free city giveaways of water efficient tools, such as drip line and low water use sprinklers. Automatic irrigation systems may use twice as much water as manual watering.⁵⁵ Therefore, Redmond should consider creating ordinances requiring water-smart irrigation controllers if an irrigation system is being added to a new residence, commercial, industrial or city site. This "controller" is a simple device that adjusts watering to meet local climate conditions and can reduce water from 10-25%.⁵⁶ Another ordinance which would be beneficial for the city to consider is a requirement to xeriscape a percentage of the outdoor area of a new development. Xeriscaping the entire outdoor area has been found to decrease yearly total household use by 30%, which is a 50-60% reduction in outdoor water use. In addition to using smart irrigation tools, there is another ingenious way to decrease household, business, and commercial water use. This is a grey water irrigation system. A grey- water irrigation system re-uses water from sinks and laundry directly connect to an outside irrigation use. The water can be stored and used at a later time or moved directly onto the outdoor area needing irrigation. This method has not been promoted in Redmond but can be done through a Oregon Department of Environmental Quality permit.⁵⁷

Image 19: EISI Deschutes River Module



Available at https://www.wou.edu/las/physci/taylor/eisi/eisi_su12.htm

^{55/69} EISI Deschutes river module, available at https://www.wou.edu/las/physci/taylor/eisi/eisi_su12.htm.

^{56/70} *Id.* at 28.

^{57/71} State of Oregon, Department of Environmental Quality, Reusing Greywater in your Landscape, A Guide for Oregon Homeowners, 1-17 (2013), available at <http://www.deq.state.or.us/wq/reuse/docs/graywater/GraywaterGuideHomeowners.pdf>.

Plan Reviews and Update

Redmond Code 4.104 states that water rates are to be set by resolution, and an example resolution is available in Appendix II. These rates, per the standard, should be reviewed annually and an updated every five years. A committee should provide the annual review and plan updates, which can be presented to the city council. To do this, Redmond should approve an ordinance to form a Sustainable Water and Economics Committee to oversee the changes to the rate structure. The creation of this committee is included as Appendix III. This requirement is based on adaptive management, which relies on the city's commitment to reviewing and updating the rates.

Adaptive management is a type of natural resource management in which decisions are made as part of an ongoing science-based process. Adaptive management involves testing, monitoring, and evaluating applied strategies, and incorporating new knowledge into management approaches that are based on scientific findings and the needs of society. Results are used to modify management policy, strategies, and practices.⁵⁸

Adaptive management approach recognizes the limitations of current knowledge regarding future situations, and the inevitability of change. The tiered rate structure, implemented tomorrow, will be based on the best available data and will need to be updated and adjusted as better information or new conditions arise. The annual plan will identify and discuss implementation challenges to determine if there is a need for plan amendments. This process provides stakeholders including constituents the opportunity to discuss concerns about any particular element of the rate structure. This project wants Redmond be flexible in its decision making abilities.

Conclusion

This proposal should be adopted by the City of Redmond because it is a first step towards a sustainable water future for the city. Economically, the plan allows for more growth based on current water availability. Socially, tiered rate structure protects community members that struggle to afford utilities. The plan also assists the city in preserving natural resources for the city's children and grandchildren. The proposal works with the city's current efforts and is a natural next step. We encourage the city to consider a tiered rate structure, like other cities in Oregon have already done. Because our plan is customized to Redmond's specific needs and goals, the proposal would bring Redmond into the cutting edge of water pricing and encourage sustainable growth for the future of the city.

"When the well's dry, we know the worth of water"
-Benjamin Franklin, Poor Richard's Almanac

^{58/72} Unified Federal Policy for a Watershed Approach to Federal Land and Resource Management, 65 Federal Register 202, 62566-62572, 2000.

Appendix I

This is an example customer water survey developed by USGS, which Redmond can use as a guide in creating their own.

Residential Water-Use Project

Residential Water-Use Survey

Residential Water-Use Survey

To help better assess current water needs and plan for the future, please answer each of the following questions. This information is being collected for **research purposes** by the U.S. Geological Survey. Results of this survey will be reported only in **anonymous summary form**. Thank you for taking time to help us compile this important information.

PLEASE CHECK (✓) OR PROVIDE YOUR MOST APPROPRIATE RESPONSE FOR EACH AND EVERY QUESTION. When you have answered all of the questions, please return to your teacher no later than May 1, 2004.

Street Address _____ Town _____

School _____ Grade _____ Teacher _____ Lot size _____ acres

Source of water

<input type="checkbox"/> Town water supply	<input type="checkbox"/> Housing Development supply	<input type="checkbox"/> Own Private wells
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Disposal of wastewater

<input type="checkbox"/> Town sewer	<input type="checkbox"/> Housing Development septic system	<input type="checkbox"/> House septic system
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Name of town water supplier or housing development _____

Number of private wells at this address _____

If you have town or development-supplied water, who pays for your water?

<input type="checkbox"/> Family	<input type="checkbox"/> Landlord
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Is your water use metered?

<input type="checkbox"/> No	<input type="checkbox"/> One meter for indoor and outdoor water use	<input type="checkbox"/> One meter for indoor use and a second meter for outdoor use
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Number of people living in your household

Over 19 years of age _____ From 4 to 12 years _____
 From 13 to 18 years _____ Less than 4 years _____

What type of residence do you live in?

<input type="checkbox"/> Single family house (1-4 bedrooms)	<input type="checkbox"/> Single family house with shared walls between units (townhouse or townhouse-style condominium)	<input type="checkbox"/> Mobile home
<input type="checkbox"/> Single family house (5+ bedrooms)	<input type="checkbox"/> Two-family house	<input type="checkbox"/> Apartment or apartment-style condominium

INDOOR USE

In your home, how many of the following do you have?

Non-low-flow toilets? (6 gallons—pre-1980 toilets that take a long time to flush)

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
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Low-flow toilets? (3.5 gallons—manufactured during 1980's and 1990's)

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
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Ultra low-flow toilets? (1.6 gallons)

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
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Bathtubs with shower?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

Bathtubs only?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

Showers only?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

Whirlpool bathtubs with jets?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

Indoor utility/basement/garage sinks?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

Low-flow faucets or showerheads?

<input type="checkbox"/> None	<input type="checkbox"/> One	<input type="checkbox"/> Two	<input type="checkbox"/> Three	<input type="checkbox"/> More than three
-------------------------------	------------------------------	------------------------------	--------------------------------	--

How many of the following water-using appliances are used in your home?

<input type="checkbox"/> Garbage disposal	<input type="checkbox"/> Dishwashing machine
<input type="checkbox"/> Top-loading clothes washing machine	<input type="checkbox"/> Front-loading clothes washing machine

On average, how many times a week is a load of dishes *hand* washed in your home?

<input type="checkbox"/> None	<input type="checkbox"/> 1-4	<input type="checkbox"/> 5-9	<input type="checkbox"/> 10-14	<input type="checkbox"/> More than 14
-------------------------------	------------------------------	------------------------------	--------------------------------	---------------------------------------

WATER-USE HABITS

Do you limit how much water you use for any of these reasons? *(Please check all that apply)*

<input type="checkbox"/> Not sure well has enough water	<input type="checkbox"/> Not sure septic system can handle all wastewater
<input type="checkbox"/> Keep electrical bill down	<input type="checkbox"/> Want to conserve water to protect the resource
<input type="checkbox"/> Keep water bill down	<input type="checkbox"/> Other (Please specify) _____

Have you done any of these actions to conserve water? *(Please check all that apply)*

<input type="checkbox"/> Take shorter showers	<input type="checkbox"/> Water outdoors during early morning or evening
<input type="checkbox"/> Installed low-flow plumbing fixture(s)	<input type="checkbox"/> Installed a water efficient irrigation system
<input type="checkbox"/> Reduced landscape area irrigated	<input type="checkbox"/> Other (Please specify) _____

How do you deal with running or leaky toilets and faucets? *(Please check all that apply)*

<input type="checkbox"/> Never had the problem	<input type="checkbox"/> Fix leaks within one week
<input type="checkbox"/> Repair running toilet immediately	<input type="checkbox"/> Fix leaks eventually
<input type="checkbox"/> Call a plumber immediately	<input type="checkbox"/> Close the door and turn up the TV
<input type="checkbox"/> Try to remember to jiggle toilet handle	<input type="checkbox"/> Other (Please specify) _____

Do you run water continuously for any of these reasons? *(Please check all that apply)*

<input type="checkbox"/> Until it's cold	<input type="checkbox"/> While using garbage disposal
<input type="checkbox"/> Until it's hot	<input type="checkbox"/> While hand-washing dishes
<input type="checkbox"/> To keep pipes from freezing	<input type="checkbox"/> Other (Please specify) _____

Are you concerned about the quality of your water? *(Please check all that apply)*

<input type="checkbox"/> No	<input type="checkbox"/> Yes, we look at the water quality report sent by our water company
<input type="checkbox"/> Yes, we drink only bottled water	<input type="checkbox"/> Yes, we have our own treatment system
<input type="checkbox"/> Yes, we have had our well water tested during the past year	<input type="checkbox"/> Other (Please specify) _____

OUTDOOR USE**How much of your lot area is watered (irrigated)?**

<input type="checkbox"/> None	<input type="checkbox"/> One quarter	<input type="checkbox"/> Half	<input type="checkbox"/> Three quarters	<input type="checkbox"/> All
-------------------------------	--------------------------------------	-------------------------------	---	------------------------------

During a typical summer season, how frequently do you irrigate?

<input type="checkbox"/> Less than once a week	<input type="checkbox"/> Once a week	<input type="checkbox"/> Every other day	<input type="checkbox"/> Daily
--	--------------------------------------	--	--------------------------------

When do you irrigate?

<input type="checkbox"/> Early morning	<input type="checkbox"/> Late morning	<input type="checkbox"/> Afternoon	<input type="checkbox"/> Evening
--	---------------------------------------	------------------------------------	----------------------------------

How do you irrigate? (Please check all that apply)

<input type="checkbox"/> By hand (hose or bucket)	<input type="checkbox"/> In-ground sprinkler
<input type="checkbox"/> Manual sprinkler (one you move around)	<input type="checkbox"/> Other (please specify)

How is the sprinkler activated?

<input type="checkbox"/> By hand
<input type="checkbox"/> Automatic timer without soil moisture or rain sensor
<input type="checkbox"/> Automatic timer with soil moisture or rain sensor

Do you use any additional sources for irrigation water? (Please check all that apply)

<input type="checkbox"/> No	<input type="checkbox"/> Rain barrel
<input type="checkbox"/> Nearby surface water (stream, pond, river, lake)	<input type="checkbox"/> Purchase water

How were you affected by last year's drought?

<input type="checkbox"/> No problem	<input type="checkbox"/> Couldn't irrigate at all
<input type="checkbox"/> Not enough water to irrigate as much as I wanted to	<input type="checkbox"/> Well(s) went completely dry

Do you have any of the following pools or gardens?

<input type="checkbox"/> No	<input type="checkbox"/> Inside swimming pool	<input type="checkbox"/> Fountain
<input type="checkbox"/> Outside above-ground pool	<input type="checkbox"/> Hot tub/whirlpool	<input type="checkbox"/> Water garden
<input type="checkbox"/> Outside in-ground pool	<input type="checkbox"/> Greenhouse	<input type="checkbox"/> Other?

Where do you get the water to fill your pool?

<input type="checkbox"/> Well	<input type="checkbox"/> Delivered by tanker truck	<input type="checkbox"/> Public water supplier
-------------------------------	--	--

Do you wash your

<input type="checkbox"/> sidewalks	<input type="checkbox"/> driveway	<input type="checkbox"/> vehicles
------------------------------------	-----------------------------------	-----------------------------------

 ?

Thank you – your participation is appreciated!

Please return to your teacher no later than May 1, 2004.

Appendix II

This is an example resolution for the implementation of a tiered rate structure. It is a modified version of the City of Albany, Oregon’s water price resolution. This example is a basic, conceptual model resolution for the City of Redmond, Oregon, and will require further customization and refinement.

Resolution No. XXX

WHEREAS, The City of Redmond’s water system is entirely dependent on water charges for its funding; and

WHEREAS, The City seeks to ensure water availability for the future economic and social needs; and

WHEREAS, the City’s current price structure does not specifically represent the kind of water use that would allow for more water efficient growth in the future; and

WHEREAS, the City seeks to become more sustainable by implementing a tiered rate structure for its water charges; and

WHEREAS, the City is interested in balancing economic growth, equity for low and middle income residence, and water saving efforts.

NOW, THEREFORE, BE IT RESOLVED by the City of Redmond that the water rates and service charges for water service as specifically detailed in Exhibit “A” (attached hereto) are hereby adopted,

Mayor XXX

EXHIBIT “A”

I. Residential, Commercial, and Industrial Water Service

Applicable to all water customers within the City of Redmond within the city limits. The monthly water bill is the sum of the base charge plus the volume of water consumed by the customer according to the following table:

Monthly Rate:

Customers Size/Meter Size	Base Charge	Tier 1 - \$X.XX per CCF	Tier 2 - \$X.XX per CCF	Tier 3 - \$X.XX per CCF
¾ inch or less	\$14.32	First 10 CCF	Next 10 CCF	After 20 CCF
1 inch	\$XX.XX	First XX CCF	Next XX CCF	After XX CCF
...

Appendix III

This example ordinance is based on other committee ordinances within the city of Redmond, Oregon. Blanks are provided to customize the ordinance to the city's needs.

Redmond Sustainable Water and Economics Committee

4.XXX Purpose. The purpose of the Redmond Sustainable Water and Economics Committee is to review water price rates and tier adjustments. The Committee considers changes based on water demand, infrastructure costs, conservation need, and community development. The Committee bases its suggestions on a balance of economics, equity, and water conservation goals.

4.XXX Responsibilities / Scope. The Redmond Sustainable Water and Economics Committee in an advisory capacity to City Council shall:

1. Foster participation of citizens and local officials in making decisions on the City of Redmond's water use programs through the Citizen Participation Plan, public hearings and other means.
2. Evaluate and make recommendations regarding the city's water rates, tiers, and base charges.
3. Evaluate the impacts of water costs on city development.
4. Evaluate future water needs and water availability.
5. Any other activities which are consistent with the above responsibilities.

4.XXX Duties and Powers. The Redmond Sustainable Water and Economics Committee shall advise the City Council by:

1. Monitoring and assessing the continuum of water needs of the community, and utilize this information to advise the City Council regarding policy and funding strategies relating to water use and needs.
2. Fostering public knowledge and support of official City water conservation programs.
3. Enhancing partnerships between the public and private sectors by promoting integrated approaches that provide affordable water for low and moderate-income persons.

4. Investigating federal, state, county and private funding for implementation of water conservation programs.
5. Evaluating, reviewing, and recommending to the Planning Commission and the City Council innovative land use strategies and programs targeted at promoting water conscious development.

4.XXX Membership.

1. Number of Members. The Redmond Sustainable Water and Economics Committees shall be comprised of [X] members.
2. Residency. A majority of the members should reside within the Redmond Urban Growth Boundary.
3. Representation. Members shall come from [various departments, divisions of the City, and members of the public].
4. Appointments. The Mayor, with the approval of the City Council, shall appoint all members.
5. Terms. All terms are for four years. All full terms shall begin on January 1, with four of the original Committee being appointed for a term of two years, and five members being appointed for a term of four years. Thereafter, all members shall be appointed for four year terms. Any vacancy on the Redmond Sustainable Water and Economics Committee shall be filled by the appropriate governing body for the unexpired term.
6. Removal. A committee member may be removed by the appointing governing body for misconduct, nonperformance of duty, or three successive unexcused absences from regular meetings. The non-appointing body may, by motion, request that a member be removed by the appointing body. If the appropriate governing body finds misconduct, nonperformance of duties or three successive unexcused absences from regular meetings by the member, the member shall be removed. The Mayor can recommend, with Council approval, the removal of any committee member without cause.

4.XXX Officers.

1. Chairperson / Vice-Chairperson. At its first meeting of each year, the Redmond Sustainable Water and Economics Committee shall elect from among its membership a chairperson and vice-chairperson. The Chairperson or vice-chairperson, acting as chairperson, shall have the right to make or correct motions and vote on all matters before the Committee. A majority of the Committee may replace its chairperson or vice-chairperson with another member at any time during the calendar year.
2. Annual Report to City Council. The Chairperson of the committee shall make an annual report to the Redmond City Council outlining accomplishments for the past year and work plan for the upcoming fiscal year, or more often as the Chairperson deems appropriate, or at the request of the Council.
3. 5-Year Review. The Chairperson of the committee shall suggest changes to the prices and tiers to the Redmond City Council needed to achieve the water use goals. The Review includes changes to the regulatory and legal system that impact water use. The Chairperson shall include a suggested water use goals for the next 5-year period and the any predicted change in water consumption within the City. If the goals for water use have not been met, the Chairperson shall present the probable reasons for the failure to meet the goals.

4.XXX Meetings / Quorums.

1. Meeting Schedule. The Committee shall meet as required to accomplish their objectives.
2. Meeting Conduct. The Rules of Parliamentary Law and Practice as in Roberts Rules of Order Revised Edition shall govern each committee meeting.
3. Open to the Public. All meetings shall be open to the public.
4. Quorum. A majority of the members of the Committee shall constitute a quorum.
5. Quorum will be based on the number of people officially appointed to the Committee at the time and should not include vacancies.

4.XXX Expenses / Reimbursement. Committee members shall receive no compensation. Any expense incurred by a committee member must be pre-authorized by the City Manager or designee prior to incurring the expense, including reimbursements.


4.XXX Special Provisions.

1. The Redmond Sustainable Water and Economics Committee shall operate within the laws and guidelines of the federal government, the state government, Deschutes County and the City of Redmond.
2. The Mayor may appoint an ad-hoc committee to address issues that are not under the purview of the existing committee.

4.XXX Staff Support. Staffing shall be determined by the City Manager or City Manager designee.

May 20, 2026

From: George Endicott


Redmond, OR 97756

To: Redmond, Oregon City Council
411 SW Ninth
Redmond, OR 97756

Mayor Fitch and Redmond City Council:

As you know, I am the former Redmond Mayor. What you may not know is that I am also a disabled veteran. I am writing this letter with regard to the latter, a situation that affects those with disabilities.

The purpose of the letter is to address an unacceptable condition that exists near the intersection of SW Salmon Avenue and SW 36 Street. Along SW Salmon Avenue, and opposite SW 36 Street, there is an unfinished section of the roadway. It does not have any sidewalk or other means for mobility challenged persons to navigate that section of road.

As you know, the Americans with Disabilities Act (ADA) requires you to fulfill your obligations to those individuals by providing access in such situations. Why you allowed that landowner to complete construction without addressing this issue is unfathomable, yet you must have issued building permits.

Not only are ADA requirements not being met, but the traffic situation is also dangerous. That is a high traffic area, and a road less than full width created a hazardous driving situation, and puts those who must navigate this area in a perilous predicament, chance entering the roadway while cars pass by. Recently, I witnessed someone in a wheelchair attempt to use this area and was almost hit. That is what has prompted me to finally ask you to rectify this dangerous situation.

I would like a response from the City of Redmond on how you plan on addressing this ADA required, yet unfulfilled situation.

Thank you for your attention to this matter.


George Endicott

Cc: Disabilities Rights Oregon