



REVISED

CITY COUNCIL
February 16, 2021
Council Chambers • 411 SW 9th Street

**COUNCIL
MEMBERS**

George Endicott
Mayor

Jay Patrick
Council President

Jon Bullock
Councilor

Krisanna
Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch
Councilor

Shannon
Wedding
Councilor

FEBRUARY 16, 2021

SPECIAL MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. CONSENT AGENDA

- A. Purchase Authorization for 2020 Ford F550 Dump Truck; \$64,893.96
- B. Purchase Authorization for a 2020 Altec Bucket Truck; \$115,969
- C. Purchase Authorization for a 2020 Caterpillar Backhoe; \$104,679.92

III. PRESENTATIONS

- A. Police Department Year in Review
- B. Building Department Year in Review
- C. Growth and Development Trends
- D. How Enterprise Zones Work/A 101

IV. ACTION ITEMS

- A. Right-of-Way Vacation Initiation for SW Salmon Avenue between SW 1st and SW 6th Streets

V. MAYOR'S COMMENTS

- A. Mayor Endicott Written Comments

VI. COUNCIL COMMENTS

- A. Councilor Fitch Written Comments

VII. 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@ci.redmond.or.us. 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



CITY OF REDMOND

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

STAFF REPORT

DATE: February 16, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Annie McVay, Parks Division Manager
SUBJECT: Purchase Authorization for 2020 Ford F550 Dump Truck; \$64,893.96

Addresses Council Goal:

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

Report in Brief:

This item requests authorization to purchase a new 2020 Ford F550 dump truck for \$64,893.96 from Northside Ford Truck Sales (Portland) through a statewide price agreement.

Background:

The Parks and Facilities Division maintains 26 developed parks, ten public facilities and the Redmond Memorial Cemetery. Having dependable equipment is critical to the effective operation and maintenance of these assets. Staff currently uses a 1994 dump truck for a variety of duties but primarily to tow equipment and for landscaping purposes. The dump truck has become outdated and inefficient.

Discussion:

City staff researched a suitable replacement for the dump truck and determined that a 2020 Ford F550 with a dump body best met the desired criteria for performance and fleet compatibility. The purchase will be made through a statewide price agreement administered by Oregon Department of Administrative Services (contract #5549), which resulted in a savings of \$11,793 off list price.

Fiscal Impact:

The Fiscal Year 2020/21 budget includes \$75,000 for the dump truck within the Parks & Facilities - Capital Vehicle & Equipment Sub-fund, 22263-01-000-07-00-03 (see attached). Staff intends to surplus the 1994 dump truck with proceeds from the sale recorded as revenue within the Parks & Facilities Fund.

Alternative Courses of Action:

1. Approve the purchase.
2. Reject the purchase.
3. Take no action and request additional information.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to purchase the 2020 Ford F550 dump truck from Northside Ford Truck Sales in the amount of \$64,893.96."

BUDGET SUMMARY

Parks & Facilities Fund	FY 2017/18 Actual	FY 2018/19 Actual	FY 2019/20 Budget	FY 2020/21 Budget
Current Resources				
General Fund Support - Operations	1,767,156	1,990,488	2,037,007	1,949,384
Facilities Maintenance	620,172	777,308	882,051	1,041,435
SDC Improvement	892,442	1,484,668	1,266,516	1,984,677
SDC Reimbursement	-	-	115,000	205,981
All Other	87,819	165,634	434,862	116,174
TOTAL CURRENT RESOURCES	3,367,589	4,418,097	4,735,436	5,297,651
Beginning Fund Balances				
Operations	359,893	380,619	425,788	365,510
Facilities Maintenance	24,365	16,123	106,789	193,184
Capital Vehicle & Equipment	14,783	18,543	26,560	65,000
SDC Improvement	1,574,465	992,715	1,997,412	4,228,191
SDC Reimbursement	-	-	-	35,459
Capital Projects	313,590	131,919	355,329	-
TOTAL BEGINNING FUND BALANCES	2,287,096	1,539,919	2,911,878	4,887,344
TOTAL RESOURCES	5,654,685	5,958,017	7,647,314	10,184,995
Expenditures by Sub-Fund				
Operations	1,526,879	1,706,087	2,300,657	2,251,068
Facilities Maintenance	611,414	593,800	913,840	1,074,619
Capital Vehicle & Equipment	106,334	68,833	176,560	405,000
SDC Improvement	1,474,192	458,573	3,263,928	6,212,868
SDC Reimbursement	-	-	115,000	241,440
Capital Projects	395,947	498,203	877,329	-
TOTAL EXPENDITURES	4,114,766	3,325,497	7,647,314	10,184,995
Expenditures by Object Classification				
Personnel Services	862,548	866,282	1,480,105	1,491,481
Materials & Services	1,327,021	1,468,134	1,445,943	1,609,928
Capital Outlay	1,733,021	796,981	1,572,000	3,232,536
Debt Service	192,175	194,100	194,300	193,400
Contingency	-	-	319,704	313,429
Unappropriated Reserve	-	-	2,635,262	3,344,221
TOTAL EXPENDITURES	4,114,766	3,325,497	7,647,314	10,184,995
NET FUND TOTAL	1,539,919	2,632,520	-	-

NOTES ON THE FISCAL YEAR 2020/21 BUDGET

The budget includes the following notable items for FY 2020/21:

- A transfer of \$340,000 to the Capital Vehicle and Equipment sub-fund which increases funds held in reserve. Two service trucks (\$120,000), a dump truck (\$75,000), a backhoe (\$85,000) and a bucket truck (\$125,000) are all purchases planned in FY 2020/21. The table on the top of the next page lists the major equipment planned to be purchased in the near term.

Equipment - New and Replacement, Near-Term List	Main Use	Cost
Service Truck (FY 20/21)	New addition	\$ 60,000
Service Truck (FY 20/21)	Replace existing	\$ 60,000
Dump Truck (FY 20/21)	Replace existing	\$ 75,000
Backhoe (FY 20/21)	New addition	\$ 85,000
Bucket Truck (FY 20/21)	Replace existing	\$ 125,000
Total		\$ 405,000



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DATE: February 16, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Annie McVay, Parks Division Manager
SUBJECT: Purchase Authorization for a 2020 Altec Bucket Truck; \$115,969

Addresses Council Goal:

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

Report in Brief:

This item requests authorization to purchase a new 2020 Altec bucket truck for \$115,969 from Altec Industries (Portland) through the Sourcewell cooperative purchase agreement.

Background:

The Parks and Facilities Division maintains 26 developed parks, ten public facilities and the Redmond Memorial Cemetery. Having dependable equipment is critical to the effective operation and maintenance of these assets. Staff currently uses a 2001 bucket truck with a 37' boom length that is heavily used and shared by all Public Works divisions. A single bucket truck is not able to meet workload demand nor is the boom length sufficient for certain job requirements such as airport parking lot light maintenance and tree trimming.

Discussion:

City staff researched a suitable bucket truck to add to the fleet and determined that a 2020 Altec AT40-G bucket truck with a 40' boom length best met the desired criteria for performance and fleet compatibility. The purchase will be made through Sourcewell cooperative purchase agreement #012418-ALT, which allows the City to purchase the equipment at up to 5% below list price.

Fiscal Impact:

The Fiscal Year 2020/21 budget includes \$125,000 for the bucket truck within the Parks & Facilities - Capital Vehicle & Equipment Sub-fund, 22263-01-000-07-00-03 (see attached).

Alternative Courses of Action:

1. Approve the purchase.
2. Reject the purchase.
3. Take no action and request additional information.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to purchase the 2020 Altec bucket truck from Altec Industries in the amount of \$115,969.00."

BUDGET SUMMARY

Parks & Facilities Fund	FY 2017/18 Actual	FY 2018/19 Actual	FY 2019/20 Budget	FY 2020/21 Budget
Current Resources				
General Fund Support - Operations	1,767,156	1,990,488	2,037,007	1,949,384
Facilities Maintenance	620,172	777,308	882,051	1,041,435
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Service Truck (FY 20/21)	New addition	\$ 60,000
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TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Annie McVay, Parks Division Manager
SUBJECT: Purchase Authorization for a 2020 Caterpillar Backhoe; \$104,679.92

Addresses Council Goal:

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

Report in Brief:

This item requests authorization to purchase a new 2020 Caterpillar backhoe for \$104,679.92 from Peterson Cat (Redmond) through the Sourcewell cooperative purchase agreement.

Background:

The Parks and Facilities Division maintains 26 developed parks, ten public facilities and the Redmond Memorial Cemetery. Having dependable equipment is critical to the effective operation and maintenance of these assets. Staff currently uses a 1978 backhoe for a variety of duties but primarily for cemetery operations and maintenance. This equipment has become outdated and inefficient.

Discussion:

City staff researched a suitable replacement for the backhoe and determined that a 2020 Caterpillar 416 Backhoe Loader best met the desired criteria for performance and fleet compatibility. The purchase will be made through Sourcewell cooperative purchase agreement #032119-CAT, which allows the City to purchase the equipment at 22% below list price.

Fiscal Impact:

The Fiscal Year 2020/21 budget includes \$85,000 for the backhoe within the Parks & Facilities - Capital Vehicle & Equipment Sub-fund, 22263-01-000-07-00-03 (see attached). The difference between the budget and actual (\$19,679.92) will be covered by savings in other equipment purchases (\$405,000 total equipment budget). Staff intends to surplus the 1978 backhoe with proceeds from the sale recorded as revenue within the Parks & Facilities Fund.

Alternative Courses of Action:

1. Approve the purchase.
2. Reject the purchase.
3. Take no action and request additional information.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to purchase the 2020 Caterpillar backhoe from Peterson Cat in the amount of \$104,679.92."

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REDMOND POLICE DEPT. 2020 ANNUAL REVIEW

FEBRUARY 16, 2021

REDMOND CITY COUNCIL

SLIDE / 1



TAKEAWAYS FOR COUNCIL

- **NEW PROGRAMS**, projects, and operational changes implemented
- **KEY PARTNERSHIPS** and community outreach efforts amidst COVID-19
- **TRAINING** program/division update
- **CRIME RATE & SERVICE CALLS** statistics
- **USE OF FORCE** statistics and how RPD compares nationally
- **MAJOR INCIDENT TEAM (MIT)**



VISION - The Redmond Police Department's goal is to make Redmond the safest Community in Oregon.

MISSION - Service to our community through Excellence, Teamwork and Professionalism.



A TEAM OF 58 TOTAL FTE - 46 SWORN

DIVISIONS & UNITS OVERVIEW



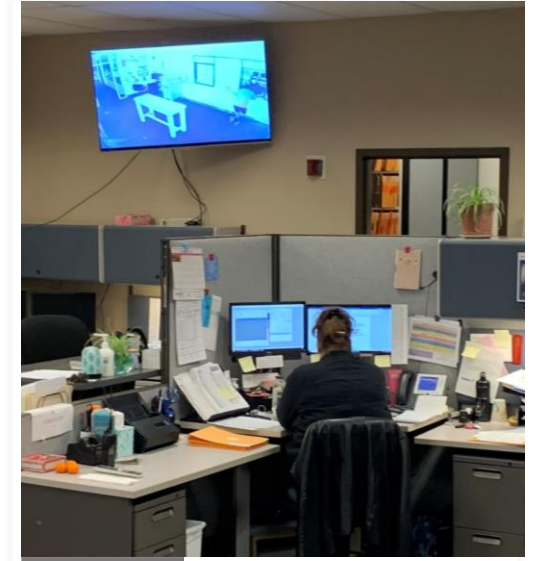
PATROL 35 FTE

911/Dispatch calls
Self initiated
Community policing
Community Service
Officers (CSOs)



INVESTIGATIONS 9 FTE

Criminal investigations
Major crimes
Oregon Dept. Human
Svcs. - Cross Reports
Computer Forensics,
Cent. OR Drug Enf.
Street Crimes Unit



ADMINISTRATION 14 FTE

Records requests
Reports
Data entry
Lobby & Support Svcs.
Evidence
Training



100%

OF RPD OFFICERS
MEET OR EXCEED
**REQUIRED
TRAINING
STANDARDS**

SLIDE / 5



REQUIRED ANNUAL TRAINING

- 8 hours in use of force or firearms training
- 1 hour ethics training
- Must hold First Aid and CPR certification at all times

REQUIRED EVERY 3-YR. TRAINING

- 3 hours mental health/crisis intervention training
- 84 hours total training over the three-year period

ADDITIONAL TRAINING AREAS:

- Communication/De-escalation Skills (CIT)
- Leadership
- Law Updates
- DUII/Drugs



NEW IN 2020

01

**ADDED ONE
DEDICATED
TRAINING
SERGEANT**

02

**COVID
OPERATIONAL
ADJUSTMENTS**

03

**IMPROVED
OFFICER
WELLNESS
PROGRAM**

04

**ADDED LICENSE
PLATE
RECOGNITION
SOFTWARE**



2020 HIGHLIGHTS

SLIDE / 7

Strong Focus on Key Community Partnerships

Partnering with DCBH, MCAT and 911 to improve response to crisis calls

Part of local and regional IC COVID groups

Focus on DEI Initiatives

Community Engagement

- #RPDReads
- Virtual National Night Out
- RING Partnership

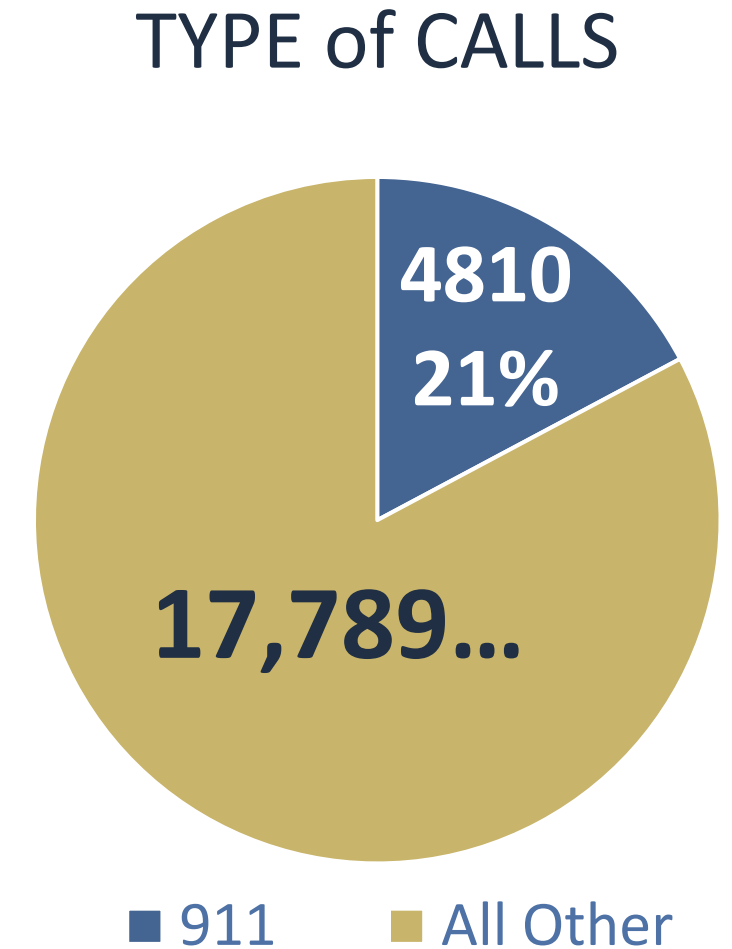
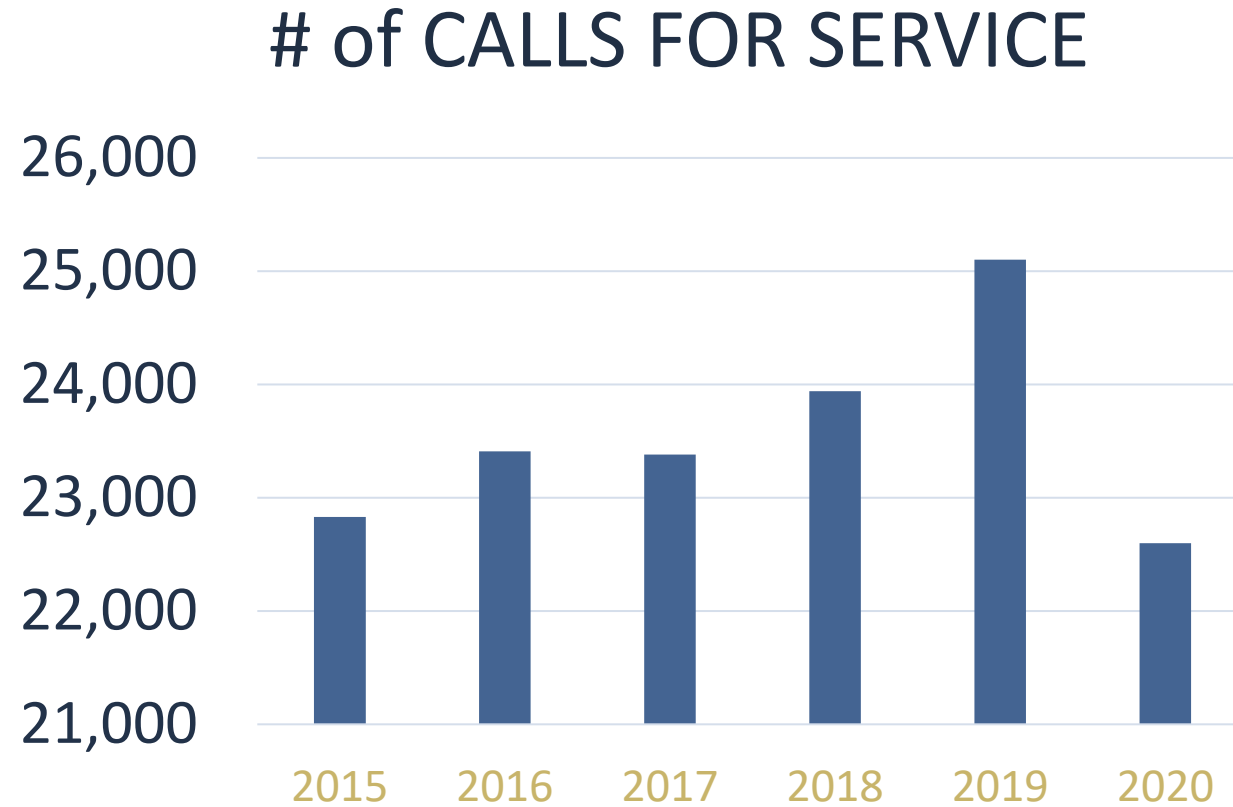
Positive Response to multiple protests

- Successfully monitored / controlled 8 different protests/rallies

Program Improvement

- Updated Policy
- Renewed Accreditation
- NTN for hiring

2020 CALLS STATISTICS





**TOP 10
CALL
TYPES
IN 2020 (%
CHANGE FROM
2019)**

CALL TYPE	2020 TOTAL			PER DAY
Traffic/Complaints, Person Stops, Parking	2768	29.4%	↓	7.58
Suspicious Circumstances or Persons	1922	7.5%	↑	5.27
Public /Officer Assists	1861	11.5%	↓	5.10
Theft, Robbery, Burglary, Vehicle Theft	1374	7.8%	↓	3.76
Animal Control	1157	14.7%	↓	3.17
Domestic Related (DVs, ROVs, Stalking)	1102	24.0%	↑	3.02
Trespass, Unwanted Subjects, Prowlers	1085	6.0%	↑	2.97
Welfare Checks	896	3.7%	↑	2.45
Motor Vehicle Accidents	861	9.2%	↓	2.36
Civil Problems	839	7.0%	↑	2.30

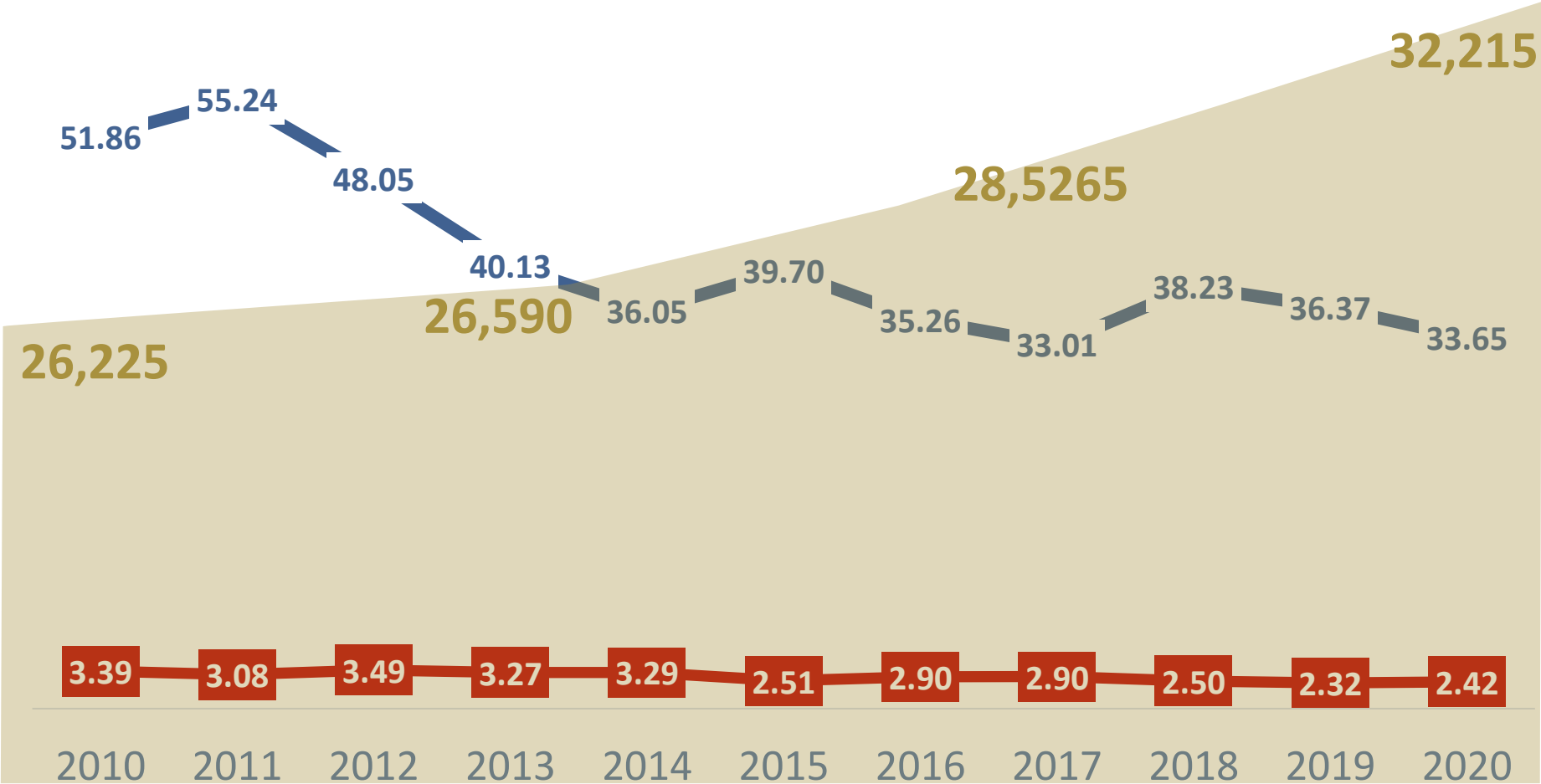


TYPES OF CALLS EXPERIENCING LARGEST GROWTH IN FREQUENCY

	2017	2018	2019	2020	% Increase since 2017
Medical Assists	39	43	56	349	795%
DHS Cross Report	437	429	783	683	56%
Weapon Offense	116	125	129	177	53%
Welfare Checks	671	733	864	896	34%
Mental Health Calls	561	648	671	719	28%
Domestic Dispute	942	987	889	1,102	17%



CRIME RATE PER 1000 POPULATION



CRIME RATE OVERVIEW

TYPE OF FORCE	2017	2018	2019	2020
OC Spray	0	0	0	0
Joint/Control Hold	10	18	21	4
Takedowns	3	6	9	7
Taser	5	4	1	2
Focused Blows	0	2	4	1
K9 Bite	0	1	1	0
Impact Weapon	0	0	0	0
Less Lethal Projectile	1	0	0	0
Deadly Force	1	0	0	0
Total Force Responses	20	31	36	14

2020 RPD FORCE RESPONSE

Total Police/Citizen Contacts:

27,700

Total Force Responses:

14

Percent of RPD contacts resulting in Force Response:

0.05%

LESS THAN 1/10th %

Bureau of Justice Statistics show force was used by police nationwide in 1.6% of contacts



STREET CRIMES UNIT (SCU) – 2020 IMPACT

SCU	Part Time 2018	Full Time 2019	Full-Time Team 2020
Cases Opened	49	62	52
Search Warrants	7	11	14
Arrests	28	61	47
Offenses	103	110	114
Weapons Seized	4 Firearms	3 Firearms	2 Firearms
Drugs Seized	Methamphetamine Marijuana, Heroin, MDMA and Prescription Pills	Methamphetamine Heroin, Marijuana Cocaine, Mushrooms, Prescription Pills	Methamphetamine Cocaine, Heroin, Marijuana, BHO, LSD, Prescription Pills



DETECTIVES AND MAJOR INCIDENT TEAM

SLIDE / 14



2020 DETECTIVE MIT CALL-OUTS

14 Major Incident Team Call Outs

- 4 Officer Involved Shootings (1 Lead)
- In-custody Jail Death – Lead Agency
- 7 Homicide/Murder investigations
- 2 Armed-Robbery/Serious Assault investigations
- Attended 8 autopsies at Oregon State Medical Examiner's Office in Portland



LOOKING FORWARD TO 2021

- **Police Station:** Land acquisition and needs assessment.
- **Enhanced Training:** Use Bodycam footage for continuous improvement in Policing techniques (with Washington State University's Social Interactions Lab).
- **Partner:** With North Central University on a study evaluated how CIT Training effects Use of Force.
- **Expand partnerships:** Service delivery with Deschutes County Behavioral Health and The Stabilization Center.
- **Succession Planning:** Leadership training program for new supervisors.



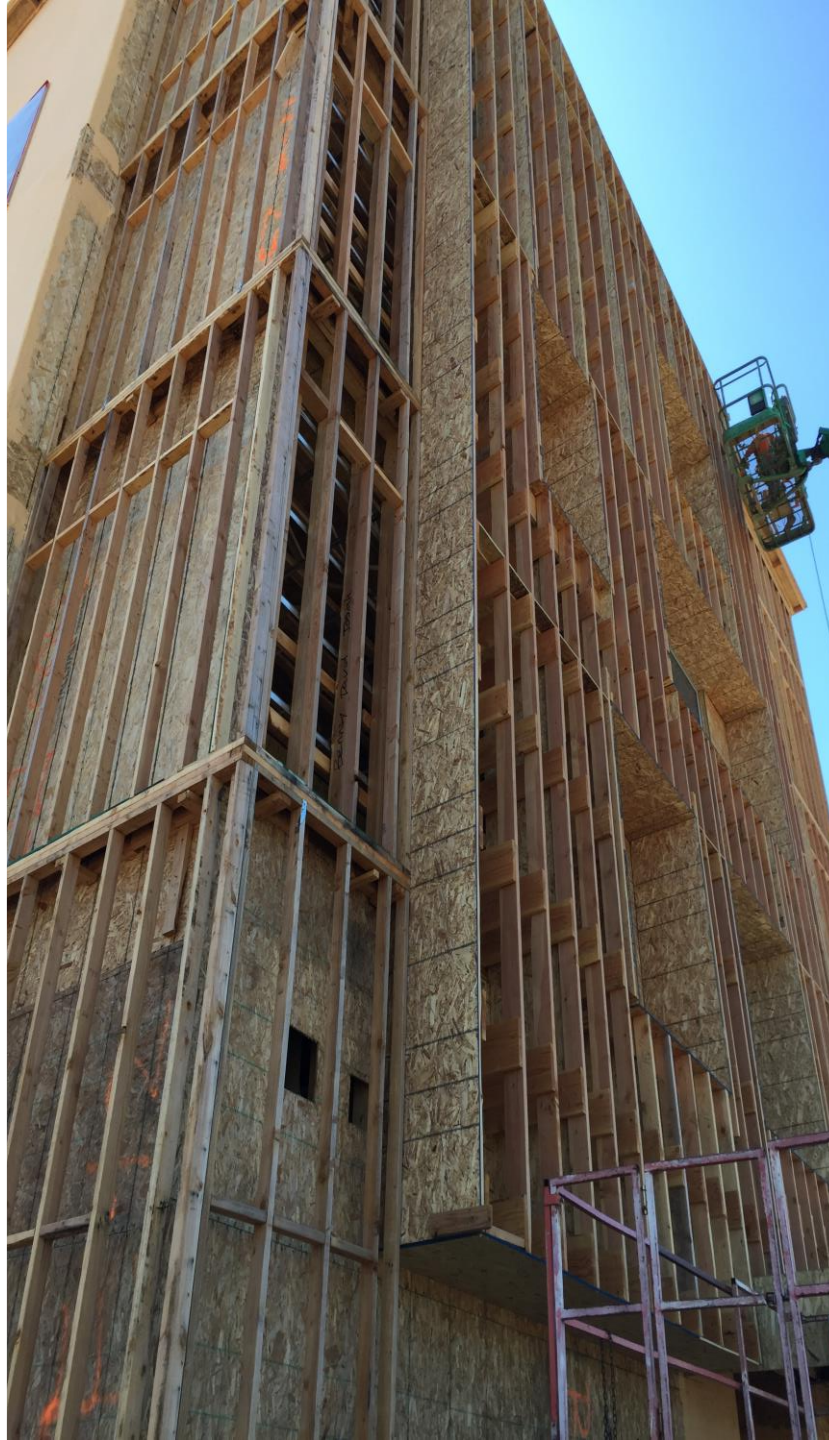
QUESTIONS???





BUILDING DIVISION 2020 YEAR IN REVIEW

Prepared for: February 16, 2021
City Council Work Session



WHAT WE DO



HOW WE DO IT



IMPORTANT TRENDS

PRESENTATION OVERVIEW

SLIDE / 2

WHAT WE DO



SAFE BUILDINGS

IT'S **WHAT**
WE DO

SLIDE / 4



WE PROTECT OUR COMMUNITY WITH SAFE HOMES AND BUILDINGS:

- Structural Integrity
- Plumbing and Sanitation Systems
- Electrical-Free of Shock and Fire Hazards
- Accessibility for the Disabled
- Weather Resistance
- Heating and Cooling Systems
- Energy Conservation
- Fire Resistance, Fire Suppression and Fire Alarms



BUILDING BETTER TOGETHER

SLIDE / 5

CUSTOMER SERVICE — A TOP PRIORITY

The Building Department staff prides itself in providing great customer service. We provide a personal touch and “do what it takes” to help people achieve their goals while meet safety standards

HIGH QUALITY PROCESS = SAFER BUILDINGS

High level of plan review and thorough inspections yielding safer buildings for the community of Redmond

CONSERVATIVE BUDGETING BUILDS RESERVE FUNDS

Carefully balancing the need to provide higher service levels without raising permit fees..

ACT AS CLEARING HOUSE FOR BUILDING CUSTOMERS

Have become a single point of contact for clients throughout the building process., including the facilitation of information for all City departments involved in the building process.

ACTIVELY INVOLVE OTHER DEPARTMENTS IN PROCESS

Engage with other City departments early on in the inspection process, allowing for course corrections before they become too costly.

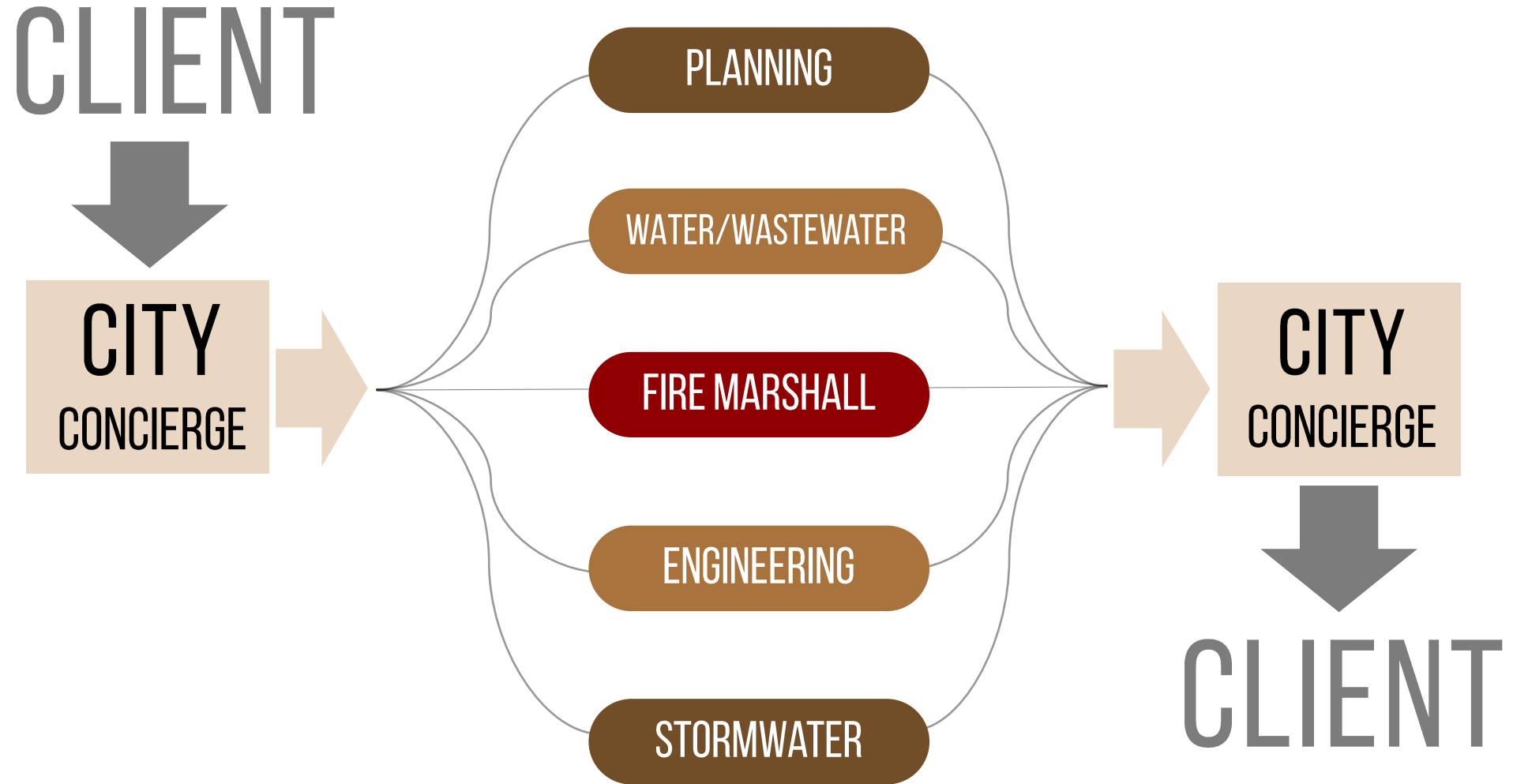
NEW — COMMERCIAL DEVELOPMENT CONCIERGE SERVICE

Created a new program, acting as a single point of contact for commercial builders, assisting them to close out projects quicker and more efficiently.





COMMERCIAL CLIENT **CONCIERGE SERVICE**

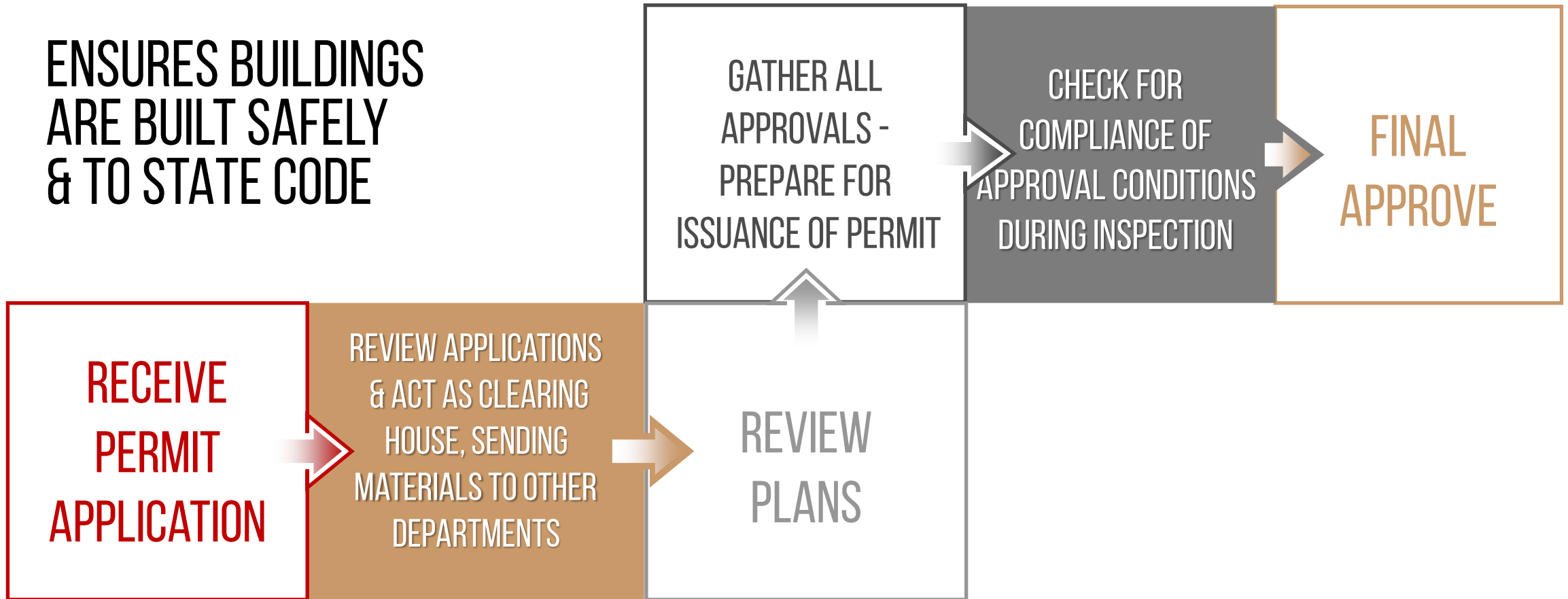




HOW WE DO IT

HOW **WE** DO IT

ENSURES BUILDINGS
ARE BUILT SAFELY
& TO STATE CODE





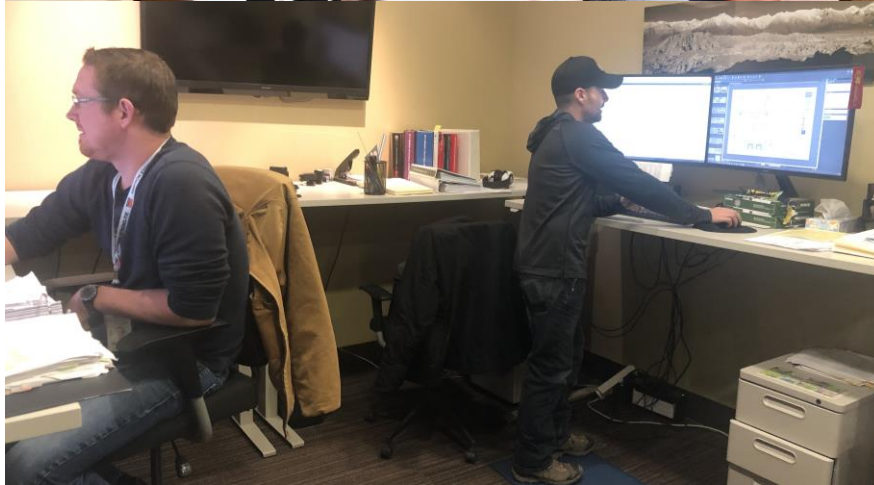
FRONT COUNTER TEAM

Our dedicated staff
consistently delivers
outstanding customer
service



OUR BUILDING SAFETY TEAM

SLIDE / 10



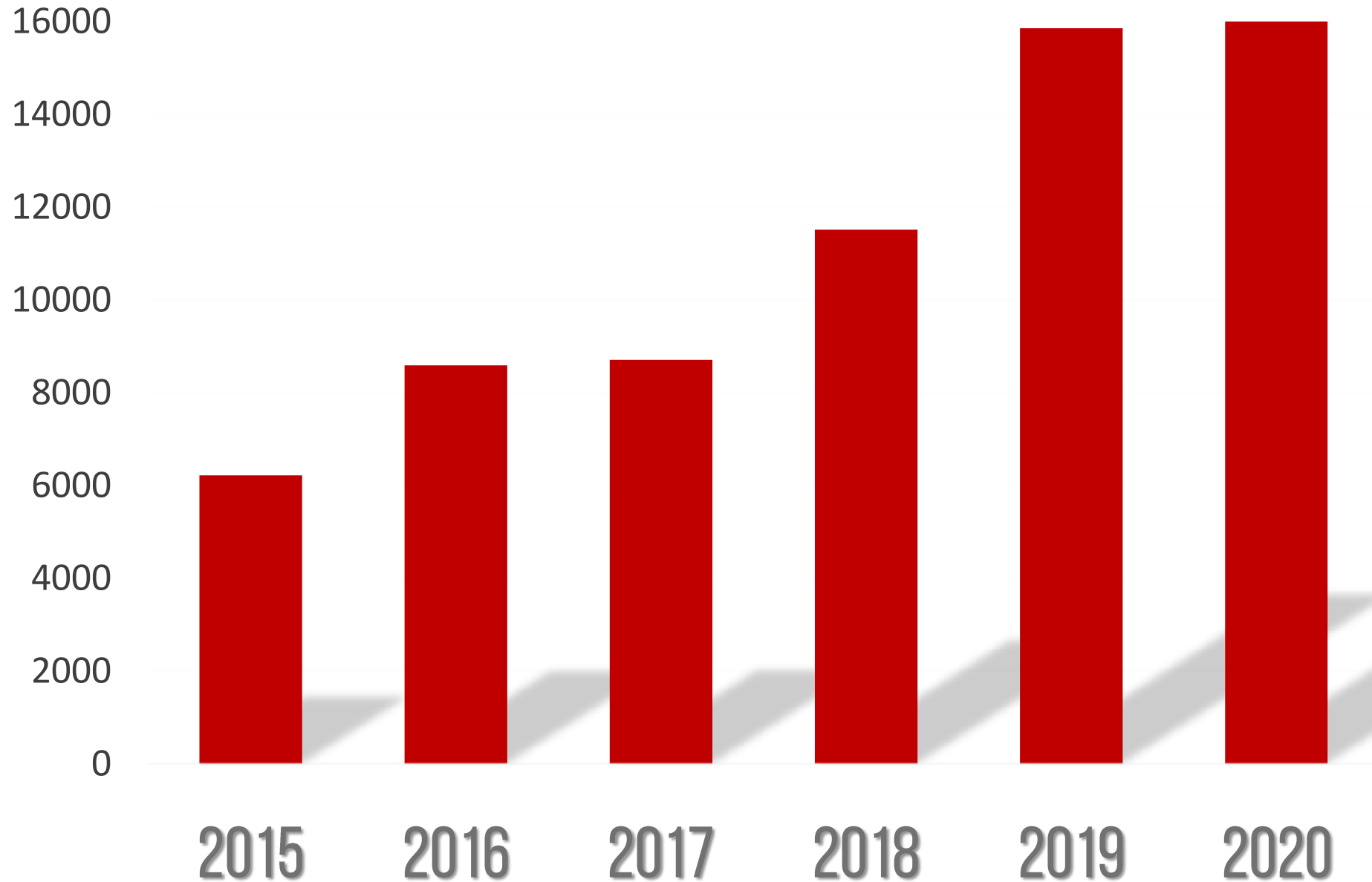
BUILDING BETTER TOGETHER:

Leaders, teachers and partners
for our customers, working to
achieve safe buildings

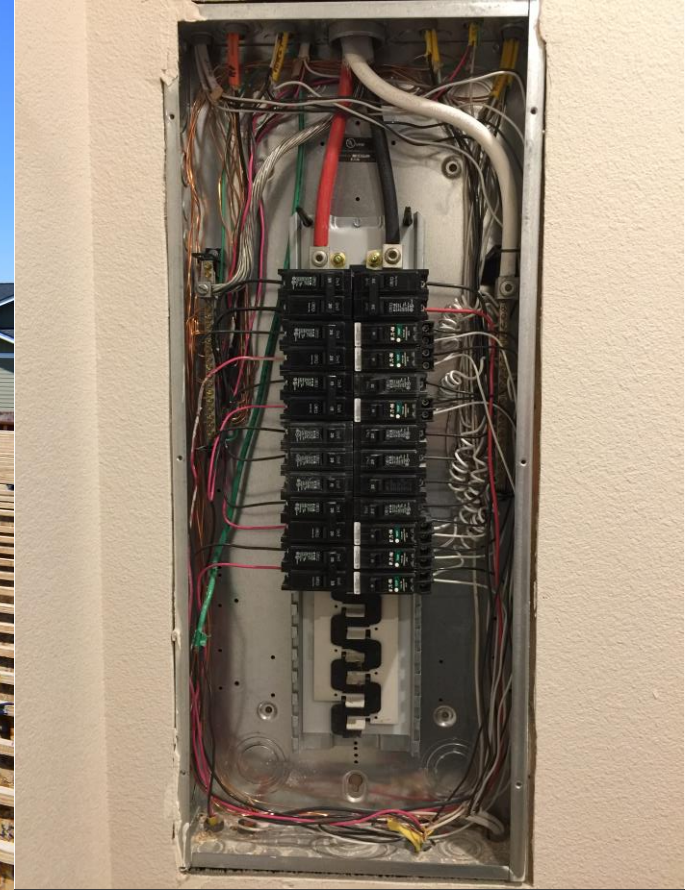
Professional and
knowledgeable experts in
design and construction

Customer service friendly

BUILDING INSPECTIONS



68
AVG
Inspections
PER DAY
In 2020



THE INSPECTION PROCESS







- PLUMBING — ELECTRICAL



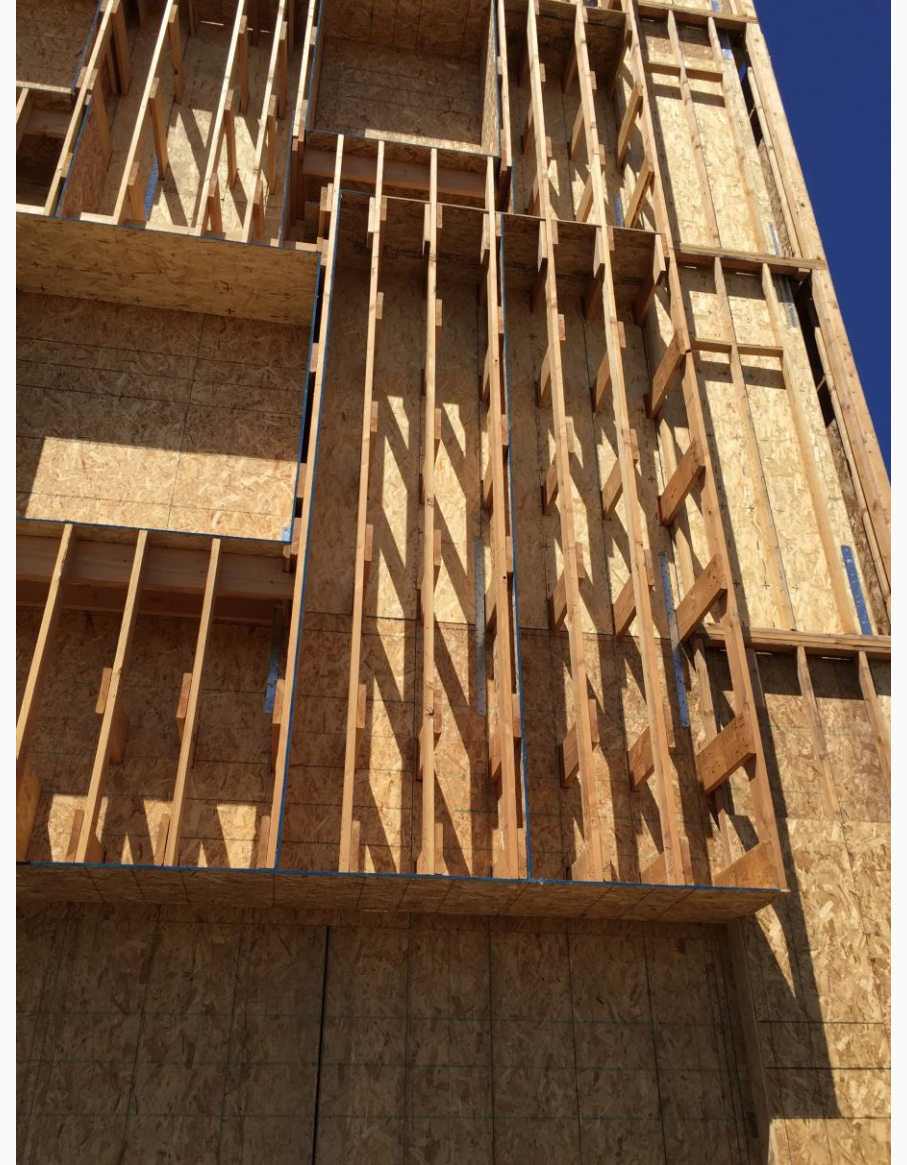
LY FIRE PREVENTION



IND INDUSTRIAL LIFE SAFETY



BUILDING CODE AND FIRE RESPONDERS SAVE BUILDING



MING: DRAFT-STOPS REQUIRED



BUY FIRE DEPT TIME

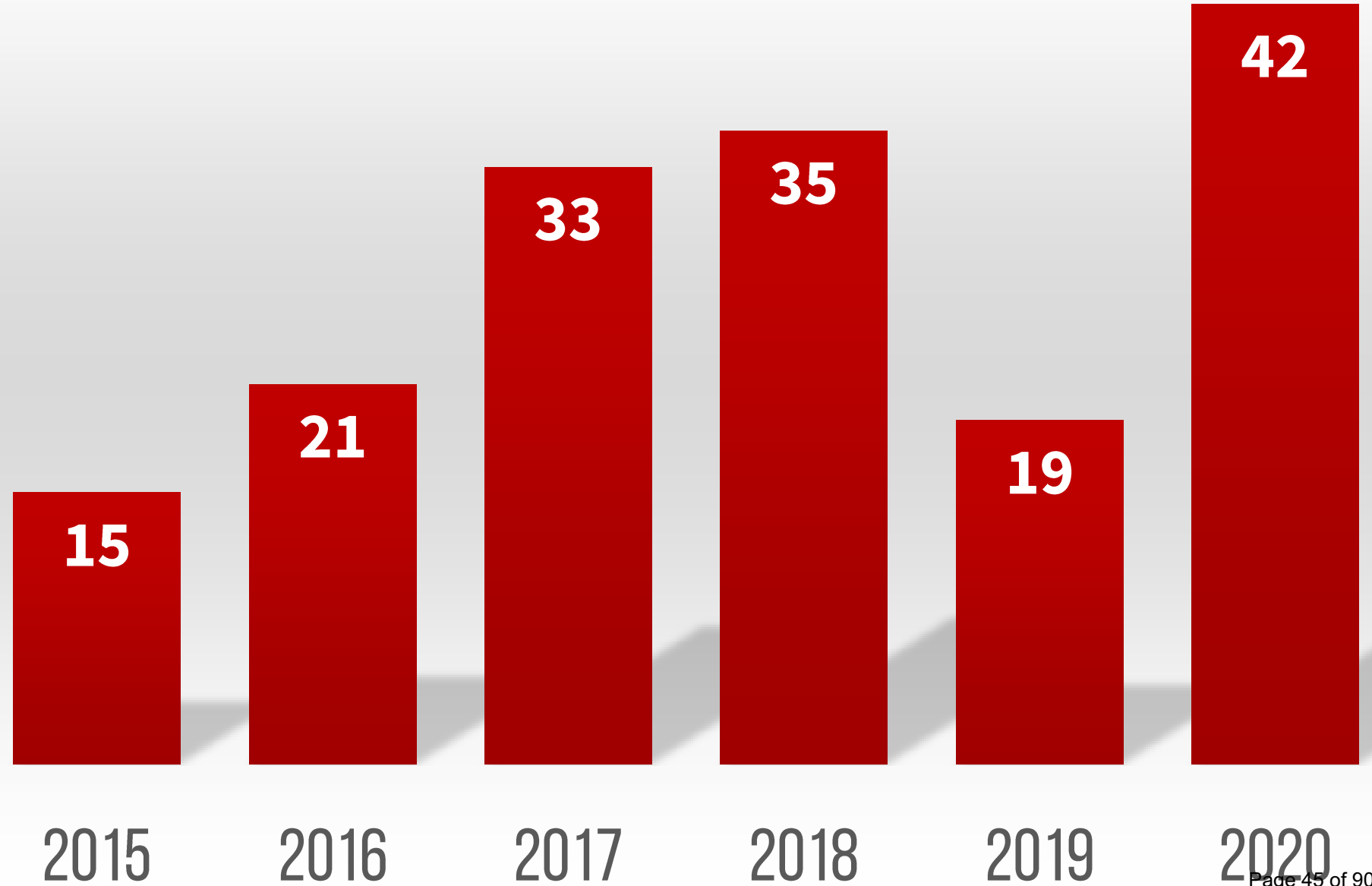


2020 PERMIT TRENDS



COMMERCIAL PERMITS

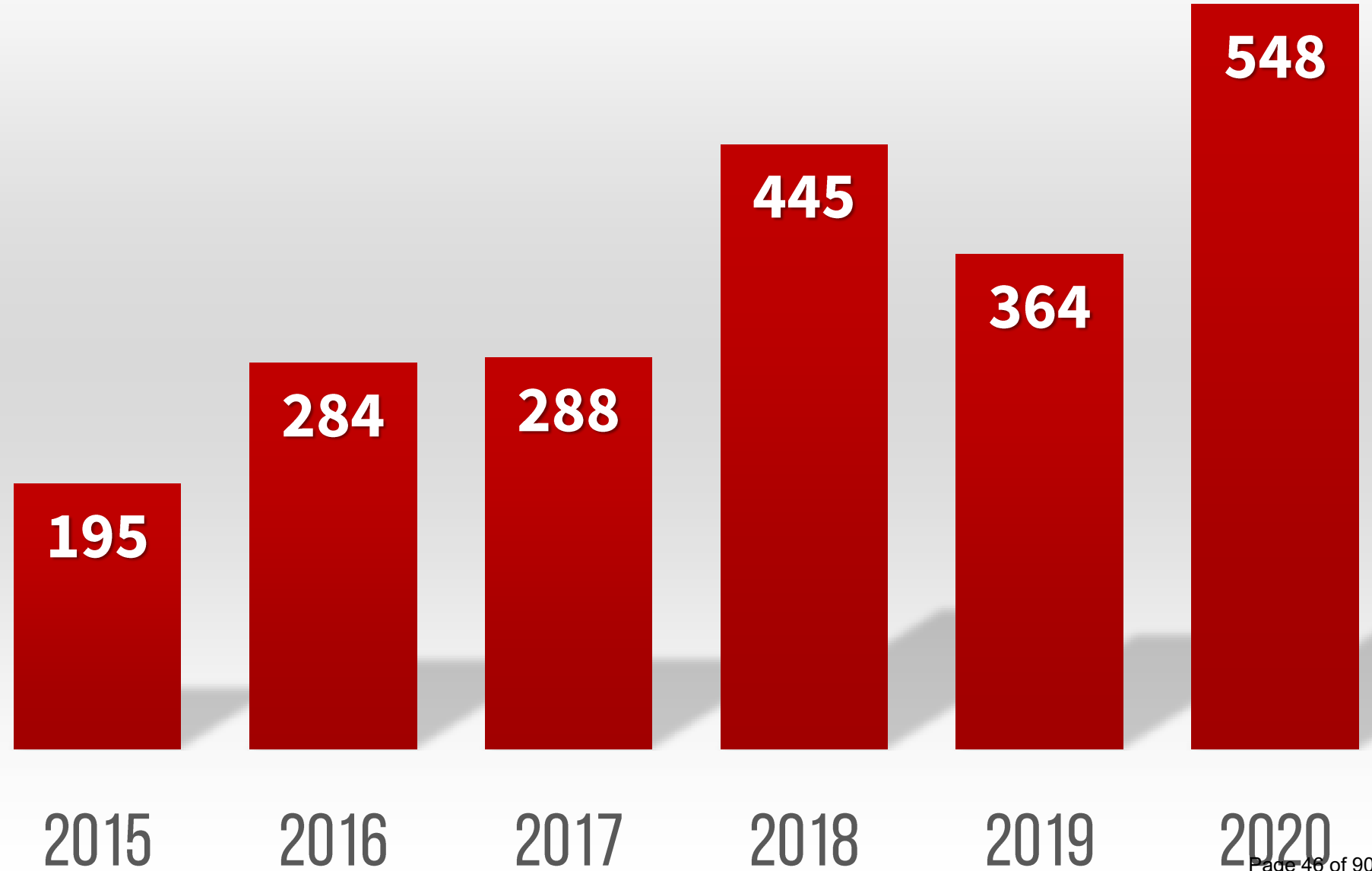
**PERMITS
ISSUED**
(CALENDAR YEAR)





SINGLE FAMILY DWELLING

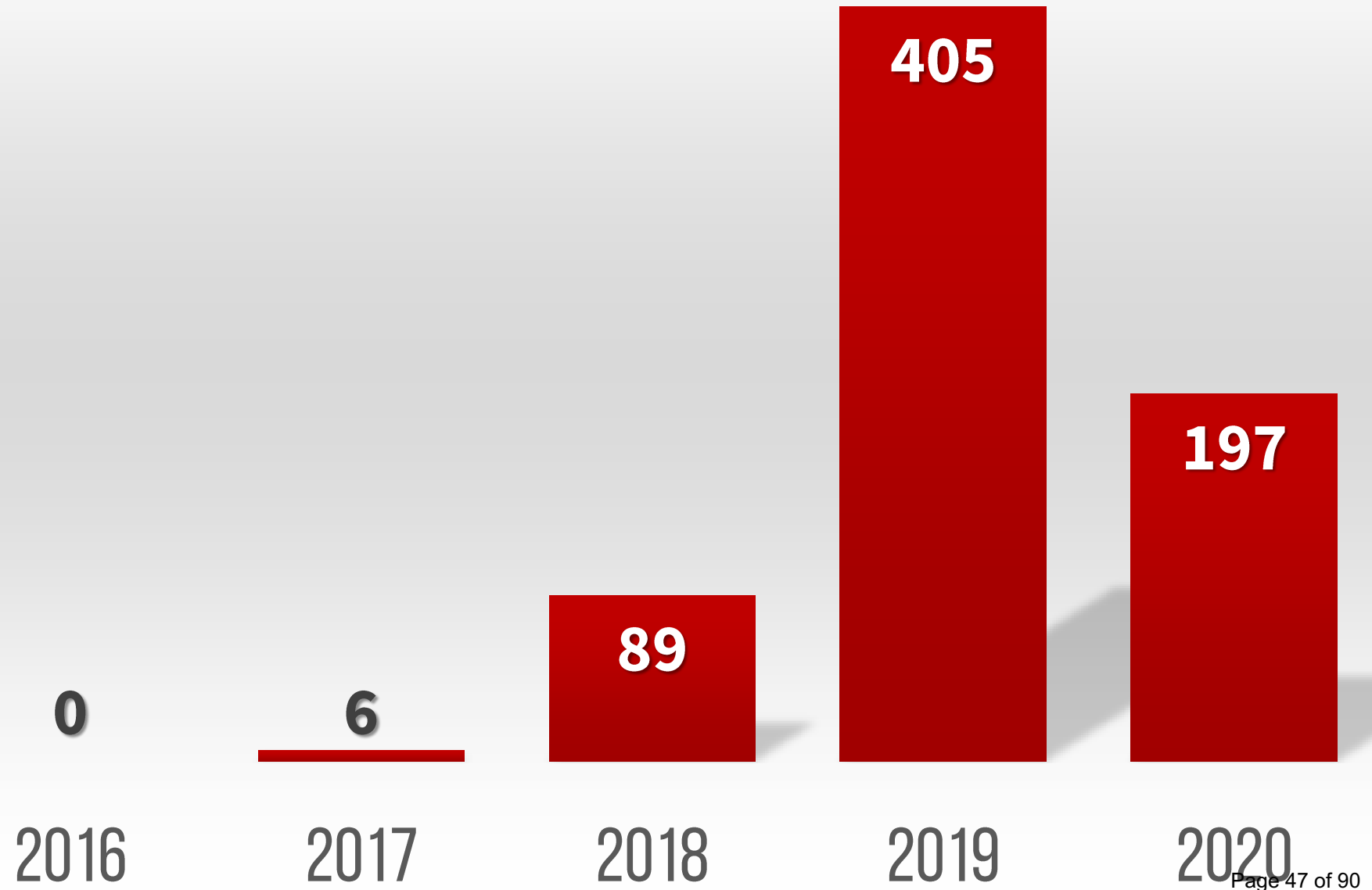
**PERMITS
ISSUED**
(CALENDAR YEAR)





MULTI-FAMILY DWELLING UNITS

**PERMITS
ISSUED**
(CALENDAR YEAR)





Q & A

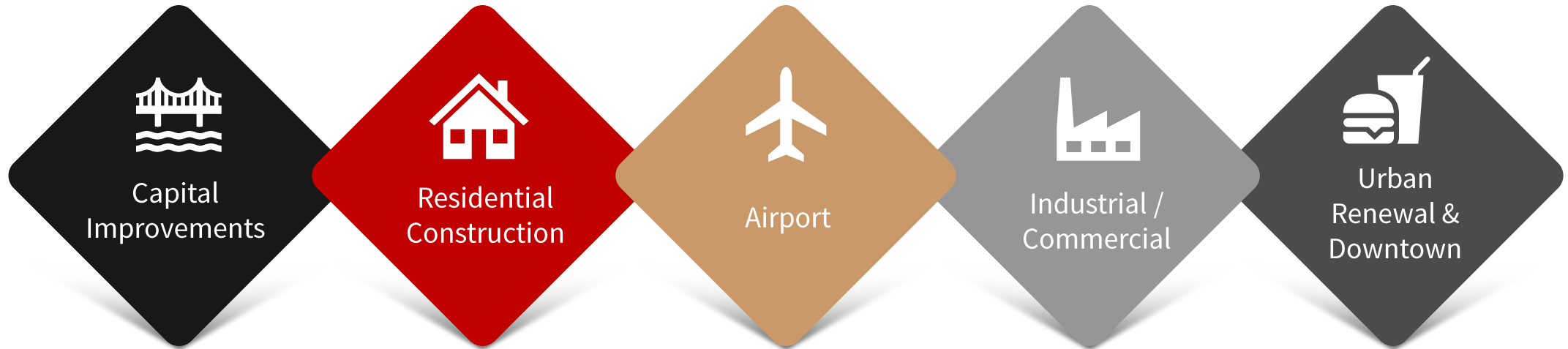


DEVELOPMENT ACTIVITY

2020 IN REVIEW

FEBRUARY 16, 2021 CITY COUNCIL MEETING

COMPLETE LOOK AT DEVELOPMENT ACTIVITY



Focus Areas to gain a comprehensive picture of development in Redmond.



PRESENTATION TOPICS



GROWTH



PERMIT DATA



PROJECTS



QUESTIONS





POPULATION GROWTH

VISION AND PLAN ELEMENTS:

Effective and Collaborative
Governance

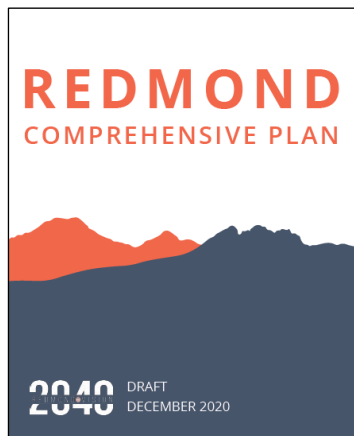
A Connected
Transportation System

Great Neighborhoods for
Strong Communities

A Network of
Trails and Parks

A Business-Friendly Culture

A Commitment to the
Natural Environment



THE PLAN UPDATE

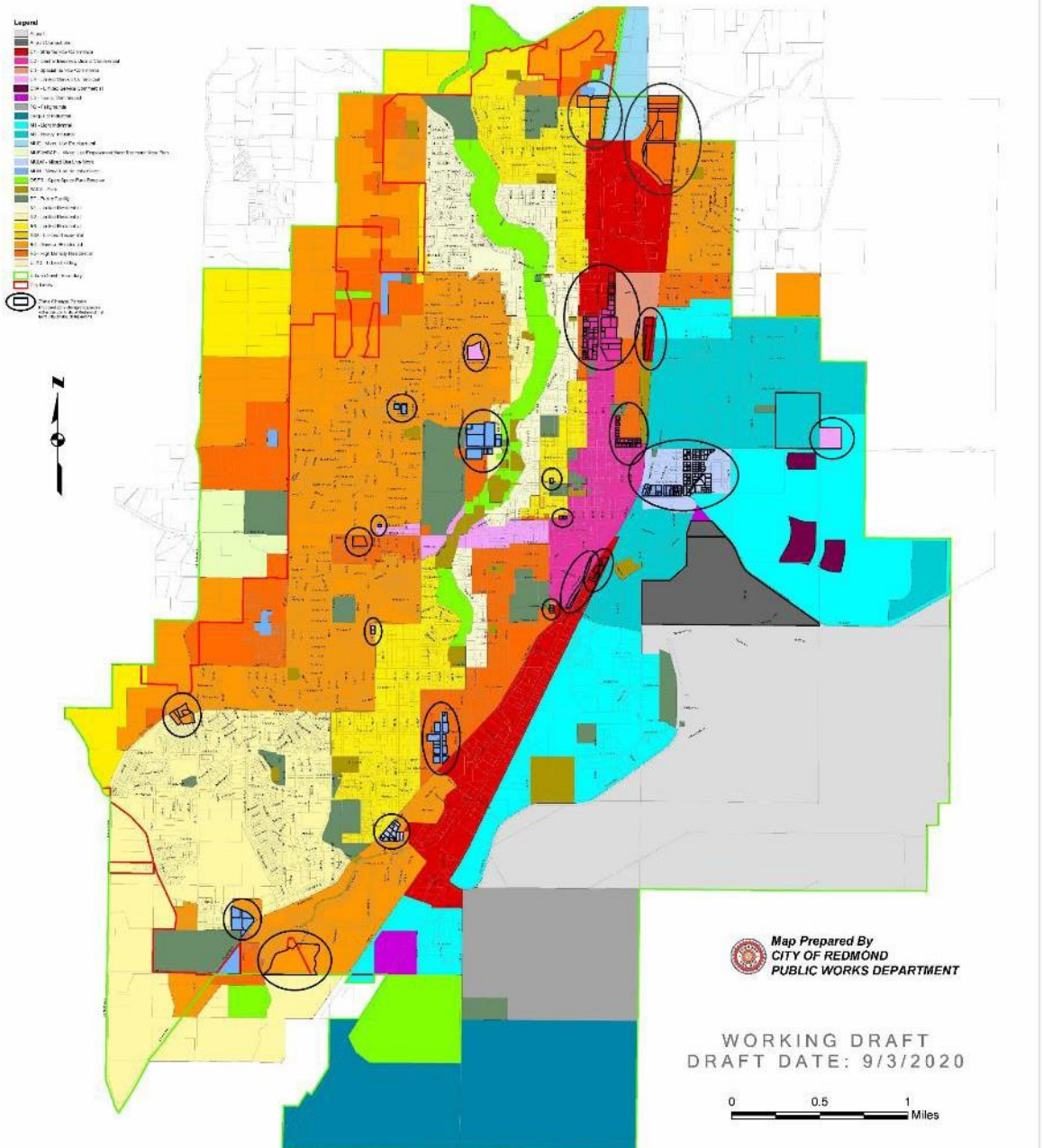
2001 VS. 2040

SLIDE / 6



CHANGES

- Complies with Statewide Planning Program Framework
- Detailed and Ties Together All Relevant Statewide Goals
- Represent Current Conditions (fewer amendments will be necessary)
- Implementation Measures/Action Steps Identified and Pertinent
- Goal 8 – Recreational Needs Thoroughly Addressed
- Goal 9 – Economic Development Element More Relevant
- Goal 10 – Housing Diversity Addressed
- Goal 12 – Transportation Better Nexus to TSP and All Supporting Studies
- Goal 14 – Land Use & Net Density from 6.27 units / acres to 8



REDMOND 2040 PLAN MAP CHANGES



- Connecting existing area plans and their surrounding areas
- Opening gateways to the West and North
- Allowing neighborhood hubs to emerge
- Making area around airport compatible with new Airport Masterplan
- Allowing more diverse housing within existing neighborhoods
- Changing large scale commercial to walkable commercial development on smaller parcels



Redmond is set to grow by 17,429 new residents in the next 20-years.

POPULATION FORECAST

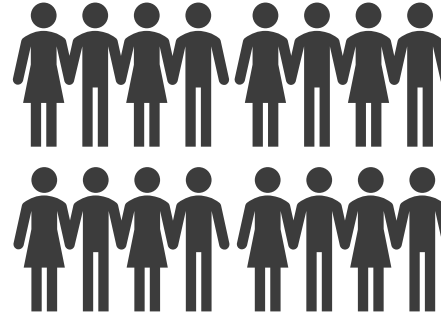
Population Projections 2018- 2068							
Area	2018	2025	2035	2045	2055	2065	2068
Tri-County Total	233,587	270,775	322,342	370,549	422,957	482,505	585,483
Crook	22,519	24,794	28,179	30,894	33,721	36,156	37,787
Deschutes	187,621	220,708	266,840	310,827	358,991	414,618	432,930
Redmond	29,364	33,839	43,473	53,750	65,515	78,213	82,575
Jefferson	23,447	25,273	27,323	28,828	30,245	31,731	32,191
Sources: U.S. Census Bureau (2000, 2010); Portland State University (April 2019); Oregon Office of Economic Analysis (2015 – 2050).							



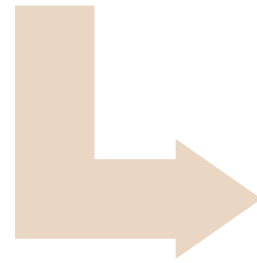
20-YEAR GROWTH BREAKDOWN BY RESIDENTS

WHAT IS REALLY HAPPENING

28,000



NEW RESIDENTS
PROJECTED OVER
NEXT 20 YEARS

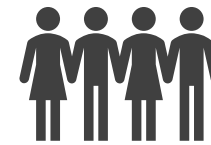


1,600 +

NEW RESIDENTS
PER YEAR



4.1



NEW RESIDENTS
PER DAY

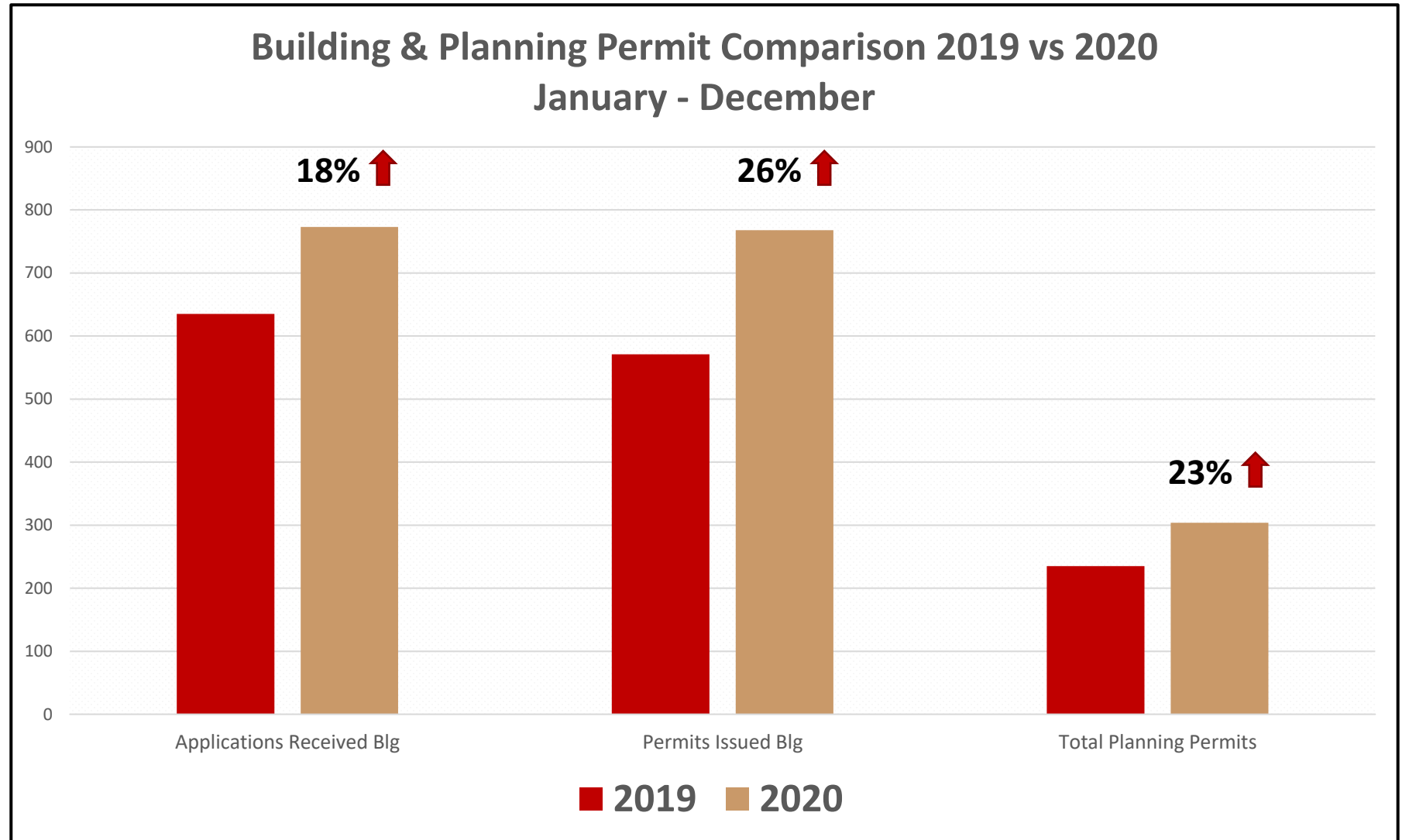


PERMIT DATA



PERMIT TOTALS 2019 VS 2020

SLIDE / 11





YEAR	Jan	March	May	July	September	December	TOTAL
2019 Total Value Blg. Permits	\$ 6,482,632	\$ 5,357,309	\$ 10,030,619	\$ 15,616,833	\$ 11,678,730	\$ 5,712,597	\$ 152,938,850
2020 Total Value Blg. Permits	\$ 8,358,179	\$ 13,210,130	\$ 11,447,851	\$ 12,780,499	\$ 22,215,557	\$ 16,474,532	\$ 177,042,215
% Change	29%	147%	14%	-18%	90%	188%	16% ↑

PERMIT VALUATION

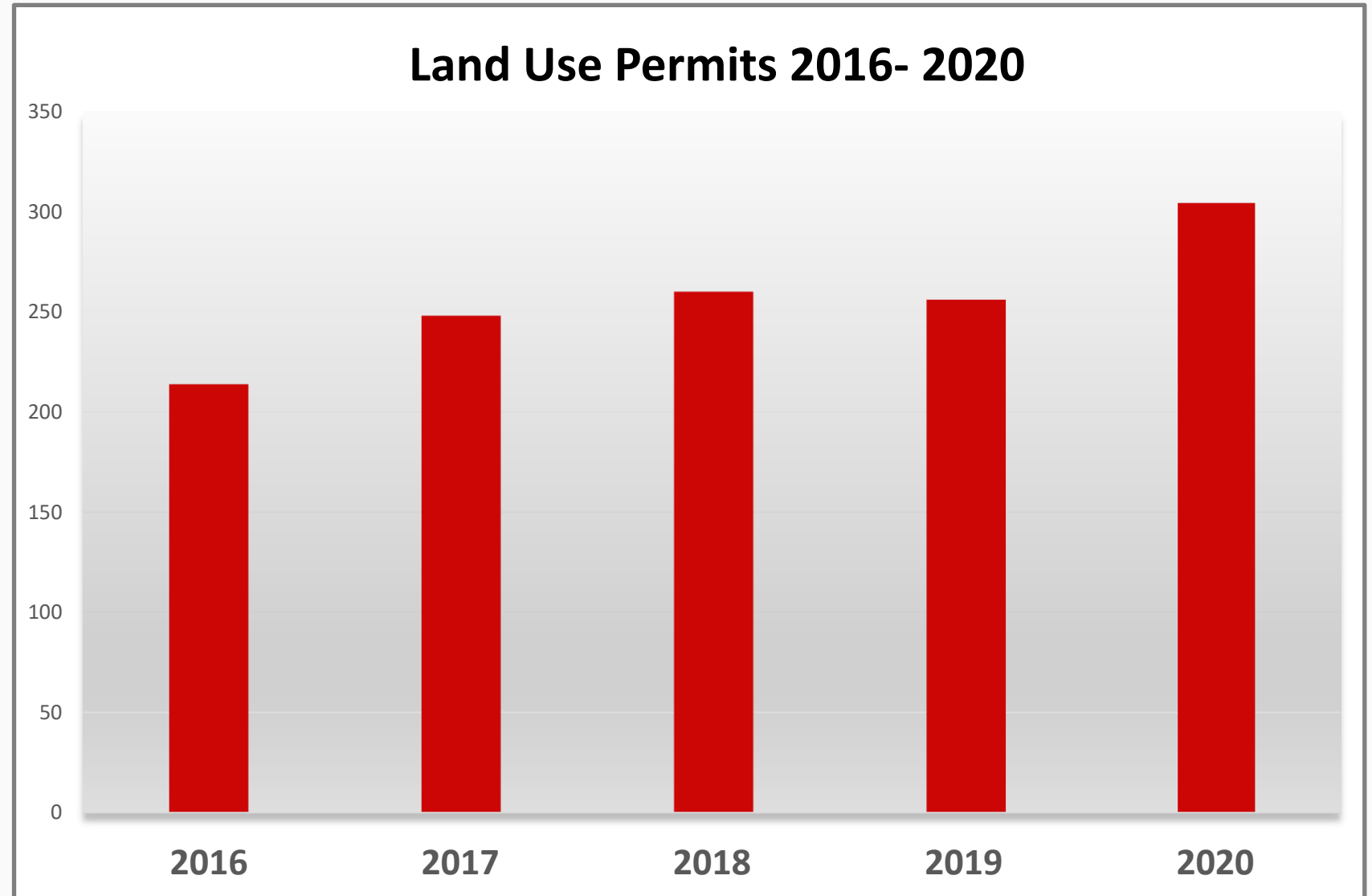
Residential, commercial and industrial total
permit valuation up by **16% or \$24,103,365.**



42% 

PLANNING PERMITS 2015 – 2020

SLIDE / 13





PROJECTS



COTTAGE & TOWNHOME DEVELOPMENT

SLIDE / 15

OBSIDIAN TRAILS - COMPLETE

- 28 Cottages; 31.8 acres
- Rental Units
- Shared Parking
- Common Open Space
- Trail Connection



CANYON RIDGE - IN PROGRESS

- 27 Cottages
- Mixed Use Neighborhood
- Individual Lots
- 1,000 SF Living Space
- 300 SF Garage





OBSIDIAN HEIGHTS APARTMENT COMPLEX

SLIDE / 16



- **South of Obsidian Middle School**
- **192 Multifamily Units; 20 buildings**
- **2-3 Stories and Townhomes**
- **Central Park and Walking Paths**



HOUSING
WORKS

 121% Units
4-years

194 units existing;
235 units recently

SLIDE / 17



LIBERTY LODGE - 8 UNITS



CANYON EDGE - 71 UNITS



REINDEER - 67 UNITS



SPENCER COURT – 50 UNITS



SURF THRU



Surf Thru Carwash
Quince and Business 97 / 6th Street

AIRPORT



Snow Removal Equipment and Operations Building
42,000 SF

GROCERY OUTLET

Commercial Space:

- Grocery Outlet (TI)
- Ross (late summer start)
- 20,000 SF (Grocery Outlet / Ross)
- Strip Mall Façade Improvements





MEDLINE

- ## 1500 NE HEMLOCK AVE
- APPROX. 52,674 SF EXPANSION MANUFACTURING
 - MANUFACTURER OF HEALTHCARE PRODUCTS



BASX SOLUTIONS



3500 SW 21ST PLACE

- APPROX. 72,400 SF EXPANDED MANUFACTURING (PHASE 1)
- APPROX. 10,080 SF EXPANDED OFFICE (PHASE 2)
- MANUFACTURER OF CUSTOM ENGINEERED PRODUCTS



DOWNTOWN URBAN RENEWAL DISTRICT

\$227K PROPERTY ASSISTANCE GRANTS



ECONOMIC DEVELOPMENT & INDUSTRIAL LANDS

SLIDE / 23

INDUSTRIAL DEVELOPMENT / REDI 2020

Record Year in Business Development



“Done Deals” in 2020 = 10



51,000 SF Flex Space Made Available



30,000 SF Owner Occupied Built



600,000 SF Industrial Space (+30%)



Momentum, Not Slowing



30 Projects in Pipeline



Available Listed Industrial Bare Land



True Industrial - M1, M2 industrial zoned property

- 6 lots available
- Ranging from .6 to 4 acres



Incumbered – By CC&R's or live work designation (ABC, MULW)

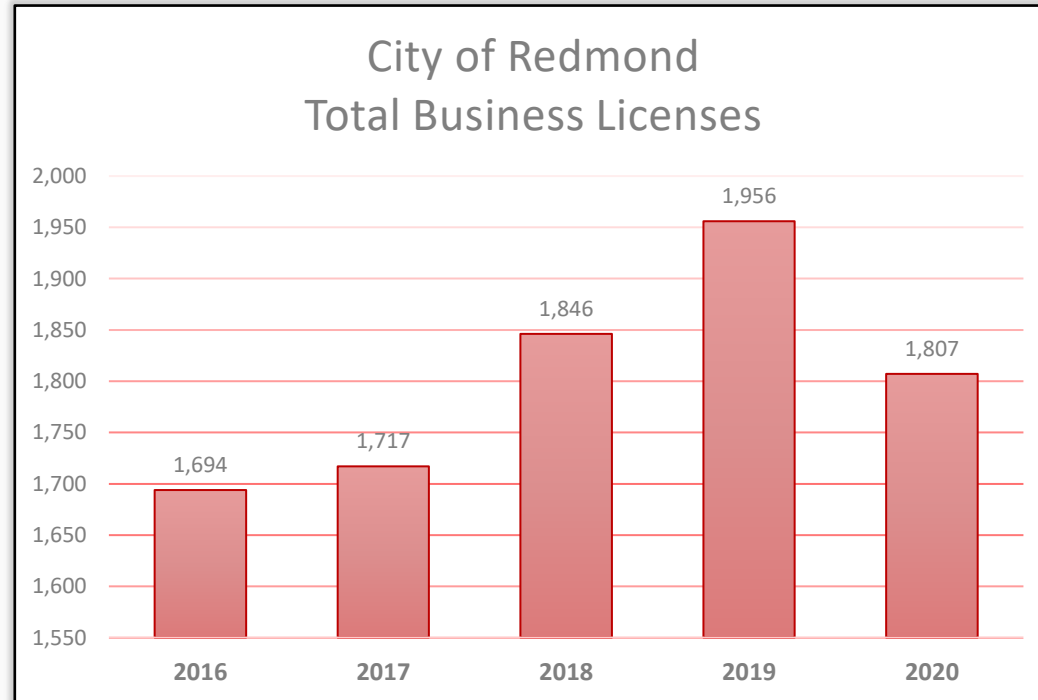
- 45 lots available
- Ranging from .3 to 1.3 acres
- Can be combined for larger lots





BUSINESS LICENSES

SLIDE / 24





QUESTIONS



CITY OF REDMOND

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

STAFF REPORT

DATE: February 16, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Mike Caccavano, City Engineer
SUBJECT: Right-of-Way Vacation Initiation for SW Salmon Avenue between SW 1st and SW 6th Streets

Addresses Council Goal:

4.B.iii. Provide well planned, maintained, high quality infrastructure that create competitive advantages for business and community growth.

Report in Brief:

This action item authorizes the initiation of a vacation of right-of-way located on SW Salmon Avenue between SW 6th Street and SW 1st Street. This is the first of two required City Council actions to vacate a right-of-way.

A map showing the subject right-of-ways is attached for reference.

Background:

This item was first considered by City Council on January 12, 2021. A concern was raised by Council about relinquishing the right-of-way and the difficulty of re-acquiring it in the future if it was needed. Council requested a additional background information to gain a better understanding of the process and purpose of street vacations.

For this project, the idea of vacating the subject right-of-way was first discussed when Rob Lindsay, owner of McKenzie Cascade Construction, submitted a land use application to develop industrial property adjacent to and south of his company's office and equipment yard. Mr. Lindsay, working with Jon Stark and Redmond Economic Development, Inc. (REDI), is planning to create industrial space to help meet demand in Redmond.

McKenzie Cascade's property fronts SW 6th Street and SW Salmon Avenue. A condition of approval to develop their property would include infrastructure improvements to both streets to meet "to and through" code requirements. The City and REDI worked with the Oregon Department of Transportation (ODOT) to obtain an Immediate Opportunity Fund grant to offset a portion of the construction costs for SW 6th Street.

The adopted Transportation System Plan (TSP) calls for a new connection between SW Salmon Avenue and Highway 97 at SW Quartz Avenue. This collector street will function better if it lines up with the existing SW Salmon Drive east of 1st Street providing a continuous alignment through to Airport Way. With Salmon Avenue located to the south side of the adjacent airport owned parcel, the existing 30 feet of Salmon Avenue right-of-way on the north side of the parcel did not appear to be needed. The existing right-of-way proposed to be vacated is 300 feet north of the proposed alignment and does not provide significant benefit to the properties to the north since they have access via streets.

Background on Right-of-Way Vacation:

Right-of-way is typically a long strip of land used as a road for public access. 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.

In this situation, thirty feet of right-of-way on SW Salmon Avenue between SW 6th and SW 1st Street was created with an

undated survey (County Survey 11106). This survey dedicated right-of-way along section and quarter section lines as required for Redmond's street grid. However, street rights-of-way are typically 60 feet wide. The other 30 feet needed for a full Salmon Avenue right-of-way is located on City owned airport property, but has not been dedicated.

There are no existing street improvements between SW 6th and SW 1st Streets. The creation of a new 60 foot right-of-way on the airport property will enable the City to dedicate the right-of-way in a more appropriate location that has alignment with the Transportation System Plan and meets needs of future businesses better.

Discussion:

Reasons to support the vacation of the existing 30 foot right-of-way include:

- The existing right-of-way creates alignment issues and using it would be inconsistent with the City's recently adopted Transportation System Plan (TSP). The TSP envisions connectivity with Quartz Avenue to the west.
- All property owners have acknowledged their willingness to vacate the right-of-way.
- The airport property would not be encumbered by two rights-of-way, just one.
- Adjacent businesses will be able to use the additional property once vacated.
- The City does not need, or currently use, the property in the existing right-of-way.
- Better alignment would be created to help a proposed business to the south.

A vacated right-of-way is returned to the property that dedicated it. In this instance, the right-of-way was dedicated by the properties to the north and the vacated right-of-way will accrue to those properties on the north side.

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

- All property owners immediately adjacent to the right-of-way to be vacated must give their consent. All of the adjacent parcels (listed below) have provided consent:
 - Tax lot 151321AD 01200, 2511 342 SW Reindeer Ave. Lawrence R. and Trisa Lindsay.
 - Tax lot 151321AD 01400, 2235 SW 2nd Ct., Ralph J. Affatati Revocable Living Trust.
 - Tax lot 151321AD 01500, 2234 SW 2nd Vt., Ralph J. Affatati.
 - Tax lot 151321AD 02200, 2241 SW 1st St., L&M Weaver Trust et al.
 - Tax lot 151321D0 00100, 2303 SW 1st St., City of Redmond.
- 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 all but one of the property owners in the vicinity of the proposed vacation. One property owner did not respond.
- 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:

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

This action meets the requirements of Step 1 and seeks to set a public hearing date.

Fiscal Impact:

In vacating this right-of-way the City will need to dedicate 60 feet of right-of-way along the south boundary of Tax Lot 151321D0 00100.

Alternative Courses of Action:

1. Initiate right-of-way vacation proceedings and establish a public hearing date of March 23, 2021.
2. Do not initiate right-of-way vacation proceedings.
3. Request additional information.

Recommendation / Suggested Motion:

Option #1. "I move to initiate right-of-way vacation proceedings for SW Salmon Avenue between SW 6th Street and SW 1st Street and establish a public hearing date of March 23, 2021, at the regularly scheduled City Council meeting."



CITY OF REDMOND
Engineering Department

243 E. Antler Ave
Redmond, OR 97756-0100

(541) 504-2002
Fax: (541) 923-4035
www.redmondoregon.gov

Policy Issue Worksheet

Topic: Street Vacations

Worksession Date: February 16, 2021

Lead (City) Staff: Mike Caccavano, Keith Leitz

Other Lead (non City):

Purpose: Inform Council of street vacation process. Discuss decision process for when right of way should be retained and when it can be relinquished.

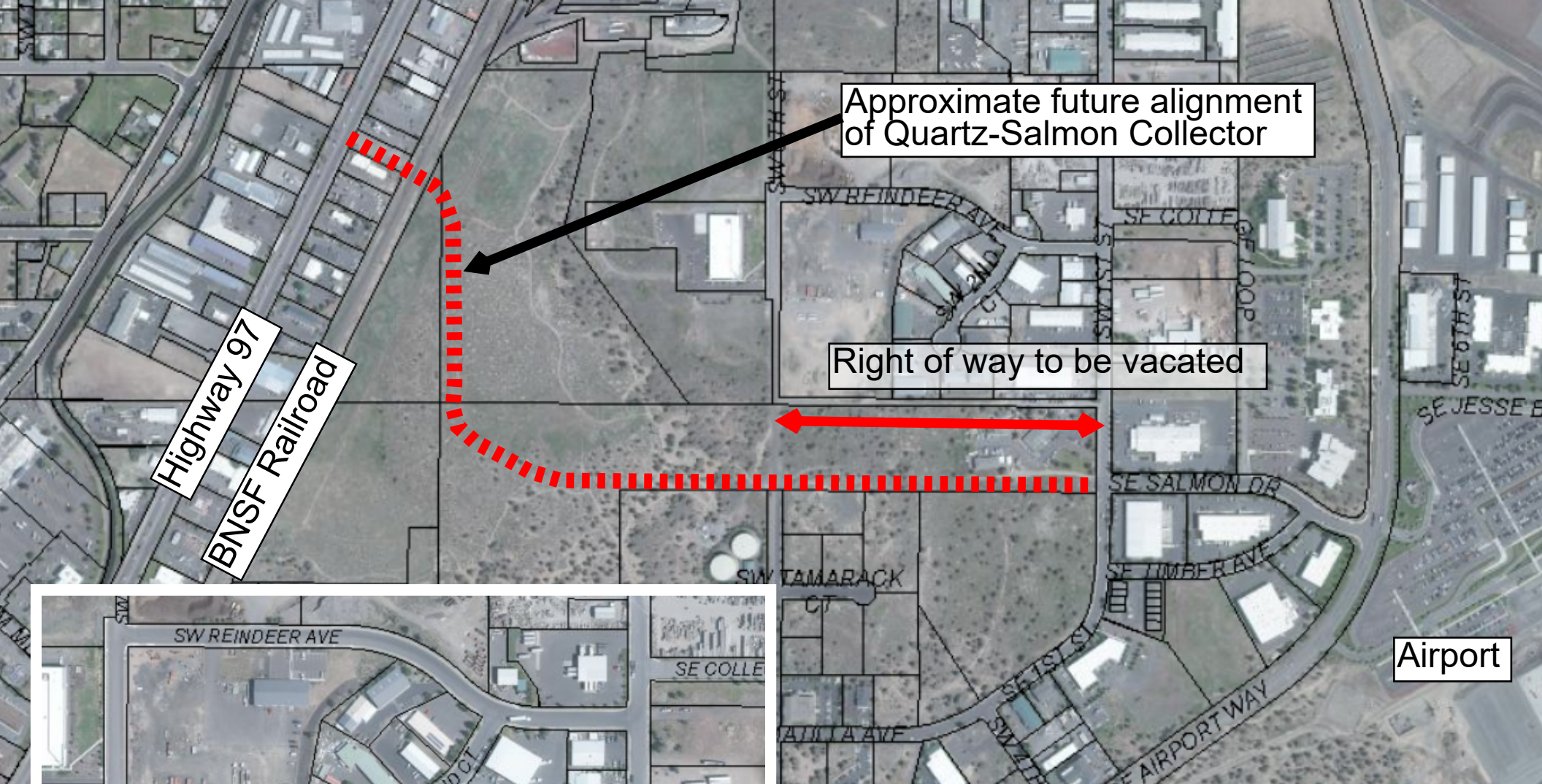
Project Objectives/Success Criteria:

- Provide City Council with a clear understanding of the street vacation process and the requirements of the Oregon Revised Statutes and City Code
- Define a decision process for determining whether to proceed with or deny right of way vacation requests

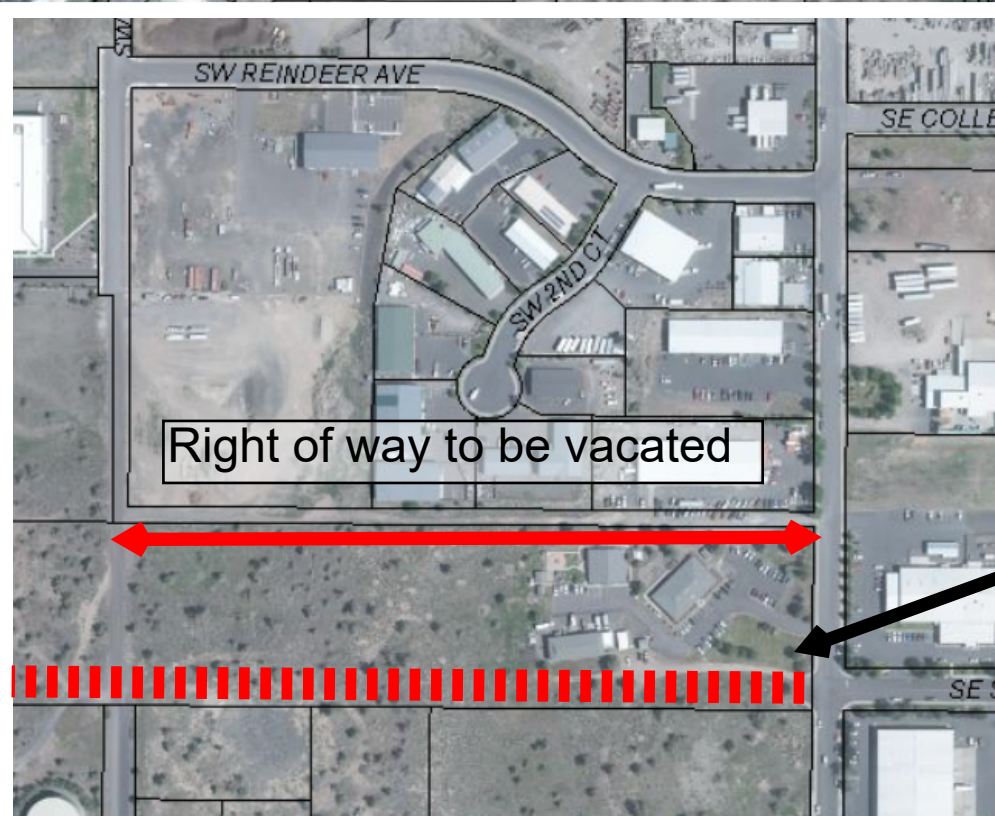
Previous Council Worksessions on this Topic: Street vacations come to City Council one to two times per year. Most recent was a request to initiate vacation of a portion of SW Salmon Avenue on January 12, 2021.

Contributors/Subject Matter Experts (check all that apply):

Staff	Education Partners	Neighborhoods
Other jurisdictions	Business Community	Direct Customers/Users
Law Enforcement	Service Providers	
Other (list):		



Overview



Closer view

RIGHT OF WAY VACATION DISCUSSION

-AND-

SW SALMON AVENUE RIGHT-OF-WAY VACATION INITIATION



REDMOND CITY COUNCIL
FEBRUARY 16, 2021

SLIDE / 1



RIGHT OF WAY VACATION

- **GOVERNED BY OREGON REVISED STATUTES SECTION 271**



271.080 Vacation in incorporated cities; petition; consent of property owners. (1) Whenever any person interested in any real property in an incorporated city in this state desires to vacate all or part of any street, avenue, boulevard, alley, plat, public square or other public place, such person may file a petition therefor setting forth a description of the ground proposed to be vacated, the purpose for which the ground is proposed to be used and the reason for such vacation.

BEFORE ROW VACATION REQUEST COMES TO CITY COUNCIL

1. DETERMINE IF RIGHT OF WAY IS NEEDED

- FOR ACCESS
- FOR UTILITIES NOW AND IN THE FUTURE
- CONSULT PUBLIC WORKS, ENGINEERING, COMMUNITY DEVELOPMENT AND FIRE

2. PETITIONER OBTAINS CONSENT FROM:

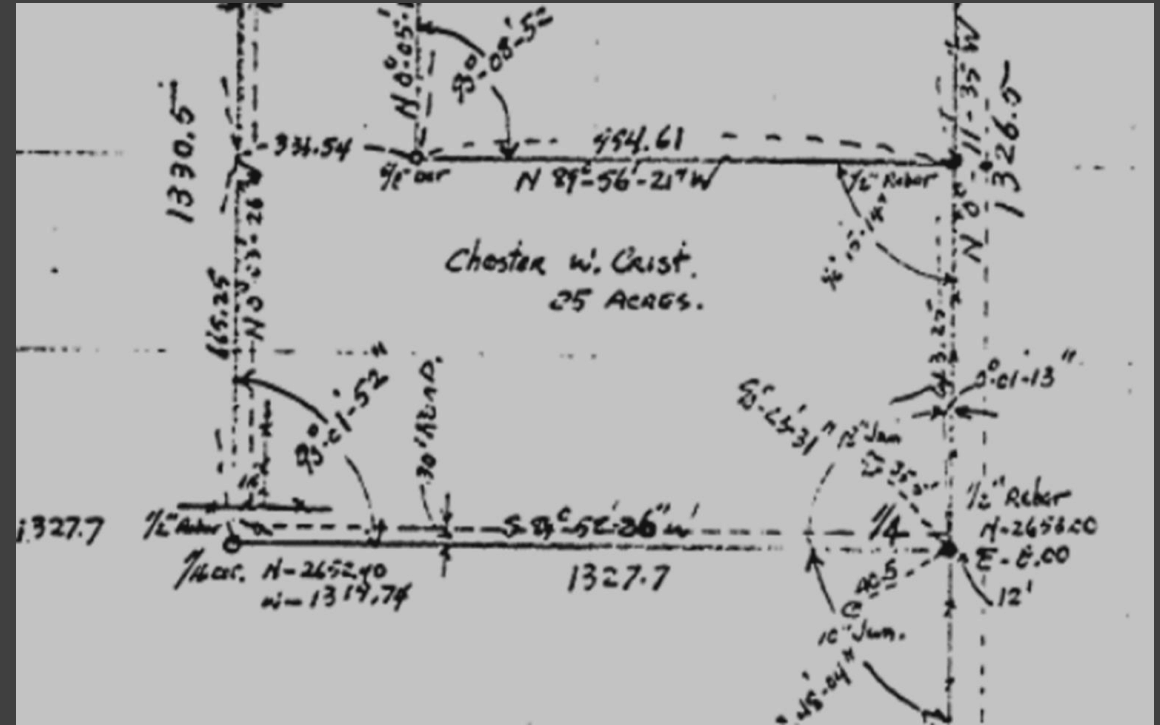
- ADJACENT PROPERTY OWNERS
- UTILITY COMPANIES

CONSENT REQUIRED FROM ADJACENT PROPERTY OWNERS

- ALL PROPERTY OWNERS IMMEDIATELY ADJACENT TO RIGHT OF WAY TO BE VACATED
- 2/3 OF PROPERTY OWNERS WITHIN 200 FEET OF EACH SIDE AND 400 FEET OF EACH END



TWO-STEP CITY COUNCIL PROCESS



1. **Initiation:** City Council agrees to consider vacation and schedules public hearing
2. **Public Hearing:** City Council takes public input and considers a vacation ordinance



This aerial map illustrates the proposed infrastructure project in the SW Quartz Ave area. A red dotted line indicates the 'Approximate Future Quartz-Salmon Collector Alignment', which runs from the northwest, curves south, and then continues east. A solid red line segment, labeled 'Right-of-Way Vacation' with a black arrow, is located on SW 6th St between SW Reindeer Ave and SW 1st St. The map also shows Highway 97, the BNSF Railroad, and various local streets including SW Quartz Ave, SW Plimice Ave, SW Reindeer Ave, SW 6th St, SW 1st St, SE Salmon Dr, SE Salmon Dr, SE Tamarack St, SE Tamarilla Ave, and Airport Way.

SW SALMON AVE. LOCATION



WHY VACATE?

- Properties to north access other streets
- Vacated right-of-way provides added industrial land
- 300' Street Spacing
- 2 rights-of-way encumber airport property
- Industrial development to south benefits from Salmon Ave.



A photograph of a road intersection. In the foreground, a road with a double yellow line leads towards the intersection. The word "STOP" is painted in large white letters on the road surface. To the right, a red octagonal stop sign is visible on a pole. The background features a grassy area, several trees, and a building under a cloudy sky.

QUESTIONS?





CITY OF REDMOND
Office of the Mayor

411 SW Ninth Street
Redmond, OR 97756

February 12, 2021

TO: Members of the Redmond City Council

FROM: Mayor George Endicott

RE: My Vision for this City Council

The purpose of this memorandum to each of my Council colleagues is to provide an assessment of this new City Council and to express my hopes for how we will be known over our next two years together.

We have already held six City Council meetings or workshops and spent hours together. Our newest members previously invested nearly 10 hours into training and orientation learning how Redmond's City Council operates and what priorities the City is focused on through our operating departments.

This Council has enormous potential and we have City staff which puts forth great effort to get things done.

We should strive to be THE model of governance across Oregon. My expectations are that when people think about us, they use words and phrases such as:

- Collaborative
- Chemistry
- Inclusive
- Constructive dialogue
- Ability to agree to disagree
- Respectful
- Good decision makers
- Professional
- Teamwork
- Cohesive

I could go on, but you get the idea.

The Redmond City Council also has a reputation for supporting staff, rather than interfering. I have observed more interference in the past 45 days than I have in my previous decade plus of leading this City.

City Council's role is to set policy. Staff's role is to implement. The lines of responsibility are clear.

We have rules, norms and protocols which I expect each of us to follow. These are memorialized through various documents which we have all reviewed. Going forward, I expect each one of us to follow these. As the leader of the Council, it is also my responsibility to enforce our conduct through the sanctions identified in the Council Rules. I will begin doing so and following the management theory of addressing things when they are sooner and smaller versus later and larger.

Beginning 'today' interference will no longer become a distraction, and we will move forward showing respect for our roles and respect for staff's roles in an effort to keep us all singularly guiding this City forward during robust growth and a long list of important priorities.

I look forward to this new start and great things ahead.

Sincerely;

A handwritten signature in cursive script, reading "George Endicott".

George Endicott
Mayor
Redmond, Oregon

To : Redmond City Council
From : Councilor Fitch

I am submitting the following in the hope we can have an in person workshop with a neutral facilitator so the council can be rowing in the same direction going forward.

GOAL SETTING

In January the council was asked to submit their ideas of goals. Two workshops were to be devoted to go over those goals. That did not happen. Most of the first meeting was taken up by going over city achievements. Those were certainly laudable but not the purpose of the meeting. The agenda for the second meeting was to go over each councilor's goals. That did not occur. Instead we were given the city administration's view of what the goals should be. Many of the goals submitted by councilor's were not discussed particularly issues concerning governance . If this council is to succeed in addressing and solving community issues we first need to have an open, fair and diverse government with policy making bodies that communicate with each other.

COUNCIL AGENDA

The current approach is not supported by the Charter, the Code or rules adopted by a prior council. None of those establish a basis by which only the mayor can determine what is to be discussed. I know the Charter does not because I wrote it. The tradition within the city does not support this either. Since the charter was written Redmond has had 6 mayors. In writing the Charter I also worked with Ron Bryant who was mayor before Sam Johnson (Sam was the mayor when the charter was approved). The prior 6 mayors all had a more open policy regarding the council agenda. That is, the mayor and city manager should certainly coordinate the agenda so there is a logical sequence but there has always been a tradition of including items for discussion that councilors are interested in reviewing - even without a majority vote.

LIASONS

As I relayed to the mayor, in 40 years of working with governing bodies and committees, the current system of inserting councilors as silent monitors of our committees and commissions is just plain ineffective. It is my understanding that only rarely would a liason report back to the council and then only a quick summary of the work on his or her selected commission/committee. I have talked with four committee chairs who indicated they would prefer having joint meetings with the council so that shared issues could be discussed to achieve a better understanding of where each body is at and to look at solutions together from time to time. Better the council get the agendas and minutes of each , then have a joint meeting to reduce the times wherein the council, which is kept in the dark on details until it gets a

recommendation, then makes a different determination than the commission leaving them feeling like their work was in vain.

DIVERSITY/.APPOINTMENTS

I realize this topic will come up in a future discussion but the way we make appointments and the message city hall gives is not one of diversity. The council is not given advance notice of vacancies so the opportunity to encourage others from diverse backgrounds is lost. I appreciate Krissana's efforts to encourage people to volunteer but between her and George we typically end up with a very conservative person. Nothing against conservatives but we also need to focus on diversity of age and political persuasion and remember these are all non partisan positions. The mayor does not have to but should seek the councilor's views on appointments .

Jon Bullock's memo was quite clear that liasons are not always consulted on appointments to the committees they are supposedly the "experts" on. Clifford's comment that a number of people have been frustated in not getting appointed is relevant for discussion as well.

In a recent case there was a vacancy on a committee and only one person applied by the deadline. Instead of making that appointment the mayor recruited a neighbor to take the spot . The reason, the person who applied had questioned councilor Endicott regarding her tenure in Sherwood.

In sum there is no question the decision on who to appoint is the mayor's but the council as a whole must approve. The council should be involved in making recommendations to the mayor as the council will have to approve those appointments. Also vacancy notices and all applications should be shared with the Council. Otherwise the Council is a mere rubber stamp and I doubt anyone ran for office to be a rubber stamp.

Also, if the council is going to work as a "Board" or a "team" there has to be a consensus that the process of appointment process is fair and intelligible. With our married council couple having 13 appointments without any concurrence by council and other councilors having 1 or two each it is clear the process is neither fair nor intelligible. If we eliminate liasons which I believe we should, then we should discuss the purpose of external appointments and how they should be filled so there is buy in from the council as a whole.

Finally, regarding diversity, if one enters city hall they see a city still locked in the 1950's - not a progressive city; not a diverse city. If we are going to be serious about being a diverse and progressive city, that needs to change - not eliminated because history should be appreciated but dramatically reduced in scale.