



CITY OF REDMOND

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CITY COUNCIL

September 14, 2021

Virtual Meeting • www.redmondoregon.gov/CityCouncilLive

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

SEPTEMBER 14, 2021

REGULAR MEETING AGENDA

6:00 PM

Anyone wishing to address the Council should send a request via email to PublicTestimony@redmondoregon.gov no later than 4:00 p.m. on September 14. Information will be provided in order to participate in the meeting.

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Jim Holm, City Center Church

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

V. CONSENT AGENDA

- A. Minutes of November 21, 2017, Council Meeting
- B. Minutes of December 12, 2017, Council Meeting
- C. Minutes of November 27, 2018, Council Meeting
- D. Minutes of December 18, 2018, Council Meeting
- E. Minutes of February 5, 2019, Joint Workshop with Juniper Golf Committee and Parks Committee
- F. Minutes of October 27, 2020, Council Meeting
- G. Minutes of November 24, 2020, Council Meeting
- H. Minutes of August 31, 2021, Council Meeting
- I. Amendment #3 to City Contract #2020-45 with DOWL LLC for the Maple Avenue Staircase Project (PK 2101): \$9,000

VI. PROCLAMATIONS

- A. Constitution Week
- B. National Manufacturing Day

VII. PRESENTATIONS

- A. Future Agenda Topics

VIII. BID AWARDS / BID REJECTIONS

- A. Contract Award to Sunlight Solar Energy, Inc for the Senior Center Solar Project (SC2101): \$119,800

IX. PUBLIC HEARINGS

- A. Resolutions of the City of Redmond to make Budget Adjustments in Fiscal Year 2021/22 for the Allocation of American Rescue Plan Act (ARPA) Resources: \$2,631,535.
- B. Ordinance #2021-08: An ordinance approving a Master Development Plan, Tentative Subdivision, and a Minor Variance compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. (Korbin Meadows)

X. ACTION ITEMS

- A. Resolution #2021-21 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.
- B. Investment Policy Re-Approval

XI. MAYOR'S COMMENTS

XII. COUNCIL COMMENTS

- A. Councilor Evelyn's Written Comments
- B. Councilor Fitch's Written Comments

XIII. CITY MANAGER COMMENTS

XIV. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

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

MEETING ATTENDANCE SHEET

Meeting Date/Time: 9/14/21 6:00pm

NAME (Please Print)

Gwenn Wysling

Jo Anne Sutherland

Nadine

Richard Lance

Paul Rodby

Gloria Olson

Hayes McCoy

Jill Bowen

Teri Jansen

Tom McEneaney

Bob Bohac

Jordan Portier

Suzann SZCZESNIAK

James Corke

Steve Schaefer

Teresa Hoyne

Liz Goodrich

Don Senechal

Angela Berthrong

Matthew Vanderstrasse

John Lodise

Randy Jewell

Jane Jarman

Jon Riggs

Kevin Stine

Rick Russell

Bruce Dunlap

Tia Lindscheid

Angela Jansen

Diana Barker

Leanne Latterell

Kelly Marbling

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD NOVEMBER 21, 2017, IN THE CITY COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tory Allman – Jon Bullock – Joe Centanni – George Endicott – Ginny McPherson – Jay Patrick

COUNCIL MEMBERS EXCUSED: Camden King

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Steve Bryant – Airport Director Zachary Bass – Police Chief Dave Tarbet – Public Works Director Bill Duerden – City Engineer Mike Caccavano – IT Manager Sheri Cleveland – Deputy Director of Central Services Jason Neff – Deputy Director of Central Services Jodi Burch – Planning Manager Deborah McMahon

MEDIA PRESENT: Dave Morgan, redmondnewstoday.com

Mayor Endicott called the workshop to order at 6:00 p.m.

PUBLIC HEARINGS

A. Continued – Redmond Depot Purchase and Sale Agreement (Exhibit 1)

Mayor Endicott opened the public hearing continued from November 14, 2017.

City Manager Keith Witcosky explained the purpose of the public hearing is to consider a purchase a sale agreement with Staffenson Resources, LLC for the historic Redmond Depot. Mr. Witcosky described the history of the building and negotiation process then presented details of the agreement and deed restrictions.

Councilor Patrick expressed concern with only recouping \$375,000 when the City spent nearly \$800,000 to purchase and move the building to its current location. He appreciates the City having the Right of First Refusal should Tanney Staffenson decide to sell the property in the future. Councilor Patrick is pleased that Mr. Staffenson will take care of the property and invest in improvements.

Mr. Staffenson shared that after partitioning improvements are completed, there will be 1,100 square feet of useable space available. He commented what an honor it has been to work with the City on this project. He explained there is a lot of history with the Depot and he has learned just how much staff cares about the building.

Councilor Bullock appreciates the opportunity to repurchase the facility should it ever come up for sale again and would like to know if there will be a pricing structure agreement upon repurchase.

Mayor Endicott closed the public hearing.

Councilor Centanni moved, seconded by Councilor McPherson, to authorize the City Manager to enter into a Purchase and Sale Agreement with Staffenson Resources, LLC for disposition of the historic Redmond Depot in the amount of \$250,000.00, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-absent, McPherson-yes, Patrick-yes)

OTHER BUSINESS

Alan Unger addressed the Council regarding a letter to the Oregon Smoke Management Review Committee supporting increased use of safe and effective prescribed burning in central Oregon's forests.

There being no further business, the meeting was adjourned at 6:21 p.m.

Prepared by Kelly Morse, City Recorder

DRAFT

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD DECEMBER 12, 2017, IN THE CITY COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tory Allman – Jon Bullock – Joe Centanni – George Endicott – Ginny McPherson – Jay Patrick

COUNCIL MEMBERS EXCUSED: Camden King

MEDIA PRESENT: Dave Morgan, redmondnewstoday.com

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

BLESSING

Pastor Mike Dismore, Central Oregon Public Safety Chaplaincy, offered the blessing.

PLEDGE OF ALLEGIANCE

Councilor Centanni led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Jim Bogart addressed the homeless population and feels the City should be doing more. Mr. Bogart suggested establishing a non-profit to strictly help the homeless in Redmond. Mr. Bogart shared his ideas.

CONSENT AGENDA

- A. Minutes of November 28, 2017, P.M. Council Meeting (Exhibit 1)**
- B. Oregon Public Works Emergency Response Cooperative Assistance Agreement (Exhibit 2)**
- C. Res. #2017-26 – A resolution of the City of Redmond declaring certain City property to be surplus. (Exhibit 3)**
- D. FAA Amendment A1 Non-Federal Reimbursable Agreement #AJW-FN-WSA-17-NM-001267-A1 (AP4200) (Exhibit 4)**

Public Works Director Bill Duerden answered questions regarding the Oregon Public Works Emergency Response Cooperative Assistance Agreement (Exhibit 2), and the surplus resolution (Exhibit 3).

Councilor Allman moved, seconded by Councilor Patrick, to approve the Consent Agenda, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-absent, McPherson-yes, Patrick-yes)

PRESENTATIONS

A. R.E.A.C.H. Preview

R.E.A.C.H. Executive Director Jenny O'Keefe introduced Annika Jordan and updated the Council on their new name and mission statement, attendance statistics, financials, staff, and an upcoming remodeling project.

B. Redmond Committee for Art in Public Places Update
i. Economic Impact of Art to Central Oregon

Community Development Department (CDD) Project Coordinator Jackie Abslag introduced Redmond Committee for Art in Public Places (RCAPP) Chair Linda Gilmore Hill and Central Oregon Arts & Culture Alliance Director Kevin Barclay.

Ms. Gilmore Hill provided an annual update on RCAPP noting there are currently 32 sculptures located throughout Redmond totaling \$669,750. In terms of donated art, the City has received 9 sculptures and 2 paintings valued at \$216,500. Public art projects in 2018 include the Negus Avenue overpass art project and a Juniper Invasion project/event.

Mr. Barclay's provided the Council with a presentation on the economic value of art to Central Oregon. Areas highlighted included the Central Oregon Arts & Cultural Alliance, results of a commissioned study by the Arts & Economic Prosperity, tourism and retaining local dollars, and arts and education dropout rates. Mr. Barclay addressed questions regarding regional solution efforts.

C. Public Safety Fee Public Outreach Update

City Manager Keith Witcosky introduced Deputy Director of Central Services Jason Neff, Police Chief Dave Tarbet and Lieutenant Curtis Chambers. Mr. Witcosky updated the Council on the Public Safety Initiative outreach efforts. Staff has used Twitter, Facebook, Nextdoor, the City's newsletter, and the newspaper in addition to meetings with civic groups and public town halls to share information with Redmond's citizens. Mr. Witcosky described the questions being asked to participant at the 14 meetings held to date. Results of the survey showed 93 percent feel there is a need to improve public safety in Redmond, 99 percent gained better awareness of why more resources are needed, and 76 percent of those surveyed, versus 63 percent who attended town halls, support a \$6 fee. Question and concerns from the public were shared with the Council. Next steps include the January 22, 2017, town hall, Council direction on February 13, 2018, and potentially a May 2018 ballot measure.

Councilor Bullock asked if another discussion could be had at a meeting in January. He also asked staff to be prepared to answer the following questions at either the January 9, 2018, or January 23, 2018, Council meeting:

1. Comparison data with other cities
2. Budget possibilities
3. Options for Voters

Mayor Endicott commented that the League of Oregon Cities has studied various budgets and how much funding is devoted to public safety and the impacts adding more officers has on response times.

D. ODOT and other City Transportation Projects Update

Planning Manager Deborah McMahon and City Engineer Mike Caccavano provided a presentation on Redmond Transportation Planning. Areas of focus for future planning include the following:

- Transportation System Plan Update
- South Highway 97 Corridor Plan
- Airport Master Plan 2018
- 9th Street Linkage Design Project
- Downtown Parking Management Study
- Bicycle and Pedestrian Circulation Study
- Transit Plan Update with Central Oregon Intergovernmental Council
- Transit Hub
- OR 126 & 35th Street Left Turn Lanes
- South Canal Boulevard Improvement Project

Communications Manager Heather Cassaro is working with GIS Analyst Mark Chambers on a web page that will provide project information, interactive mapping, and a calendar of key dates.

Staff answered questions from the Council.

PUBLIC HEARING

- A. Ord. #2017-12 - An ordinance approving an amendment to the City of Redmond Zoning and Comprehensive Plan Map and text by adding six Higher Density Overlay Zones; adding text to Chapter 14, Urbanization, Policy 16B; and new text to Chapter 10, Housing; amending the Redmond Development Code by modifying Section 8.0141; and adding a new Section 8.0142, Architectural Design Standards for Multi-Family Dwellings, Five or More Units; amending the text of Section 8.0300 Master Development Plans; amending the text of Section 8.3010 Exemptions; and, various other sections of the Redmond Development Code, Chapter 8. (Exhibit 5)**

Mayor Endicott opened the public hearing. City Attorney Steve Bryant read the statement of land use hearing. There were no pre-hearing contracts, ex-parte observations or conflicts of interest reported. There were no challenges.

Ms. McMahon presented Ord. #2017-12 which approves a Higher Density Overlay Zone (HDOZ) for six properties dispersed across the city along with a number of Comprehensive Plan and Development Code amendments to improve the processing, site design and architecture of higher density multi-family developments, as recommended by the Redmond Urban Area Planning Commission (UAPC). The purpose and intent of the HDOZ is to:

- Meet Comprehensive Plan and UAPC goals;
- Meet Redmond Urban Growth Boundary objectives; and
- Provide access to services near busier streets, provide a better use of land, and increase the potential for development.

Redmond's current density is 17-24 units per acre whereas the HDOZ proposes 30 units per acre. Unique features of the HDOZ are the design of site, structures, and buffering; efficient use of land (type of parking); stakeholder input (flexibility needed for 3- and 4-plexes; and need two processes (Track 1 clear and objective and Tract 2 discretionary). Ms. McMahon provided illustrative examples and identified the proposed overlay areas below:

- 701 Spruce Avenue
- 1511 SW 15th Street
- 2446 Canal Boulevard/1891 SW Salmon Avenue
- Reindeer Avenue/Quartz Avenues
- Reindeer Avenue/Canal Boulevard
- 2052 SW Helmholtz Way

The UAPC voted to recommend the HDOZ for approval. There were no comments from citizens in the audience. Councilor Patrick asked for additional time to review the proposal. Mayor Endicott and Councilors Centanni and Allman stated they had no issues with moving forward.

Mayor Endicott continued the public hearing.

ACTION ITEMS

- A. Res. #2017-19 – A resolution setting fees and charges imposed by the City of Redmond. (Exhibit 6)**

Mr. Duerden explained Res. #2017-19 proposes fee changes to miscellaneous water, wastewater and stormwater fees; Public Works equipment and personnel reimbursement rates; and the addition of costs for use of the Public Works Training Rooms by outside groups. Mr. Duerden noted the fee for the 3-inch water tap fee should be \$230.00 per hour versus per month and asked that the change be amended in the resolution.

There were no comments from the public.

Councilor Bullock moved, seconded by Councilor Allman, to approve Res. #2017-19 as amended, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-absent, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

A. Commission and Committee Appointments

- i. **Airport Committee – Appointment of Eric Robert Beal, as Youth Ex-Officio, term expiring August 31, 2018. (Exhibit 7)**
- ii. **Bicycle and Pedestrian Advisory Committee - Appointment of Loryn Trail, as Youth Ex-Officio, term expiring July 31, 2018. (Exhibit 8)**
- iii. **Budget Committee – Reappointment of Bill Braly and Edwin Danielson and appointment of Edward Prince, terms expiring December 31, 2020. Appointment of Alexandra Kemry, as Youth Ex-Officio, term expiring December 31, 2018. (Exhibit 9)**
- iv. **Downtown Urban Renewal Advisory Committee – Appointment of Jenna Hall, as Youth Ex-Officio, term expiring August 31, 2018. (Exhibit 10)**
- v. **Historic Landmarks Commission – Reappointment of Karla Mora, as Youth Ex-Officio, term expiring December 31, 2018.**
- vi. **Housing and Community Development Committee – Appointment of Yilun Cao “Hanna”, as Youth Ex-Officio, term expiring July 31, 2018. (Exhibit 11)**
- vii. **Parks Committee – Appointment of Carly Hall, as Youth Ex-Officio term expiring December 31, 2018. (Exhibit 12)**
- viii. **Redmond Commission for Art in Public Places – Reappointment of Linda Hill, Gillian Burton and Jessica Rowan, terms expiring December 31, 2021. Reappointment of Elijah Gasper, as Youth Ex-Officio, term expiring December 31, 2018.**
- ix. **Urban Area Planning Commission – Appointment of Brandon Roberts, as Youth Ex-Officio, term expiring December 31, 2018. (Exhibit 13)**

Mayor Endicott recommended the appointment of Eric Robert Beal, to the Airport Committee as Youth Ex-Officio, term expiring August 31, 2018; appointment of Loryn Trail to the Bicycle and Pedestrian Advisory Committee as Youth Ex-Officio, term expiring July 31, 2018; reappointment of Bill Braly and Edwin Danielson and appointment of Edward Prince, terms expiring December 31, 2020 and appointment of Alexandra Kemry as Youth Ex-Officio, term expiring December 31, 2018; appointment of Jenna Hall to the Downtown Urban Renewal Advisory Committee as Youth Ex-Officio, term expiring August 31, 2018; reappointment of Karla Mora to the Historic Landmarks Commission as Youth Ex-Officio, term expiring December 31, 2018; appointment of Yilun Cao “Hanna” to the Housing and Community Development Committee, term expiring July 31, 2018; appointment of Carly Hall to the Parks Committee as Youth Ex-Officio, term expiring December 31, 2018; reappointment of Linda Hill, Gillian Burton, and Jessica Rowan, terms expiring December 31, 2018 and Elijah Gasper as Youth Ex-Officio term expiring December 31, 2018; and appointment of Brandon Roberts to the Urban Area Planning Commission as Youth Ex-Officio, term expiring December 31, 2018, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-absent, McPherson-yes, Patrick-yes)

Mayor Endicott attended the Central Oregon Cities Organization meeting yesterday where the topics of conversation centered around the upcoming legislative session, housing/affordable housing and Public Employees Retirement System (PERS) reform. Mayor Endicott shared that in a recent League of Oregon Cities (LOC) meeting it was announced that fees will go up three percent. There was also a recent change in by-laws which gives the LOC Board the final authority in hiring and firing of their General Counsel. Mayor Endicott wished everyone a wonderful holiday season and thanked everyone for their work in 2017 to advance the City of Redmond.

B. Liaison Discussion

Mayor Endicott provided the following updated list of Council liaisons to City commissions and committees and external boards:

- Airport Committee – Councilor Patrick and Mayor Endicott as alternate
- Bicycle and Pedestrian Advisory Committee (BPAC) – Councilor McPherson
- Downtown Urban Renewal Advisory Committee – Councilor Allman
- Historic Landmark Commission – Councilor King
- Housing and Community Development Committee – Councilor McPherson
- Juniper Golf Committee – Councilor Bullock
- Parks Committee – Councilor Allman
- Redmond Commission for Art in Public Places – Councilor McPherson
- Redmond Development Commission – Councilor King
- Urban Area Planning Commission – Councilor Allman
- Central Oregon Area Commission for Transportation – Mayor Endicott
- Central Oregon Cities Organization – Mayor Endicott
- Central Oregon Intergovernmental Council – Councilor Patrick
- Deschutes County Fair Board and Fair Association – Mayor Endicott
- Deschutes Water Alliance – Mayor Endicott
- Economic Development for Central Oregon - Councilor Centanni
- Housing Works – no one assigned at this time
- League of Oregon Cities – Mayor Endicott
- Local Officials Advisory Committee (Land Conservation Development Committee) – Mayor Endicott
- NeighborImpact – Councilor King
- Oregon Mayors' Association – Mayor Endicott
- Redmond Area Parks and Recreation District – Councilor Bullock
- Redmond Chamber of Commerce – Councilor Centanni
- Redmond Economic Development Inc – Councilor Centanni
- Redmond School District Board – Mayor Endicott

COUNCIL COMMENTS

Councilor Allman requested an update on the PERS rates. Mr. Neff explained the latest PERS Advisory rates predicted that in five to six years the rates will taper off by 40 percent.

Councilor McPherson reported on the BPAC meeting noting there are wayfinding signs for bikes and pedestrians for Deschutes Avenue. She shared how impressed she is with the number of invaluable volunteers who dedicate hours on the City's committees and commissions. She wished everyone a happy holiday and Merry Christmas.

Councilor Patrick hoped everyone had a wonderful Thanksgiving. He wished everyone a Merry Christmas and to enjoy their family. He encouraged people to get to know their neighbors in 2018 and to volunteer if they had extra time.

Councilor Centanni reported on Juniper Golf Course and upcoming events. He also thanked Mr. Duerden for the stop light changes, encouraged shopping locally and driving carefully, and asked people to be neighborly. He wished everyone Merry Christmas and a Happy New Year.

Councilor Bullock thanked Mr. Witcosky adding he is deeply impressed with City Staff. He went on a Ride-Along with Officer Devin Lee and was amazed at the variety of calls the Police Department receives throughout the day. Councilor Bullock noted he is impressed with their professionalism in handling all of the calls.

DRAFT

CITY MANAGER COMMENTS

City Manager Keith Witcosky shared that staff continues to work with the museum and will put them in touch with Steve Curley from the Small Business Development Center where they can discuss a business plan and where to store their items. Mr. Witcosky provided an update on the City employee appreciation breakfast.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

There being no further business, the meeting was adjourned at 8:07 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD NOVEMBER 27, 2018, IN THE REDMOND AIRPORT CONFERENCE ROOM.

COUNCIL MEMBERS PRESENT: Tory Allman – Jon Bullock – Joe Centanni – George Endicott – Camden King – Jay Patrick

COUNCIL MEMBERS EXCUSED: Ginny McPherson

MEDIA PRESENT: Jacob Larsen, KTVZ

Mayor Endicott called the meeting to order at 6:00 p.m.

COMMENTS FROM CITIZENS AT THE MEETING

There were no comments from citizens at the meeting.

CONSENT AGENDA

- A. Minutes of October 2, 2018, Ballot Measure 105 Listening Session (Exhibit 1)**
- B. Acceptance of DUI Overtime Enforcement Grant (Exhibit 2)**
- C. Acceptance of Distracted Driving Enforcement Grant (Exhibit 3)**
- D. Acceptance of Art Donation (Exhibit 4)**

Councilor King moved, seconded by Councilor Allman, to accept the Consent Agenda as presented, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-yes, McPherson-absent, Patrick-yes)

PUBLIC HEARING

- A. Res. #2018-28 – A resolution amending the 2018-2019 Redmond Annual Action Plan and authorizing the submission of the amended Annual Action Plan to the U.S. Department of Housing and Urban Development. (Exhibit 5)**

Mayor Endicott opened the public hearing.

Accounting and Financial Reporting Director Jodi Burch presented the amended Annual Action Plan (AAP) for the Redmond Community Development Block Grant. The AAP will allocate an additional \$25,649.33 to the City of Redmond for administrative costs and \$450,000.00 to Housing Works for land acquisition at 5th Street and Greenwood Avenue on which 48 units of affordable housing will be constructed. Staff issued a Request for Proposal in August 2018 and received six competitive responses. Because funds need to be expended by the end of March 2019, the scoring committee determined the Housing Works proposal was the most “shovel ready” project. At the recommendation of the scoring committee, the AAP was drafted to include a backup contingency for the second highest scoring project which was also submitted by Housing Works and is located on Canal Boulevard. Next steps include final approval by the US Department of Housing and Urban Development which could take up to 30 days.

There being no further testimony, Mayor Endicott closed the public hearing.

Councilor Allman moved, seconded by Councilor King, to approve Res. #2018-28, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-yes, McPherson-absent, Patrick-yes)

At this point in the meeting, Presentations took place.

ACTION ITEMS

- A. Addendum No. 13 to Morrison Maierle Contract #2015-39 for RDM Vendor and Employee Parking Lot Expansion Project – Engineering Design and Bidding Services (Exhibit 6)**

Airport Director Zachary Bass requested approval of Addendum #13 to Morrison Maierle Contract #2015-39. The addendum authorizes engineering design and bidding services for the vendor and employee parking lot expansion project. A portion of the new lot will be converted into paid public parking with the remainder converted into employee parking. This expansion would add approximately 285 parking stalls, which is a 20 percent increase in total vehicle parking at the terminal. Approximately 200 new stalls would become revenue generating paid public parking.

Councilor King moved, seconded by Councilor Bullock, to authorize the City Manager to execute Addendum No. 13 to City Contract 2015-39 with Morrison Maierle, Inc. in the amount of \$197,100.00, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-yes, McPherson-absent, Patrick-yes)

B. Addendum No. 17 to Morrison Maierle Contract #2015-39 for RDM Car Rental Quick Turnaround Facility – Architectural/Engineering Design and Bidding Services (Exhibit 7)

Mr. Bass requested approval of Addendum #17 to Morrison Maierle Contract #2015-39. The addendum authorizes architectural/engineering design and bidding services for the Quick Turn Around (QTA) facility. The QTA will be a single facility that provides the following services:

- Vehicle fueling and vacuuming area
- Detailing bays with equipment storage
- Automatic car wash
- Vehicle queuing and storage areas

Mr. Bass reported that currently 200 to 300 rental vehicles are taken off site every day to be serviced prior to being rented again. He said that the proposed facility will be financed through Customer Facility Charges which were instituted in 2016 and which have been accumulating since then for this purpose. Mr. Bass said that the site for this QTA facility was chosen by the Airport Committee from three options located on airport land and is located at Airport Way and Wickiup. He stated that in excess of \$700,000 in generated revenue is expected from this facility each year. Mr. Bass opined the QTA facility is a “win-win” for the airport and the car rental agencies.

Councilor Patrick moved, seconded by Councilor King, to authorize the City Manager to execute Addendum No. 17 to City Contract 2015-39 with Morrison Maierle, Inc. in the amount of \$518,818.00, motion passed. (Allman-yes, Bullock-yes, Centanni-yes, Endicott-yes, King-yes, McPherson-absent, Patrick-yes)

PRESENTATIONS

A. Employee Spotlight

Mr. Bass provided an Employee Spotlight on Airport Engineer Fred LeLacheur.

B. Airport Long-Term Financial Planning

Mr. Bass provided the Council with a presentation on the Airport’s long-term plan for financing future projects. The following list of projects are slated for the next eight years:

- 11-29 Construction
- Terminal Ramp Expansion
- Snow Removal Equipment (SRE) Building Construction
- SRE Equipment Purchase
- Rehabilitation of Taxiways
- Relocate Taxiway H

- Widen Taxiway F
- Rehabilitate the Electrical Vault
- Terminal Expansion
- Airport Rescue and Firefighting Vehicle Purchase
- WWII Hangar Ramp Rehabilitation
- Northside Water Loop
- Expand Employee Parking Lot
- New Offsite Parking Lot
- Car Rental Facility (aka QTA)

Funding sources for the estimated total cost of the projects (\$85 million) are the Federal Aviation Administration (FAA) (\$40 million or 47 percent); bond issuance (\$34 million or 39 percent); Customer Facility Charges (\$6 million or 8 percent); and cash (\$5 million or 6 percent). The majority of the Airport's revenue comes from parking fees which are the least restrictive and the easiest to increase or decrease. In response to a question from Councilor Patrick, Budget and Financial Planning Director Jason Neff stated that as the City begins to look at parking revenue, and to the extent the Airport is made financially strong, there is less chance of the debt service coming back on the City. Mr. Bass reviewed the following Airport Fund balance forecast scenarios:

- Scenario #1 – No Change to Parking Fees
- Scenario #2 – Raise parking fees from \$10 to \$12 (daily rate)
- Scenario #3 – Raise parking fees from \$10 to \$14 (daily rate)
- Scenario #4 - \$34 million in new debt, raise parking fees from \$10 to \$14, lose a significant commercial airline route (10 percent of enplanements)

Mr. Bass explained that if the Airport continues to grow at the current rate, all of the projects over the 20 years will accelerate forward which equates to more of a financial burden. Mr. Neff added that the scenarios assume optimal operating expenses and while the Airport could operate sub-optimally, changes would eventually need to be made to slow things down. Mayor Endicott added that if the parking fee increases it will also change parking behavior. Councilor King asked about other revenue streams in the event people opt to park elsewhere if fees are raised. Mr. Neff stated that parking behaviors could change; however, none were noticed with the last increase in parking fees.

C. Airport Public Parking Fees

Mr. Bass reported the Airport has experienced a 75 percent growth in enplanements over the last five years. Current parking capacity is 1,151 spaces; capacity has been reached on several occasions. Mr. Bass explained revenue enplanement and that 71 percent of passengers flying out of the airport are from Sunriver and Bend, while 11 percent are from Redmond and the rest from other areas in Central Oregon. In the spring a design contract addendum will be drawn up for an additional 250-300 parking spots.

Under the current parking rate, the total cost for the first half hour is \$1, day 1 is \$10, day 6 is \$60 and day 7 is free. This generates a revenue of \$3.5 million. If the daily rate were to increase to \$12 per day, the first half hour would be eliminated and the total cost for day 1 is \$12, day 6 is \$72 and day 7 is free. This would bring in an additional \$715,000 over current revenue. If the daily rate increased to \$14 per day, the total cost for the first half hour would be \$2, day 1 is \$14, day 6 would be \$84, and day 7 would be \$98. This would bring in an additional \$1.4 million over current revenue. Councilor Bullock inquired whether research had been done on the effect of parking behavior after a cost increase in order to find the curve on supply versus demand. City Manager Keith Witcosky explained staff needs Council direction and will bring any action on a fee increase will occur on December 11, 2018. The concurrence of the Council was to look at a daily rate of \$15 and keeping the first for Scenario #3 (\$14 per day)

MAYOR'S COMMENTS

DRAFT

Mayor Endicott reported on the recent Starlight Parade and tree lighting ceremony and announced the employee appreciation breakfast will take place on Wednesday, December 19.

COUNCIL COMMENTS

Councilor Patrick requested an update on the Juniper Golf Course management contract. Mayor Endicott shared that he and Mr. Witcosky are working on a project list which includes the Juniper Golf Course Management contract. Mr. Witcosky added that a joint workshop with the Council, Parks Committee, and Juniper Golf Committee will take place in January.

Councilor Centanni encouraged people to shop local and be safe.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported on the progress of the agreement with AlphaWave on the Redmond Hotel. Staff followed up on the traffic/speed analysis request from citizen Tony Dorsch. The Mayor, John Roberts, and Mr. Witcosky spoke with the LOC on the Affordable Housing Pilot Project. The Mayor has taken the lead on making sure that the language would include cities with populations less than 35,000 so that Redmond could have an opportunity to participate in the pilot project.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

There being no further business, the meeting was adjourned at 7:09 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

**SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD DECEMBER 18, 2018,
IN THE CITY COUNCIL CHAMBERS.**

COUNCIL MEMBERS PRESENT: Tory Allman – Jon Bullock – Joe Centanni – George Endicott –
Camden King – Ginny McPherson– Jay Patrick

MEDIA PRESENT: None

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

Newly elected State Representative Jack Zika introduced himself and shared details of pending legislation.

PRESENTATIONS

A. Public Hearing on Barriers/Challenges/Solutions – House Bill 4006 (Exhibit 1)

Mayor Endicott opened the public hearing.

City Manager Keith Witcosky introduced Accounting and Financial Reporting Director Jodi Burch and Central Oregon Intergovernmental Council Community and Economic Development Manager Scott Aycock and outlined the flow for the presentation. Ms. Burch explained that because Redmond has a population greater than 10,000, where 25 percent of renter households pay more than 50 percent of their monthly income on rent, House Bill 4006 requires the City hold at least one public meeting to discuss causes, barriers, and potential solutions. In Redmond, 33 percent of renter households are severely rent burdened.

Mr. Aycock convened a Housing for All Committee which consisted of 19 individuals representing 12 sectors. The Committee's mission is to address the full spectrum of Central Oregon's housing needs, from homelessness to middle income market housing, through integrated regional effort and action. Mr. Aycock reviewed statistics noting that Redmond has the highest percentage of households with need in the region (62 percent). There is a disproportional need for housing in Central Oregon based on race: Caucasian (37 percent), African American (77.5 percent), and Latino (46.1 percent).

Area Median Income (AMI) and the professions can afford it are as follows:

0-30 percent AMI

- Seniors on social security
- Part-time low wage workers
- Students

31-60 percent AMI

- Preschool teachers
- Food prep workers
- Hotel desk clerks

61-80 percent AMI

- Paramedics
- Office support workers
- Social workers

81-100 percent AMI

- Teachers
- Electricians
- Licensed practical nurses

101-120 percent AMI

- Veterinarians
- Accountants
- Police officers

121-140 percent AMI

- Physical therapist
- Civil engineer
- Hotel manager

Critical housing gaps in Central Oregon include housing for very low-income households (less than 30 percent AMI), housing for workforce and low-wage households (less than 80 percent AMI), housing for moderate-income households (80-141 percent AMI), and quality rental housing. Impacts of high cost and lack of affordable units include:

- Housing cost burden
- Displacement
- Overcrowding
- Homelessness
- Physical and mental well-being
- Less stable and inclusive communities
- Businesses and economic development
- Increased needs and costs for public services

Contributing factors to the housing cost burden and displacement include 1) a challenge to pay for food, medical care, childcare, and transportation; 2) unable to save money for future opportunities or unexpected crisis; 3) vulnerable to bankruptcy, foreclosure, eviction, or displacement; 4) unable to live in the town where they work; 5) increased transportation costs and commute times; 6) social disruption for uprooted individuals, families and children; and 7) communities become more transient and less cohesive.

Mr. Aycock shared information on homelessness and the impacts on business, the economy, public health, and public services. He introduced NeighborImpact's Director of Housing Stabilization Molly Heiss and Legal Aid Services of Central Oregon's Staff Attorney Georgia Smithee. The State requires the Council to address the following questions:

- What are the causes and consequences of rent burdened households?
- What are the barriers for them or you (City Council) in addressing that issue?
- What are some potential solutions?

Former City of Bend Affordable Housing Manager Jim Long commended the Council for discussing this topic. Mr. Long explained there are only fourteen or fifteen entities in Oregon that can access affordable housing funds. Mr. Long opined that private developers need to be incentivized to help with providing affordable housing which will likely entail making some hard and potentially unpopular decisions. He said that one action taken by the City of Bend was to charge a construction excise tax equal to 1/3 of 1 percent of the permit valuation. Mr. Long reported that this was an unpopular action and that they got a lot of resistance to this action, but it worked. He stated that during the ten years when Bend was the only city in Oregon imposing this tax, they more affordable housing units were built than any other city with the exception of Portland. He urged the Council to have the "political will" to make difficult decisions in order to address affordable housing issues. Mr. Long explained that for each \$1.00 collected by this tax, the City will be able to leverage \$10.00. Mr. Long suggested there is no single solution, but there are multiple tools that can be used such as making adjustments to zoning codes, allowing density bonuses for affordable housing, and considering exemptions for System Development Charges.

Mr. Witcosky explained that Governor Kate Brown's proposed budget includes over \$400 million for affordable housing programs and initiatives. He elaborated on tools being used in Redmond to address affordable housing issues including Urban Renewal, making the effort to get the Affordable Housing Pilot Project located in Redmond, and Mayor Endicott leading an effort to get resources from Salem.

In response to questions from Councilor Allman regarding the causes of large deposit requirements, Ms. Smithee referring to an article which indicated there was no evidence to suggest that low-income renters are worse tenants than renters with higher income or that they leave properties in worse condition. Ms. Heiss opined that landlords are using security deposits as an “insurance policy” because many Central Oregon households have not been able to stabilize financially. She added that while it could be considered discrimination, the requirement of large security deposits is also based upon the landlords’ experiences during the Recession when people were priced out of the market so quickly.

Councilor Bullock asked questions regarding the amount of additional supply needed to begin to alleviate the burden of households in need of housing and ongoing supply issues. Mr. Aycock explained they have requested gap statistics from their consultant, but there is no easy answer. He referred to the following that emerged from Regional Housing Needs Assessment:

1. What is the occupancy rate and who/what organization can/will track that data?
2. What are the components that make up the cost for housing and how do those components vary from community to community?
3. What should the target be, not total units, but a variety of units at different income levels?

Mr. Aycock will attempt to parse pertinent data from a study that addressed the topic of counties across the state in terms of how much each one has “under built” over the past ten to fifteen years. Councilor King requested ratios of needed housing and suggested it may be a better way to grasp the issue rather than seeking a total number of units. Mayor Endicott spoke to the issue of maintaining a balance in housing units in Redmond.

Mayor Endicott closed the public hearing.

B. Deployment of Wireless Small Cell Technology (Exhibit 2)

Deputy City Manager John Roberts introduced the presentation by Verizon Wireless Small Cell Strategy Manager Alan Bar on the critical need to deploy 5G wireless small cell technology in the community. Mr. Bar explained the difference between macrocells and small cells noting that small cells must be limited to no more than 3 feet by the Federal Communications Commission (FCC) and have a distance of no more than 800 feet. Due to the amount needed, the most logical place to install them is on power poles in the right-of-way. Statistics show that from 2010 to 2016, mobile data usage has increased 35 times, more than 52 percent of American households are wireless-only, the average American household has 13 connected devices, 92 percent of millennials have a smartphone, 76 percent of 911 calls originate from a cell phone, and machine to machine connections are projected to increase from 36 million in 2013 to 263 million in 2018.

Impacts of insufficient capacity include the following:

- Slow data speeds
- Increased video load times
- Disruption to video calls
- Dropped or incomplete calls
- Connection problems

Small cells ease gaps in coverage caused by terrain challenges, tall buildings, and large residential areas. Mr. Bar showed examples of pole heights, small cell components, light standards, wireless only poles, strand mounts, dual mast arm poles, and catenary poles. Mr. Bar described what is needed in

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terms of code amendments to create a path forward then addressed questions from the Council concerning co-location of carriers, aesthetics in neighborhoods with undergrounded utilities, use of live trees, use of one vendor in town, and cost of equipment removal with emerging technology. Mr. Roberts explained details of the September 2018 FCC ruling which was challenged by a coalition of entities. The FCC upheld their ruling and reiterated the effective date of January 14, 2019. The timeline has been extended to April 15, 2019, for some regulations to be in place. Next steps include developing an application, determining fees, establishing a review process, developing standards, and acknowledging that franchise agreements are important.

In response to questions from Councilor Patrick, Mr. Roberts stated he believes there are already enough poles for 90 percent of what carriers will want to place. In terms of the number of poles Verizon will need, the actual number will not be known until they submit their application.

Mayor Endicott expressed concerns about aesthetics and the unreasonable burden to move from macro technology to micro technology. He inquired as to whether the state of Oregon can opt out of the FCC's ruling since it is not a law.

Mr. Roberts said that he expects staff can bring items regarding this back to Council by February, and no later than March. Councilor King asked if to limit the process so there are not countless poles in neighborhoods and to exert some control over designs.

Council concurred with staff's plan to move forward.

OTHER BUSINESS

Mayor Endicott wished everyone a great holiday season and plans to see everyone next year.

Mr. Witcosky announced that Ms. Burch has accepted a new position as Chief Financial Officer for Redmond Fire and Rescue adding she will be missed. He voiced appreciation for her work with the City.

There being no further business, the meeting was adjourned at 8:08 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL JOINT WORKSHOP OF THE CITY OF REDMOND CITY COUNCIL, JUNIPER GOLF COMMITTEE AND PARKS COMMITTEE WAS HELD FEBRUARY 5, 2019, IN CIVIC ROOM 207/208.

COUNCIL MEMBERS PRESENT: Jon Bullock – Joe Centanni – Krisanna Clark-Endicott - George Endicott – Camden King – Ginny McPherson – Jay Patrick

JUNIPER GOLF COMMITTEE MEMBERS PRESENT: Pam Garney – Andrew Fitch – Tom Majchrowski – Matt McGowan – Don Noldge

PARKS COMMITTEE MEMBERS PRESENT: Bill Braly – Nicholas Olson – Jenny O’Keefe – Adina Rivers

MEDIA PRESENT: None

Mayor Endicott called the workshop to order at 6:00 p.m. Introductions for those present took place.

II. JUNIPER GOLF COURSE PROPERTY PROFILE

Councilor King declared a conflict of interest because his wife is the Food and Beverage Manager at Juniper Golf Course (Juniper).

City Manager Keith Witcosky explained that Juniper, currently consisting of 174 acres, was originally located on Airport owned land. That facility was built in 2005 at a cost of \$6.7 million. The City entered into a use agreement with the Bureau of Land Management through a patent for recreational use only. The Course currently has a debt service payment of \$407,000 with a maturity date of 2033. Juniper’s 50,000+/- annual visits are from paid rounds of golf (32,555), meetings (200), and non-golf community events (30-40).

III. KEY PROVISIONS OF THE COURSECO CONTRACT

Key aspects and goals from CourseCo’s 2016 contract extension were to reduce the City’s financial risk, begin a culture change and engage the community, encourage capital improvements which increase revenue, and reduce uncertainties of management transition if the City cancels the CourseCo contract. Performance measures within the contract included increase membership, improve communication with the membership, host community events, improve the bar/restaurant operations, and conduct golf committee audits. Existing conditions of the CourseCo management contract are:

Annual Operating Fees

- Management Fee of \$95,000
- Accounting Fee of \$20,000
- Three-year average net cash flow of -\$18,000

Metrics

- Annual revenue of \$1.26 million
- 32,555 paid rounds
- Annual survey results based on a sample size of 252 (out of 996)

Core Business Lines (Percent of Sales)

- Green Fees/Carts, 38 percent
- Memberships, 16 percent
- Food/Beverage, 35 percent
- Merchandise, 7 percent

Contract Terms

- Original Contract Term, 2011-2015
- Contract Extension, 2016-2019
- Contract Expires on December 31, 2019
- 5 Year Contract Extension Option
- 30-Day Notice to cancel/move to a month-to-month contract.

Mr. Witcosky reviewed statistics relating to operating performance (excluding debt service), net operating cash flow, and food and beverage (revenues versus expenses). In 2018, an annual player survey was conducted. Key indications from the survey are as follows:

General

- 40 percent were from Redmond
- 50 percent were members
- 42 percent were from Central Oregon (non-Redmond)
- 10 percent were summer residents
- 6 percent were former members
- 60 percent felt “Juniper is top tier relative to other public courses.”

Course Conditions

Area	Excellent / Good (percent)	Poor / Needs Improvement (percent)
Tees	94	1
Greens	84	7
Fairways	92	1
Bunkers	80	7
Rough	79	4
Driving Range	67	15

View Restaurant

Area	Excellent / Good (percent)	Poor / Needs Improvement (percent)
Food Quality	69	6
Portion	78	1
Price	66	4
Selection	55	10
Atmosphere	72	4
Customer Service	59	18

Staff

Area	Excellent / Good (percent)	Poor / Needs Improvement (percent)
Front Counter	92	1
Course Ranger	43	17
Driving Range	48	7
Restaurant	63	12
Instructional	31	3

IV. INDUSTRY TRENDS

Mr. Witcosky provided the statistics below relative to a general decline in golf industry wide:

- 30 percent decline in core golfers over the past 10 years
- 12 percent decline in rounds played since 2001 (518 million in 2001 versus 456 million in 2017)
- 737 golf facilities have closed since 2011
- 31 percent increase in the average dollars spent on capital investment since 2011
- Courses nationwide are struggling
- More than 200 18-hole courses permanently closed in 2016; projected to be 150-175 more in 2017
- Since 2006, more courses have closed than opened
- A survey of 150 courses that closed in the last 10 years shows that 50 percent remain vacant, 29 percent are undergoing transition, 12 percent have been repurposed, and 3 percent is unknown
- What happens next to the property of closed courses: industrial development, commercial development, and a variety of different kinds of open space

V. ASSESSMENT

Mr. Witcosky shared the following assessment regarding a Request for Proposal path:

Risks

- No responses
- Lose \$100,000
- Membership loss
- Employee attrition
- Performance expectations
- Loss of events
- City staff workload

Opportunities

- Improved partnership
- Responds to scrutiny
- New partnership
- “Know what we don’t know”
- Test non-golf uses

Facility Weaknesses

- Location
- Visibility
- Clubhouse design/layout
- Golf oversupply
- Limited funding
- Identity crisis

VI. DISCUSSION

Councilor Bullock stated he has served as the Golf Committee liaison in the past few years and that the course operator rightly believes they have met the objectives set out for them in the contract and because there are others who want different things done, it creates tension. He shared that there are several demands coming from the membership, the golf course is lacking a profit center, and lacks appeal to Redmond residents as the go-to place that would create a profit center. Since CourseCo is the City’s vendor, Councilor Bullock proposed bringing on an owner’s representative to represent the City in this

process to hopefully bring the possibility of engaging in a long-term operating contract with CourseCo that would require investment on their part in an effort to build a profit center.

CourseCo President and Chief Executive Officer Michael Sharp responded that having a third party is standard business and that CourseCo would welcome and encourage it. In regards to a long-term contract, he stated they would be open to that because it would empower them to address some of the competing demands.

Mayor Endicott commented that Juniper has evolved over time from initially being run by volunteers to present day with professional leadership. The transition from a self-run course to a professionally run course was emotionally difficult for many of the players and created an extremely difficult situation from which to move forward. Mayor Endicott indicated he has been satisfied with CourseCo's performance.

Juniper Golf Committee member Pam Garney shared that the decision to go with CourseCo was because it was the smallest company and they thought they would provide better services. She stated that this has turned out to be true and that CourseCo has done everything the Golf Committee has requested.

Juniper Golf Committee member Tom Majchrowski stated that in his work with government contracts, the government's policy was to go with the "low bid" but that often did not account for whether the low bid offered the necessary technical expertise. He urged extreme caution in putting together a Request for Proposal (RFP) and stated that going with a company that is known and is doing a good job is preferable to going with an unknown entity that may or may not deliver what is needed.

Juniper Golf Committee member Andrew Fitch pointed out that CourseCo did meet the standards but there was still a loss of \$18,000 which came from the City, not CourseCo. He said this additional monetary contribution from the City needs to be addressed in another contract or RFP. He would like to see a contract or RFP address the non-golf community.

Councilor King stated that if the goal is to increase customer service and service hours, those things come at a cost. He said that if the goal is to create a profit center/make money, that changes the conversation. Councilor King urged clarification of the intention to provide service and amenities to the community or to be a money-making endeavor.

Councilor Clark-Endicott asked staff whether increasing the length of term with CourseCo and them funding an expansion would impact the servicing of the bond.

Juniper Golf Committee member Matt McGowan stated that from the perspective of the Golf Committee, CourseCo has met the objectives set for out in the previous contract. The issue is contract wording about "revenue" (as opposed to profit) and that "increased revenue" does not take into account expenses. Mr. McGowan wondered how to change the contract to have a better outcome, and urged thinking outside the box.

Mayor Endicott stated that, in addition to being a Golf Course, it is also a park of the City and in that respect amenities for the community need to be factored in. He said it is a "special purpose park" and unique in that aspect. Mayor Endicott opined Juniper should not be looked at solely as a profit center because, as a park, it is a community amenity.

Juniper Golf Committee member Don Noldge suggested the place to start is with CourseCo and see if the City can negotiate an agreement. If the City and CourseCo cannot come to an agreement, then, bring in a third party, and if this still does not work, put out an RFP. Mr. Noldge pointed out that there is plenty of time to work through his suggested process as the current contract does not expire until the end of this year.

Councilor Bullock concurred with Mr. Noldge, and recommended setting a deadline for the negotiations with CourseCo. If an agreement is not in place at that time, then the City should proceed with an RFP.

Regarding profit, he commented there should be a way to include both revenue and expenses as items of focus. Councilor Bullock alluded to the \$18,000 deficit and what can be done to turn that around. He addressed the topic of funding, stating that the City has been allocating an amount in the annual budget to service the debt, but when there are losses, the City has to find a way to cover that cost, as well. This causes people to question why the Golf Course costs so much money.

Councilor King pointed out that the net operating cash flow is a 5-year average deficit \$28,000, and but the current contract mandates that CourseCo perform community service activities at no cost to the City. He said that mandating community activities at CourseCo's expense and then being alarmed the the facility is losing money is not realistic.

Councilor Centanni raised the question of whether the City wants an asset that breaks even. He said the conversation seems to be centered around it being an "expense" while he sees it as an "investment." Councilor Centanni asked how much money is spent on City Hall and how much money it is making. He stated that the Golf Course is an asset and questioned the objective.

Councilor Bullock stated that the budget is a guiding document of how the City will spend money, and the budget does not include losses or deferred maintenance. He said it is one thing to allocate budget monies for Juniper operations and deferred maintenance, but that changes the conversation. Councilor Bullock advocate for a third party to advise the City on what is reasonable to expect from a golf course so the contract and budget can be created with as much objective information as possible.

VII. PUBLIC TESTIMONY

No comments from the public.

VIII. NEXT STEPS

Mayor Endicott recapped the discussion and recommended the formation of an ad hoc committee consisting of 2-3 members of the Parks Committee and Juniper Golf Committee, an owner's representative, and CourseCo in a 90-day timeframe.

IX. ADJOURN

The workshop was adjourned at 8:01 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD OCTOBER 27, 2020, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock (left at 7:15 p.m.) – Krisanna Clark-Endicott – George Endicott – Camden King – Ginny McPherson – Jay Patrick

MEDIA PRESENT: None

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

BLESSING

No blessing was given.

PLEDGE OF ALLEGIANCE

Councilor Bullock led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Andrew Fitch provided the Council with information regarding landlord/tenant legislation creating a moratorium on rent and mortgages. He expressed concerns that when rent becomes due tenants will not be able to make up those payments which will create a high eviction rate. Mr. Fitch asked the Council to consider a local ordinance creating a plan for the repayment.

CONSENT AGENDA

- A. Minutes of March 17, 2020**
- B. Minutes of April 14, 2020**
- C. Res. #2020-19 – A resolution of the City of Redmond declaring certain City property to be surplus.**
- D. ODOT Agreement #33640; All Roads Transportation Safety Program for Improvements to US Highway 97**

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the Consent Agenda, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

PRESENTATIONS

A. Current Events

Oregon Employment Department's Regional Economist Damon Runberg provided a COVID-19 economic update highlighting job changes during the pandemic as compared to the Great Recession. Other highlights included payroll trends, job loss per industry, and permanent job losses.

Republic Services Municipal Manager Susan Baker shared information on their new expanded program for food waste. Free food waste pails will be available at their Redmond office.

B. Construction Update

City Engineer Mike Caccavano provided the Council with a construction update on the South Redmond Water Facility, SW 43rd Street Waterline, S Canal Boulevard Waterline, Quartz Park, 2019-2020 Curb Ramp Replacement, NW Hemlock Avenue Improvements, and the S Canal Boulevard-SW Pumice Roundabout projects.

C. 1st Quarter Financial Report

Chief Executive Officer Jason Neff provided the 1st quarter financial report. Key financial highlights from the dashboard included:

- Financial impacts from COVID are generally less than assumed during the 1st quarter, but a "v shape recovery" expected in the fiscal year (FY) 2020/2021 budget.
- Year-to-date operating expenses at 24 percent. Year-end projection is at 98 percent.
- Assessed value for property taxes at 8.5 percent; budget assumed 6.2 percent.
- Lodging taxes are trending at 86 percent over prior year levels.
- Three vacant police officer positions will be hired in the 2nd quarter.
- Development Revenues were strong in the 1st quarter despite COVID
- The Airport's financial position is stable with CARES funding, but parking lot use is lagging.
- PERS rate increase in FY 2021/2022 is 14 percent versus 29 percent which was estimated in the 5-year forecast.

Mr. Neff reviewed the department operating financial performance, key statistics, and the investment summary.

PUBLIC HEARING

A. Ord. #2020-15 – An ordinance amending various sections of the Redmond City Code Chapter 8 (Development Code) and making technical changes for the purpose of clarity, improved process and administration.

Mayor Endicott opened the public hearing.

Deputy City Manager John Roberts requested approval of Ord. #2020-15 and provided a brief overview. Planning Manager Deborah McMahon stated technical changes were done for the following reasons:

- Responding to HB 2001 ("Missing Middle" housing)
- Implementing 2019 Housing Needs Analysis
- Creating clear and objective standards
- Reducing barriers to childcare/daycare
- Improving "Cottage Code"
- Clarifying solar regulations and requirements
- Creating more flexibility
- Housing affordability

Public comments were received from the Fair Housing Council (Goal 10 Housing Findings), Hayes McCoy (would require policy changes and will be addressed by the Planning Commission), and Hayden Homes (Cottage Development Standards).

Ms. McMahon answered questions regarding commercial and industrial zones, Residential Care Facilities, and Residential Care Homes.

Councilor Bullock left at this point in the meeting.

Due to the volume of changes being proposed, the consensus of the Council was to allow for additional time for review.

Mayor Endicott continued the public hearing to the November 10, 2020, Council meeting.

ORDINANCES

A. Ord. #2020-16 – An ordinance to amend Chapter 4 of the Redmond City Code, Section 4.332 related to Local Limits, Oil & Grease Limit.

Environmental Programs Supervisor Corissa Holmes presented Ord. #2020-16 which amends Section 4.332 of the City Code relating to local limits on oil and grease. Originally, the limit was set at 100 milligrams per liter (mg/l) with no distinction between polar and non-polar components. Staff proposes setting a limit for polar components at 300 mg/l and non-polar components at 100 mg/l. This change allows users more flexibility in meeting established limits while protecting the City's collection and treatment systems.

Councilor King moved, seconded by Councilor Patrick, to have a first and second reading of Ord. #2020-16 by title only, motion passed. (Bullock-absent, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

City Attorney Keith Leitz read the first and second reading of Ord. #2020-16 by title only.

Councilor King moved, seconded by Councilor Patrick, to approve Ord. #2020-16, motion passed. (ROLL CALL: Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes, Bullock-absent)

B. Ord. #2020-17 – An ordinance permitting temporary administrative approval for recreational vehicles, self-contained travel trailers or similar vehicles (temporary emergency accommodations) on private property within the City of Redmond to protect the health and safety and welfare due to extreme wildfires and displacement of persons from their homes and declaring an emergency.

Mr. Witcosky explained this ordinance is specifically aimed at the evacuees who fled wildfires and will be in place for up to one year.

Mr. Leitz called attention to Section 4 which contains the rationale for putting this ordinance in place and the restrictions that are indicated. Mayor Endicott asked how this differs from Recreational Vehicles that are parked on the street and are occupied. Mr. Leitz stated this situation aims to assist those who were displaced by the wildfires, whereas in the other situation, there is not much the City can do.

Councilor Clark-Endicott moved, seconded by Councilor King, to have a first and second reading of Ord. #2020-17 by title only, motion passed. (Bullock-absent, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

City Attorney Keith Leitz read the first and second reading of Ord. #2020-17 by title only.

Councilor Clark-Endicott moved, seconded by Councilor King, to approve Ord. #2020-17, motion passed. (ROLL CALL: Endicott-yes, King-yes, McPherson-yes, Patrick-yes, Clark-Endicott-yes Bullock-absent)

ACTION ITEMS

A. Res. #2020-20 - A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.

Streets Operations Manager Brad Haynes and Airport Operations Supervisor Mike Wilcox requested approval of Res. #2020-20 which adopts the Public Works and Airport Snow and Ice Control Plans (Plans). The purpose of the Plans are to 1) provide Public Works and the Airport with clear goals, objectives, priorities, and operating procedures in response to snow and ice events, and 2) provide clear

communication and set the response expectations to residents during weather events. The goals of the Plans are as follows:

1. Within available budget, staffing and equipment resources, respond in a cost-effective manner appropriate to the anticipated accumulation levels of snow and ice on City property and right-of-way necessary to facilitate safe travel;
2. Prioritize and define the level of service provided by Public Works and the Airport;
3. Allocate available resources (staffing, supplies, and equipment);
4. Arrange for supplemental resources during times of severe conditions through intergovernmental agreements and private service contracts; and
5. Provide Discretionary Immunity (ORS 30.265(6)(c)).

Mr. Haynes discussed response scenarios, priority routes, public engagement, and citizen preparation. Mr. Wilcox discussed new equipment, minimum standards for snow and ice control, the new Snow Removal Equipment building, and onsite fueling and deicing.

Councilor King moved, seconded by Councilor McPherson, to adopt Res. #2020-20 approving the City's Snow and Ice Control Plans for FY 2020/2021, motion passed. (Bullock-absent, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

B. Purchase Authorization for 2020 Caterpillar 259D3 Compact Track Loader; \$65,513.76

Mr. Hayes requested approval to purchase a 2020 Caterpillar 259D3 Compact Track Loader in the amount of \$65,513.76 from Peterson CAT. He stated key points including maneuverability and multi-function capabilities. In addition, the quoted figure is 21 percent below list price.

Councilor King moved, seconded by Councilor Clark-Endicott, to authorize the City Manager to purchase the 2020 Caterpillar 259D3 Compact Track Loader from Peterson CAT in the amount of \$65,513.76, motion passed. (Bullock-absent, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

A. Resignation of Councilor Calderon

Mayor Endicott stated that Councilor Calderon resigned effective October 26, 2020. In terms of a replacement, he plans to wait until the November election and then make a decision based on the election results, perhaps having the candidate who receives the most votes start early.

COUNCIL COMMENTS

Councilor King encouraged people to vote adding that it is likely too late to mail it in, but the ballot drop box at the library is open.

Councilor Clark-Endicott reported on her National League of Cities' Transportation Infrastructure committee meeting and podcast on voting which she participated in.

Councilor Patrick spoke to Mr. Fitch's comments and would like to research what the City can do. He also would like to see if a full day retreat for the Council can take place in person.

Councilor McPherson concurred with Councilor Patrick's retreat suggestion. She reminded Redmond citizens to be patient, be kind to each other, and follow the guidelines.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported that the Redmond Chamber of Commerce will be holding another golf tournament on October 30, 2020, as an indirect way to celebrate Halloween. Airport flights

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are at 58 percent of normal but increases to 70 percent during busy weekends. Mr. Witcosky explained this is well above the national average so ongoing conversations continue with air carriers that want to add flights to attractive locations. Mr. Witcosky announced there will be an upcoming budget adjustment in December based on the property tax repayment rate (typically 96 percent); recommendations are to repay the Public Works debt (\$1,000,000) and create a fund for a new police station (\$1,000,000).

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

There being no further business, the meeting was adjourned at 8:16 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD NOVEMBER 24, 2020, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock – Krisanna Clark-Endicott – George Endicott – Camden King – Ginny McPherson – Jay Patrick

MEDIA PRESENT: None

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

BLESSING

No blessing was given.

PLEDGE OF ALLEGIANCE

Councilor McPherson led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

There were no comments from citizens at the meeting.

CONSENT AGENDA

- A. Minutes of December 3, 2019**
- B. Minutes of December 10, 2019**
- C. Minutes of May 5, 2020**
- D. Minutes of May 12, 2020**
- E. Minutes of May 19, 2020**
- F. Minutes of May 26, 2020**
- G. Minutes of June 23, 2020**
- H. Minutes of June 30, 2020**

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the Consent Agenda as presented, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

PRESENTATIONS

A. Current Events

Deschutes County Health Services Director Dr. George Conway provided the Council with a COVID-19 update. As of today, Deschutes County has had 1,998 cases and 14 deaths. The current rate of positivity has increased to 9 percent while the number of tests has decreased slightly. Dr. Conway answered questions regarding the hospital system's capacity and in the Intensive Care Unit, the implications for non-COVID patients who need hospital care and/or procedures, the rate of change in total cases and the implications regarding that rate, death rates in the fall of 2020 in comparison with the fall of 2019, whether there is the potential for organ damage in persons who have COVID-19 but are asymptomatic, and trends that can be identified by examining waste in municipal sewage treatment plants.

Redmond Fire & Rescue Fire Chief Ken Kehmna provided an update on call volume noting COVID-19 calls represent 10 percent of the total calls.

Police Chief Dave Tarbet provided an update on off leash dog enforcement, COVID-19 related calls a hit and run fatality, and shooting incident.

City Engineer Mike Caccavano addressed traffic safety, starting with the recent fatality on 6th Street near Kingwood Avenue, noting there appears to be multiple contributing factors. He stated that incorporating a cross walk in that area would be challenging and not likely to improve pedestrian safety. Mr. Caccavano shared that the 5-year Transportation System Plan (TSP) includes the addition of sidewalks from Jackpine Avenue to Maple Avenue in Fiscal Year (FY) 2025/2026 and that there is a traffic light planned at Kingwood Avenue and 6th Street when it is warranted.

PUBLIC HEARING

A. Ord #2020-18 – An ordinance updating and amending the Redmond Transportation System Plan and Redmond Comprehensive Plan.

Mayor Endicott opened the public hearing.

Deputy City Manager John Roberts explained that the TSP consists of seven other plans and is required to be a component of the Comprehensive Plan. The TSP update process has been ongoing for the past three years and consisted of 1,600 hours of work and 34 different project meetings.

Mr. Caccavano explained the various considerations raised by Ed Fitch's letter noting that the next phase of the reroute is a material change to the TSP and would cause a yearlong delay to go back through the public hearings and planning process. He commented that a delay in the process could have major ramifications on obtaining funding for the South 97 Corridor adding the reroute extension is complicated by multiple factors, the grade separated railroad crossings, and concerns about 9th Street which are already addressed in the TSP. The City has the ability to pursue TSP updates in the next five years.

Based on a recommendation by staff, Mayor Endicott continued the public hearing to December 8, 2020

ORDINANCES

A. Ord. #2020-21 – An ordinance declaring a State of Emergency due to Coronavirus (COVID19), to resume the state of emergency from the 24th day of November 2020 through the 30th day of December 2020.

City Manager Keith Witcosky explained that there will be Coronavirus Aid, Relief, and Economic Security Act (CARES) funding to spend by December 30, 2020, and approving Ord. #2020-21 allows him to provide authority to expend the funds after the Council's last meeting on December 8, 2020.

Councilor King moved, seconded by Councilor Clark-Endicott, to have a first and second reading of Ord. #2020-21 by title only, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

City Attorney Keith Leitz read the first and second reading of Ord. #2020-21 by title only.

Councilor King moved, seconded by Councilor Clark-Endicott, to approve Ord. #2020-21, motion passed. (ROLL CALL: Bullock-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

ACTION ITEMS

A. Change Order #3 to City Contract #2020-33 with McKenzie Cascade Heavy Excavation for the NW Hemlock Avenue Improvements Project: \$54,732.70 (WA1901)

Mr. Caccavano explained the purpose of Change Order #3 is to complete a section of sidewalk on Hemlock Avenue. While the bulk of work on Hemlock Avenue between NW 19th Street and NW 35th Street was done during the summer, this particular portion could not be completed because the irrigation canal was in operation. Mr. Caccavano stated that without this sidewalk, the Waverly subdivision remains isolated. He explained that due to the canal, the project included an extension of the irrigation pipe,

construction of a new headwall and a fence relocation in addition to the actual construction of the sidewalk. The bulk of the work will be done in January 2021 while the canal is out of operation

Councilor King moved, seconded by Councilor Clark-Endicott, to authorize the City Manager to sign Change Order #3 to the NW Hemlock Avenue Improvements Project in the amount of \$54,732.70, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

Mayor Endicott noted the orientation process has started with the Councilor Elects and will occur weekly over the next month. He wished everyone a happy Thanksgiving.

COUNCIL COMMENTS

Councilor King wished everyone a happy and safe Thanksgiving.

Councilor McPherson concurred with Councilor King's comments.

Councilor Bullock stated it is important for our citizens to listen to the experts regarding COVID-19 noting that Dr. Conway spent 28 years with the Centers for Disease Control. In addition to being a medical doctor, Dr. Conway also has a Master's degree in Public Health. He asked people to be good neighbors and do their part to keep everyone safe. He wished everyone a happy Thanksgiving.

Councilor Clark-Endicott shared that the Police Department is conducting their Click-it or Tick-it seatbelt safety campaign November 16 through 29. She urged everyone to wear their seatbelts and be safe. Councilor Clark-Endicott provided an update on the National League of Cities City Summit she attended recently.

Councilor Patrick voiced appreciation for information provided by Dr. Conway. He wished everyone an enjoyable Thanksgiving and urged everyone to be careful. Councilor Patrick thanked everyone he saw throughout the week who complied with wearing masks and stated that he thinks the coronavirus will continue to be a problem until the vaccinations are available.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported the State is looking at extending the moratorium for renters. Multnomah County passed an action indicating that renters are to begin paying rent again in January including 10 percent of back rent. Mr. Witcosky said that they would continue to monitor what is happening at the state level, but voiced concerns about the City getting into a "referee" position regarding the issue. Project Turnkey has made \$35 million available to cities to help buy and refurbish hotels and motels for use as long-term homeless shelters. He said that Bethlehem Inn in Bend has indicated interest in opening a shelter in Redmond, but Mr. Witcosky thinks the funds have already been designated. Nevertheless, he said, the City will put an application together for Council's approval on December 8. The Chamber of Commerce will not be hosting the Startlight Parade this year nor will there be a formal tree lighting ceremony although the tree will be lit. The weekly press conferences with Mayor Endicott and Bend Mayor Sally Russell will start again; they will be joined by Deschutes County Commissioner Tony Debone and Dr. Conway. He wished everyone a safe Thanksgiving within the current limitations due to COVID-19.

Mayor Endicott reported that despite rumors in the community, he has not endorsed a parade by a controversial group and will not be attending.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

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There being no further business, the meeting was adjourned at 7:45 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD AUGUST 31, 2021, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock – Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding

MEDIA PRESENT: Nicole Bales, Bend Bulletin

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

CONSENT AGENDA

- A. Minutes of June 22, 2021, Council Meeting**
- B. Minutes of June 29, 2021, Council Meeting**
- C. Minutes of July 6, 2021, Council Meeting**
- D. Minutes of July 14, 2021, Council Meeting**
- E. Minutes of July 21, 2021, Joint Workshop with County Commissioners**
- F. Minutes of August 10, 2021, Council Meeting**
- G. Authorization to Purchase a 2021 Toro Groundmaster 4100-D Large Area Mower. Public Works Park Division: \$75,102**

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the Consent Agenda, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

PROCLAMATIONS

- A. 20th Anniversary of September 11, 2001**

Councilor Patrick moved, seconded by Councilor Fitch, to approve the proclamation, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

Councilor Fitch recalled the unfolding of the events that morning, September 11, 2001, as he was enroute to a morning Council meeting and the dawning realization that it was an attack. He remembered it being a very difficult day for everyone. Mayor Endicott recalled that he was working for the Navy at the time and that within a few hours that morning, they were prepared for war since no one knew exactly what was going on. He concurred that it was a difficult day.

Mayor Endicott read the proclamation.

B. POW-MIA Awareness Day

Councilor Fitch moved, seconded by Councilor Patrick, to approve the proclamation, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

Mayor Endicott read the proclamation.

C. Suicide Awareness Month

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to approve the proclamation, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

Councilor Patrick expressed support for this proclamation, stating this has been a hard year and has read reports that suicide rates have increased, not only with veterans but in general. Mayor Endicott commented on a presentation that indicated an astonishing number of veteran suicides per day.

Councilor Bullock said that schools across the state are engaging in a program called Care and Connection during the first weeks of school to provide multiple layers of support to enable youth to process and deal with the effects of the pandemic.

Mayor Endicott read the proclamation.

PRESENTATIONS

A. 2021 Legislative Session Year End Report

Representative Jack Zika shared his perspective on the virtual legislative session and shared the following highlights:

- **Child Care.** Representative Zika acknowledged that Central Oregon is in a “childcare desert” and stated there are slots for only 2 out of every 10 children that need care. He reported that during the pandemic approximately half of the childcare facilities closed, which served to exacerbate the situation even further. The state received \$73 million in Coronavirus, Aid, Relief, and Economy Security Act (CARES) funds to assist childcare facilities, but the Early Learning Division could not get the money out quickly enough to assist providers. He said that, in order to address this issue, he helped to create the Department of Early Learning and Care. Representative Zika stated that multiple programs, located under different umbrellas were consolidated into this newly formed Department. He discussed House Bill (HB) 3109 which focuses on childcare businesses not being treated differently than any other business.
- **Housing.** Representative Zika discussed his work regarding Accessory Dwelling Units (ADU) which were previously were not allowed outside the Urban Growth Boundary (UGB). He reported that Senate Bill (SB) 391 was passed this year and ADUs are now permitted.
- **Eviction and foreclosure moratoriums.** Representative Zika explained there are funds available for property owners that will allow reimbursement of 100 percent of back-rent that is owed due to non-payment during the pandemic. Software issues have prevented the funds from being dispersed, but they are working to remedy.
- **Additional housing needs addressed:** Funding for Habitat for Humanity to retrofit existing houses to make them more energy efficient, secured \$2.5 million in funds for a Navigation Center for the homeless shelter in Bend, and legislation to make it easier to find a site for Warming Shelters.
- **Redmond projects funded:** Representative Zika shared that \$2.5 million in funding was secured for the Quince Townhome project; \$3 million for the Mental Health Triage Center; funding for sidewalk connectivity; and funding for the sewer line at Skyline Village.
- **Regional projects that benefit Redmond:** \$10 million to OSU-Cascades to build a Student Success Center; 2 new judges for Deschutes County.

A special session will take place in September to consider redistricting.

Councilor Fitch expressed appreciation to Representative Zika for all the hard work he has done in the legislature.

Central Oregon Cities Organization (COCO) Lobbyist Doug Riggs provided the Council with a brief personal background then shared information on the 2021 legislative session. Highlights included a Basin Coordinator for the Deschutes Basin Complex, Policy Option Package (POP) 113, other water funding benefitting Central Oregon, HB 3103 (Water Rights Transfers), HB 2342 (Enterprise Zone flexibility), HB 5547 (American Rescue Plan Act (ARPA) Small Cities Authorization), HB 2485 (Public Records), \$13.8 million for Student Success Center at Oregon State University-Cascades, SB762 (Wildfires), Housing and Homelessness, and Circuit Court Justices.

Mr. Riggs reviewed COCO's involvement and invited interested Councilors to attend the bi-weekly teleconferences to keep up to date regarding what is going on in the legislature in Salem. He stated that

COCO will be conducting a survey in September to determine priorities for COCO; he emphasized COCO's collaborative efforts.

Mayor Endicott asked Mr. Riggs about the anticipated impact of Enterprise Zones and collective bargaining. Mr. Riggs stated the concern is that prevailing wages discourages out-of-state investors from considering investing in Oregon locations. Representative Zika stated he participated in the submission of a Minority Report with the belief that the one-size-fits-all approach is not appropriate to different areas that have different costs of living and different wages. He gave an example of a carpenter in Portland who makes \$60 per hour, and if that is the "prevailing wage", then carpenters in Redmond or John Day or other locations in Oregon would have to be paid that same wage. He pushed for wages be determined on a regional basis, not one wage statewide, but they did not persuade enough legislators to sway the vote.

B. Camping and Sleeping in Public Places Discussion #2

City Attorney Keith Leitz provided a post legislative update on sleeping and camping on public property. Mr. Leitz reviewed details of relevant case law and various Oregon legislation, Redmond's ordinances, and things to consider for future ordinances. Mr. Leitz and Mr. Riggs addressed questions regarding enforcement and time/place/manner considerations.

Mayor Endicott proposed waiting to see the model ordinance that the League of Oregon Cities and the Oregon Law Center are creating before taking action; the Council was in concurrence.

C. Safe Parking Policy Discussion

Deputy City Manager John Roberts introduced his presentation on successful Safe Parking programs and provided details and key elements from programs in the cities of Beaverton, Bend, Eugene, and Salem. He stated that all of the programs are managed by non-profits, sanitation requirements must be met, accountability is required in that strict rules are enforced and guests must sign consent forms; sites must apply to the city to host a program with the recommendation that each site have 3-8 spaces spaces.

In response to Mayor Endicott's question on whether Safe Parking programs would count toward providing low barrier provisions, Mr. Leitz indicated they likely would not since there are barriers in place for these programs. He noted this type of program could relieve pressure on low barrier shelters by providing other options for those who qualify.

Councilor Fitch asked if having Safe Parking programs in Redmond would allow the City to require people who are parked on the streets to move to a Safe Parking site. Mr. Leitz stated he believes having these options would allow the City to tell them they can no longer park there, but the City could not require that they move to a Safe Parking site.

Mr. Roberts introduced Mountain View Fellowship Pastor Rick Russell and REACH representative Stacey Witte. Pastor Russell stated that Mountain View Fellowship has been one of the churches that has hosted the winter shelter in Redmond for the past 5 to 6 years. He acknowledged they were initially hesitant to participate because of the unknowns associated with bringing 20 to 30 unhoused people into their facility, but stated it has been a very positive experience. He opined the Safe Parking program seems like an easy next step for his church since a key ingredient for his congregation is to create connections with people, learning their names and stories, and to draw people out of isolation and back into relationships, and society. Pastor Russell stated he has no incentive to invite chaos onto their location, but he is confident that this can be done successfully if four needs are met: locations (quiet parking lots), case management (provided by REACH), funding (currently pursuing grant funding), and the City's ordinance. Pastor Russell addressed the "if you build it, they will come" concern that was raised during the last Council meeting noting they have kept data which indicates that more than 80

percent of those who utilized the winter shelter were from Central Oregon and that the small percentage of persons from out of state were passing through and got stuck in this area for a few days.

Ms. Witte stated the Safe Parking program is not the solution to homelessness but opined it can be part of the solution. A program can be set up quickly with minimal cost, has a great success rate and is effective in building relationships with the guests. Ms. Witte described the process of how the Safe Parking programs operate in Bend, including referrals, intake, transparency about the guidelines, and assessment of vulnerability.

Councilor Fitch met with Pastor Russell who expressed concern that Mountain View would be the only Safe Parking site. Councilor Fitch has since spoken with Father Unger at St. Thomas who is interested in hosting a site. Councilor Fitch urged caution, stating that the goal is to ensure the continued livability of neighborhoods. He inquired on the number of sites and spaces needed, and whether other churches, non-profits, or businesses are interested in hosting a site. Councilor Fitch expressed support for a Safe Parking program but advocated for addressing the issues in advance of allowing them to be established. Ms. Witte responded to Councilor Fitch's concerns and stated that Nativity Lutheran Church in Bend proactively dealt with the concern of neighbors by sending a letter in advance which explained the program and listing phone numbers for her and the Church for any questions or concerns.

Councilor Patrick concurred with Councilor Fitch's concerns adding that governments are not going to solve the issue of homelessness, but it will take churches and concerned citizens to step forward. Councilor Patrick spoke in favor of the Safe Parking projects and stated that he would like to see the City remove any stumbling blocks to these projects being implemented.

Councilor Clark-Endicott stated that she thinks this is a good option for faith communities to address the issues homelessness. She asked Ms. Witte if there was a process for dealing with complaints from neighbors if any are raised. Ms. Witte said that there is a grievance form that can be completed, then they will speak directly with the resident in an effort to resolve the issue.

Regarding the issue of disturbances, Pastor Russell commented they have never received a complaint from a neighbor despite having 20 to 30 people coming and going every day at the winter shelter.

Councilor Bullock spoke about the REACH program and the process they utilize to addresses many of the concerns people have about the Safe Parking project. He advocated for Council to remove as many barriers as possible so that Pastor Russell and others can proceed with providing this service.

Councilor Wedding stated she is in favor of taking action to support this program because there are guidelines in place as well as success stories.

Councilor Evelyn spoke in favor of supporting the Safe Parking program. He has spoken with Ms. Witte and believes she understands the process and can guide the City in creating this program.

There is concurrence among the Councilors to pursue the Safe Parking program. Mr. Roberts explained that staff will work to get an ordinance prepared as soon as possible. Mr. Leitz confirmed the ordinance can contain an emergency clause so it becomes effective immediately upon passage by the Council.

BID AWARDS / BID REJECTIONS

A. Award of contract to Wilson Curb Inc., for NW 10th Street sidewalks in the amount of \$388,972 (Project #TR2101)

City Engineer Mike Caccavano requested approval of a bid award to Wilson Curb, Inc. for the NW 10th Street Sidewalks Project. The City received two bids in response to a formal invitation to bid. After review, Wilson Curb, Inc. was deemed the lowest responsible bidder at \$388,972; the engineers estimate of costs was \$398,305.50. The project consists of sidewalks and Americans with Disabilities Act

improvements along the west side of NW 10th Street between NW Canyon Drive and NW Quince Avenue. Mr. Caccavano addressed questions on determining priority sidewalks, neighborhood outreach and addressing concerns of property owners who would be impacted by the project.

Councilor Wedding moved, seconded by Councilor Clark-Endicott, to award the NW 10th Street Sidewalk Project to Wilson Curb, Inc. in the amount of \$388,972.00 and authorize the City Manager to sign the contract, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

B. Award contract to Knife River Corporation Northwest for the Airport Taxiway F Pavement and Airfield Electrical Rehabilitation Project – AIP 047 (AP4700): \$6,532,107.60

Airport Director Zachary Bass requested approval of a bid award to Knife River for the Taxiway F Pavement and Airfield Electrical Rehabilitation Project. The City received two bids in response to a formal invitation to bid. After review, Knife River was deemed the lowest responsible bidder at \$6,532,107.60; the engineers estimate of costs was \$398,305.50. The project consists of a new pavement surface for Taxiway F, adding an additional access taxiway to the commercial service aircraft parking ramp, and updating the airfield lighting and signage electrical system.

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to award the Taxiway F Pavement and Airfield Electrical Rehabilitation Project to Knife River Corporation Northwest in the amount of \$6,532,107.60 and authorize the City Manager to sign the contract, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

PUBLIC HEARINGS

A. Budget Adjustments

- i. Resolution #2021-22 – A resolution of the City of Redmond to make Budget Adjustments. (Fiscal Year 2021/22 to Transportation, Water and Wastewater Funds: \$767,000)**

Mayor Endicott opened the public hearing.

Chief Financial Officer Jason Neff requested approval of Resolution #2021-22 which makes adjustments to the Fiscal Year (FY) 2021/22 budget for unplanned expenditures. Mr. Neff described three adjustments which affect the Transportation Fund (Infrastructure Maintenance Sub-Fund), the Water Fund (Operations Sub-Fund), and the Wastewater Fund (Operations and Capital Projects Sub-Funds).

There being no further testimony, Mayor Endicott closed the public hearing.

Councilor Wedding moved, seconded by Councilor Patrick, to adopt Resolution #2021-22 adjusting the City's FY 2021/22 budget, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

- ii. A Resolution of the City of Redmond to make Budget Adjustments in Fiscal Year 2021/22 for the Allocation of American Rescue Plan Act (ARPA) Resources: \$2,931,535.**

Mayor Endicott opened the public hearing.

Mr. Neff explained that at the Council's August 10, 2021, meeting, staff was directed to allocate \$2,931,535 in American Rescue Plan Act (ARPA) funds as follows:

- Public Safety Facility (\$2 million)
- Bethlehem Inn (\$450,000)
- Shepherd's House Ministries (\$300,000)
- Jericho Road/Oasis Village (\$181,535)

Resolution #2021-23 and 2021-24 each represent a different financial approach to meet the Council's direction while addressing the complexity of reporting requirements associated with federal grants. Resolution #2021-23 directly invests ARPA funds to the identified homelessness initiatives while Resolution #2021-24 invests all of the ARPA funds to the Public Safety Facility, and an equivalent amount of discretionary fund monies for the homelessness initiatives. Both options meet ARPA eligibility categories and will require a City contract with each recipient. Staff's recommendation would be approval of Resolution #2021-24 due to the lower amount of staff time involved in managing ARPA funds.

Councilor Bullock spoke in favor of Resolution #2021-24 since it makes the administration of the ARPA funds less time intensive for staff.

Councilor Patrick stated he has received in excess of 50 emails about the expenditure of ARPA funds and that the main argument was those citizens were opposed to spending City dollars to support non-profit agencies. He stated needs further explanation on the projects proposed by Shepherd's House Ministries and Jericho Road. Councilor Patrick stated the money for these projects needs to come from Deschutes County and not the City and proposed a meeting with the County Commissioners where the three non-profits could make presentations that address more specifically their plans for the funds. He said that he hopes, then, that the County will provide more funding for these projects so that the full brunt will not fall on the City.

James Cook urged the Council to follow through on their commitment to allocate these funds to projects for unhoused citizens in Redmond. He pledged that service providers will ensure that the funds are spent wisely. Mr. Cook elaborated on the various collaborative efforts already in place in Redmond and invited the Council members to participate in the service provider meetings and ask questions.

Lena Berry expressed appreciation to the Council, and specifically to Councilor Patrick, for supporting the use of ARPA funds to provide services to houseless citizens. She stated she is confident the three agencies can answer questions fully and dispel fears about the use of funds. Ms. Berry invited the Council to attend the Sunday picnic and meet some of those who are unhoused.

There being no further testimony, Mayor Endicott closed the public hearing.

Councilor Patrick stated that, despite research, he does not have a clear understanding of what the non-profits plan to do with the money. He specifically alluded to the Jericho Road project. He said that he wants to hear from Shepherd's House regarding what their short-term and long-term plans are. Councilor Patrick reiterated his desire to see if Deschutes County will contribute more funding for these projects.

Councilor Fitch referred to an online video about the homeless issue in Seattle which has made downtown Seattle almost unlivable. He has recently witnessed litter on 6th Street in Redmond. Councilor Fitch acknowledged the reality of homeless citizens in Redmond and opined the issue needs to be addressed. He is in agreement with Councilor Patrick about receiving additional information on how the money will be spent. He elaborated on the importance of these projects and how having those resources in place provides houseless persons places to go instead of camping in the parks or along the streets. Councilor Fitch proposed that the Council adopt Resolution #2021-24 with the caveat that the money designated for these three projects be held until the Council receives the answers requested regarding the use of the money.

Councilor Bullock stated that any allocation of money to be awarded would require a contract with the City and that those contracts would answer any questions that Councilor Patrick has.

Councilor Bullock moved, seconded by Councilor Evelyn, to adopt Resolution #2021-24 adjusting the City's FY 2021/22 budget.

Councilor Clark-Endicott voiced agreement with Councilor Patrick, stating that allocating the funds is premature. She reiterated her belief that funding homeless projects is not a function of City government but rather is the responsibility of churches, non-profits, and county and state governments. Councilor Clark-Endicott restated her comments that local seniors and other citizens living on fixed budgets cannot absorb the cost of providing services to homeless persons. She commented that funding for projects like these needs to come from the State since the legislature has designated \$700 million to address the houseless situation in Oregon. She predicted there will be shortfall on funding items in Redmond, such as police officers and sidewalks, if the City begins to fund things it is not responsible for. Councilor Clark-Endicott stated that she will not support this resolution and will not support the use of ARPA funds to address houseless projects.

Mayor Endicott opined the Council needs to see how the funds will be spent before approving the expenditure. He concurs with Councilor Patrick that more information is needed, particularly the Jericho Road project. Mayor Endicott agreed that a joint meeting with Deschutes County would be an appropriate step forward.

Councilor Evelyn commented that he perceives Council is “back pedaling”, pointing out that at the last meeting there were presentations, questions were answered, and a vote in favor was taken. He expressed concern regarding the effort to go back and re-do what has already occurred. Councilor Evelyn proposed the Council proceed in adopting Resolution #2021-24.

Mayor Endicott said that technically the Council did not approve any budget allocations at the last meeting but only approved directing staff to come back with budget adjustments.

Councilor Wedding concurred with Councilor Patrick, stating it is the Council's responsibility to know where the money is going adding it is wrong to make a decision without having a full understanding. She expressed hesitation to fund these projects with money that has been given to the City because those funds might be needed for infrastructure. She emphasized the need to know that each of these projects are sustainable so that the non-profits will not come back to the City in the future asking for additional funding.

Councilor Fitch stated that the sentiment of those wanting details in advance of a budget allocation is contrary to how the City has functioned and he sees this approach as a reversal of previously used processes. Councilor Fitch disagreed with Councilor Clark-Endicott that homelessness is not a City issue noting that when people begin sleeping in the parks, the Council the ones faced with dealing with the issue. He stated that the proposed budget allocations are capital investments in these programs, not in operating the programs.

Councilor Patrick opined there is a good chance that Deschutes County will come forward with more money, and he wants Council to ask them for some of their \$38 million ARPA funds.

Councilor Bullock stated he will not withdraw his motion and called the question. He shared his disappointment that the Council is back at this point again. Councilor Bullock concurred with Councilor Fitch about the budgeting process and urged moving forward with this issue.

Motion failed. (Bullock-yes, Clark-Endicott-no, Endicott-no, Evelyn-yes, Fitch-yes, Patrick-no, Wedding-no)

Councilor Bullock moved to adopt Resolution #2021-23 adjusting the City's FY 2021/22 budget. Motion failed for lack of a second.

Councilor Fitch suggested that Mayor Endicott and Mr. Witcosky talk with Deschutes County to determine what, if any, interest they have in contributing more funds to the homeless initiatives in Redmond. Mayor Endicott concurred with Councilor Fitch's suggestion and instructed Mr. Witcosky to set up a meeting.

Councilor Fitch followed up with the recommendation that, if the County is not interested or able to contributing more funding to Redmond homeless initiatives, the leaders of these three initiatives be asked to bring detailed explanations of how the money requested will be utilized. He added a request that the two Resolutions come back before the Council after that information has been presented.

City Manager Keith Witcosky asked for clarification as to whether approval was given for the money to purchase the land for the Public Safety Facility or if that had also been postponed. Mayor Endicott indicated it could be a separate motion.

Councilor Clark-Endicott alluded to the other suggestions made at the last Council meeting by Councilor Patrick for other ways to use the funding and stated that she is displeased with how the process has worked. She would like to see each Councilor send comments to the City Manager on how they want to see the ARPA funds used. The City Manager can compile the comments and discuss at a future meeting. Councilor Clark-Endicott stated that she would like to see a discussion of other options beyond the three homeless initiatives which Council have been discussing.

Councilor Clark-Endicott moved to approve \$2,000,000 of the ARPA funds for the purchase of the Public Safety Building. Councilor Clark-Endicott withdrew her motion.

Mr. Leitz said that it is necessary to begin with one of the resolutions and that it is possible to amend the \$931,535 out of the resolution. He said this would allow the budget resolution to be done tonight. Councilor Fitch was not supportive of amending one of these resolutions, stating that it fundamentally changes the resolution that was posted for citizens. His recommendation was that this action be done at the next meeting with proper notice. Mayor Endicott instructed staff to prepare a resolution for the next meeting that will designate \$2 million to go toward the Public Safety Facility and leave the \$931,535 out so that it can be discussed further.

Mr. Witcosky said that notice will go out so that this proposed resolution can be addressed at the September 14 Council meeting.

Councilor Bullock asked Mr. Neff about whether the money, in excess of a couple million dollars from land sales, has been set aside for the purchase of the Public Safety Facility land. Mr. Neff responded that it has not because a couple of issues have occurred and at least one sale has not closed. Councilor Bullock asked for a full report of the money allocated to pay for the property, both using and not using ARPA funds.

ACTION ITEMS

A. Acceptance of US Department of Transportation Air Service Development Grant: \$800,000

Mr. Bass requested acceptance of the grant, explaining it would be used to incentivize American Airlines to provide direct service to Dallas-Fort Worth airport. In March 2021, the Central Oregon Air Service Team applied for this grant. The total package is \$1.15 million and will be offered to American Airlines or possibly another airline.

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to accept the U.S. Department of Transportation Small Air Service Community Grant offer of \$800,000.00 and authorize the City Manager to sign the grant offer, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

EXECUTIVE SESSION

Mayor Endicott convened the Council into Executive Session at 9:10 p.m.in accordance ORS 192.660(2)(h) authorizing executive sessions “to consult with counsel concerning the legal rights and

duties of a public body with regard to current litigation or litigation likely to be filed.” and ORS 192.660(2)(i) authorizing executive sessions “to review and evaluate, pursuant to standards, criteria and policy directives adopted by the governing body, the employment-related performance of the chief executive officer of any public body...”

Councilor Fitch declared a conflict of interest during Executive Session on a litigation topic.

Mayor Endicott closed the Executive Session portion of the meeting at 10:00 p.m.

The regular portion of the meeting was called to order at 10:00 p.m.

MOTIONS AS A RESULT OF EXECUTIVE SESSION

Councilor Fitch moved, seconded by Councilor Clark-Endicott, to approve the changes to the contract with Keith Witcosky, to include the following: Changing the contract begin date to July 1, 2021, changing the term of the contract to an indefinite term, changing the performance review to a Council review every year and a Council with staff review every other year, revisit pay and benefits every year, and changing the monthly pay rate from \$12,816 to \$13,457, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

Councilor Fitch moved, seconded by Councilor Clark-Endicott, to delegate to Redmond’s City Attorney, Keith Leitz, authority to negotiate an agreement with the entities that have already filed opioid litigation on behalf of Oregon local entities (Clackamas County, Clatsop County, Columbia County, Curry County, Jackson County, Josephine County, Lane County, Multnomah County, Washington County, Yamhill County and the City of Portland) regarding the distribution of settlement funds from that litigation intended for local entities. The City Attorney will bring any proposed agreement to this body for final approval, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

OTHER BUSINESS

There being no further business, the meeting was adjourned at 10:12 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

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STAFF REPORT

DATE: September 14, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Mike Caccavano, City Engineer
FROM: Steve Wilson, Civil Engineer II
SUBJECT: Amendment #3 to City Contract #2020-45 with DOWL LLC for the Maple Avenue Staircase Project (PK 2101): \$9,000

Addresses Council Goal:

- 6.E. Plan, promote and develop bicycle and pedestrian facilities.
- 6.F. Strive for an interconnected community of parks and open space.

Report in Brief:

This item requests City Council authorization for a \$9,000 increase to contract #2020-45 with DOWL, LLC for the design and construction management of the Maple Avenue Staircase. This will be the third amendment to the existing contract. It also increases the length from October 31 to December 3 to allow for the work to be completed.

Background:

On July 14, 2020, City Council authorized a \$99,574 contract with DOWL, LLC for the construction of a staircase at east end of the Maple Bridge. The project has multiple objectives, including providing another pedestrian access point to the heavily used Dry Canyon amenity.

The contract is for design and construction management services which includes construction contract administration, engineering, and inspection service during construction.

This is the third amendment which raises the total contract cost to \$114,954 (details of the increases follow). It also increases the length October 31 to December 3 to allow for the work to be completed.

Discussion:

Design was completed, the construction of the improvement has been bid and awarded, and construction is nearly complete. However, unanticipated conditions during construction required a redesign. Specifically, the subsurface rock conditions on the canyon wall.

This \$9,000 contract amendment includes reworking engineering calculations, plan and profile changes, and coordination with the contractor provided by DOWL.

While existing project budget covered the cost to review submittals, field inspection and final as-built records, additional funds are needed to complete the final design management of the project, estimated at \$9,000.

The original contract amount for design and construction services was \$99,574. This is the third contract amendment. The previous two were for:

- Amendment 1 increased the contract by \$6,380 to design additional accommodations for bicycles. This amount was within the Parks Division Manager's approval authority.

- Amendment 2 was a time extension with no change in cost.
- Amendment 3, brings the total contract cost to \$114,954 for a total change of 15%. Since the increase exceeds 10 percent, City Council approval is required.

Fiscal Impact:

Funding will be provided through the Parks and Facilities Fund, SDC Improvement Sub-Fund: 22279-01-000-07-01-06.

Alternative Courses of Action:

1. Approve Amendment #3 to DOWL's contract in the amount of \$9,000 for added services.
2. Request additional information.
3. Do not approve Amendment #3.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to sign Amendment #3 to the DOWL, LLC contract for additional services in the amount of \$9,000."



CITY OF REDMOND

ENGINEERING DEPARTMENT

243 E. Antler Avenue
Redmond, OR 97756

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FAX: 541.923.4035
www.redmond.or.us

Amendment #3 to Contract 2020-45

Project: Maple Staircase Project – PK 2101
Manager: Steve Wilson
Amendment: 3
Date: September 14, 2021
Contractor: DOWL
701 Fifth Avenue, Suite 4120
Seattle, WA 98104

Amendment #3:

Change Order Request #3 is for an increase in the contract amount of \$9000 for the additional work included in the redesign and change order negotiations for the Maple Avenue Staircase Project. Total Change Orders to date is 15% of the original contract.

Time extension to contract 2020-45. Time extension aligns design services with construction completion of the Maple Staircase for field design change and completion of as-builts.

Original contract expires on October 31, 2021. This amendment extends contract to December 3, 2021.

Method of Payment:

Parks Acct. 22279.01.000.07.01.06.

Amendment #3	\$9000.00
Amendment #2	Time extension only
Amendment #1	\$6380.00
Original Contract:	\$99,574.00
Revised Contract Completion:	\$114,954.00
Amendment Approval:	

DOWL

City Manager

City of Redmond PROCLAMATION

A proclamation designating September 17-23, 2021, as

CONSTITUTION WEEK

WHEREAS, the Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and

WHEREAS, September 17, 2021, marks the two hundred and thirty-fourth anniversary of the framing of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate it; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

NOW, THEREFORE BE IT RESOLVED THAT the week of September 17-23 is hereby designated to be **CONSTITUTION WEEK** in the City of Redmond. All citizens are urged to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties.

APPROVED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

The City of Redmond, Oregon

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

City of Redmond PROCLAMATION

A proclamation designating the first Friday of October, as **NATIONAL MANUFACTURING DAY**

WHEREAS, the first Friday of October each year is designated as National Manufacturing Day; and

WHEREAS, manufacturing makes a very significant contribution to the national, state, and local economy; and

WHEREAS, Redmond is a significant contributor to the manufacturing industry in our region and is fortunate to be the home of many world-class and diverse manufacturing companies; and

WHEREAS, Redmond serves as the region's manufacturing hub and accounts for over 1,510 jobs within the city as of 2020. Over 28 percent of the Deschutes County manufacturing jobs are in Redmond. Redmond's employment in the manufacturing sector expanded by 80 percent from 2010-2020, while real total wages paid in the sector grew by a remarkable 84 percent; and

WHEREAS, the manufacturing companies located in Redmond add to the vitality and prosperity of our community by providing high paying quality jobs.

NOW, THEREFORE BE IT RESOLVED THAT the City Council of the City of Redmond, Oregon, hereby proclaims the first Friday of October, to be **NATIONAL MANUFACTURING DAY**. For 2021, the National Manufacturing Day is hereby designated as October 1, 2021. The City Council hereby urges all citizens to join in recognizing the value of our manufacturers and the importance they serve in our community.

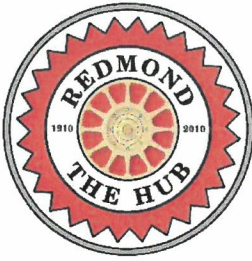
APPROVED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

The City of Redmond, Oregon

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND
Redmond City Council

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FUTURE AGENDA ITEM TEMPLATE
(TO BE FILLED OUT BY CITY COUNCIL MEMBERS)

City Council Member: Ed Fitch

Topic: Water

Purpose of Item: To get detailed projection of water resource in the future (e.g. water rights held vs. future population projections)

Objectives: Determine if the city should acquire more water rights now when they are available

Requested Worksession Month:

October



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STAFF REPORT

DATE: September 14, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Dusty Hood, PFC Operations & Maintenance Manager
SUBJECT: Contract Award to Sunlight Solar Energy, Inc for the Senior Center Solar Project (SC2101): \$119,800

Addresses Council Goal:

1. B. vii. - Improve the energy independence of City owned facilities and transportation fleet operations. Develop short and long-term strategies for increasing energy efficiency and utilizing renewable resources.
- 3.C. - Leverage General Fund revenues by exploring resource development opportunities, grants and other sources of revenue to address City's infrastructure needs.

Report in Brief:

This item requests City Council award Sunlight Solar Energy a solar installation contract for the Redmond Senior Center in the amount of \$119,800.

Background:

The Redmond Senior Center is located at 325 NW Dogwood. The City owns the 14,000 square foot facility and leases it to the non-profit Redmond Senior Center (Senior Center) for \$1.00 per month.

The favorable lease cost provides the Senior Center the ability to focus its resources on advancing opportunities for older adults to realize happier, healthier and more meaningful lives. This is accomplished through daily lunches and a variety of activities that encourage social interaction.

In spring 2020, representatives from the Senior Center approached the City about the possibility of installing solar panels on the facility and pursuing a funding opportunity through Pacific Power's Blue Sky grant program. It was proposed that any energy cost savings (estimated to be \$6,000 to \$10,800 per year) allows the Senior Center to invest more in mission-centric programs.

The City and Senior Center partnered with Sunlight Solar Energy, Inc (Bend) to complete a feasibility study and assist in the application process for the Blue Sky grant. Energy Trust of Oregon (ETO) provided \$1,800 in incentive funding for the feasibility study and the reservation of an additional \$14,075 in rebates towards the solar installation project.

In February, the City received notice that the project was for a funding award of up to \$100,000. The grant and associated Grant Agreement were accepted by Council on February 23, 2021.

Discussion:

The City publicly advertised the Senior Center Solar Project with an Invitation to Bid on August 28, 2021 per ORS Section 279A. One bid was received and publicly read on August 18, 2021.

Sunlight Solar Energy, Inc is the successful bidder with a bid amount of \$119,800. The bid is less than the City estimate of \$150,000. Notice of Intent to Award was issued on August 20, 2021. This project has a completion date of March 31, 2022.

Fiscal Impact:

Funding for this project is included in the Fiscal Year 2021/22 budget (see attached). The Pacific Power Blue Sky grant will provide up to \$100,000 with the remainder of the project funded from ETO incentives (\$14,075) and Community Development Block Grant funding (\$5,725).

Alternative Courses of Action:

1. Approve the contract with Sunlight Solar Energy, Inc in the amount of \$119,800.
2. Request additional information.
3. Do not approve the contract.

Recommendation / Suggested Motion:

"I move to award the Senior Center Solar Project to Sunlight Solar Energy, Inc in the amount of \$119,800.00 and authorize the City Manager to execute the contract."



THE CAPITAL PROJECTS FUND

The Capital Projects Fund provides for the acquisition and construction of major capital facilities (other than those financed by enterprise funds such as Airport, Water or Wastewater). In recent past, the fund has included activity for the New City Hall / Civic Center (Evergreen Elementary Rehabilitation Project), Desert Rise Industrial Site development and other miscellaneous developments.

BUDGET SUMMARY

Capital Projects Fund	FY 2018/19 Actual	FY 2019/20 Actual	FY 2020/21 Budget	FY 2021/22 Budget
Current Resources				
Interfund Transfers	513,053	-	-	67,105
Grants	-	-	162,500	121,875
Other	-	-	299,100	373,400
TOTAL CURRENT RESOURCES	513,053	-	461,600	562,380
Beginning Fund Balances				
Capital Projects (General Fund)	83,820	83,820	83,820	83,820
TOTAL BEGINNING FUND BALANCES	83,820	83,820	83,820	83,820
TOTAL RESOURCES	596,873	83,820	545,420	646,200
Expenditures by Sub-Fund				
Capital Projects (General Fund)	-	-	83,820	300,000
Other Projects	513,053	-	461,600	346,200
TOTAL EXPENDITURES	513,053	-	545,420	646,200
Expenditures by Object Classification				
Capital Outlay	-	-	461,600	646,200
Debt Service	513,053	-	-	-
Unappropriated Reserve	-	-	83,820	-
TOTAL EXPENDITURES	513,053	-	545,420	646,200
NET FUND TOTAL	83,820	83,820	-	-

NOTES ON THE FISCAL YEAR 2021/22 BUDGET

- The budget includes 2 City Projects:
 - \$150,000 to replace the Transportation cool storage roof at the Public Works Facility. This project is funded by \$83,820 which was left over from the City Hall project (originated from the General Fund) and an additional \$66,180 contribution from the General Fund.
 - \$150,000 to install Solar Panels at the Redmond Senior Center. The City owns a 14,000 square foot facility at 325 NW Dogwood Avenue which is leased (\$1/month) to the Redmond Senior Center, a non-profit organization. The project includes the installation of a 60.8 kW solar system that will generate an estimated \$217,000 in energy savings over its 25-year expected life. Energy cost savings will be redirected for programs that serve the senior community, such as essential home meal services, and activities and support groups aligned with national standards set for community-based senior centers. In February 2021, the City Council accepted a \$100,000 grant from Pacific Power's Blue Sky program which provides funding for the installation of renewable energy projects. Below is a summary of the funding for the project:

Blue Sky Grant	\$100,000
Energy Trust of Oregon Incentive	\$ 14,075
Community Development Block Grant (CDBG)	\$ 35,000
General Fund	\$ 925
TOTAL	\$150,000



SENIOR CENTER SOLAR PROJECT

AWARD OF CONTRACT TO SUNRISE SOLAR ENERGY

CITY COUNCIL MEETING
SEPTEMBER 14, 2021



BACKGROUND

- SUMMER 2020 – SUNLIGHT SOLAR ENERGY INC. COMPLETED A FEASIBILITY STUDY
 - \$6,000 - \$10,800 PER YEAR IN SAVINGS WITH SOLAR INSTALLATION
- FEBRUARY 2021 – SELECTED BY PACIFIC POWER'S BLUE SKY GRANT PROGRAM TO RECEIVE UP TO \$100,000
- \$150,000 INCLUDED IN FY 2021/22 BUDGET
 - BLUE SKY GRANT \$100,000
 - ENERGY TRUST OF OREGON INCENTIVE \$ 14,075
 - COMMUNITY DEVELOPMENT BLOCK GRANT \$ 35,000
 - GENERAL FUND \$ 925
 - TOTAL \$150,000



COMPETITIVE BID

- PROJECT PUBLICLY BID IN JULY 2021
- ONE BID WAS RECEIVED ON AUGUST 17, 2021

Bidder	Amount
Sunlight Solar Energy Inc.	\$119,800.00

- CONSTRUCTION TO START FALL 2021 AND COMPLETED BY SPRING 2022



QUESTIONS?





CITY OF REDMOND

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STAFF REPORT

DATE: September 14, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: Jason Neff, Chief Financial Officer
SUBJECT: Resolutions of the City of Redmond to make Budget Adjustments in Fiscal Year 2021/22 for the Allocation of American Rescue Plan Act (ARPA) Resources: \$2,631,535.

Addresses Council Goal:

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

Report in Brief:

Adjust the Fiscal Year (FY) 2021/22 budget to allocate the first half (\$2.93M of \$5.86M) of American Rescue Plan Act (ARPA) resources based on City Council direction provided on August 10, 2021.

Background:

Budget Adjustments:

Supplemental budgets are permitted under Oregon Revised Statutes 294.471 (ORS). The proposed budget adjustment is greater than the 10 percent change threshold. Therefore, a public hearing is required. Per the ORS, a notice of a supplemental budget hearing was published greater than or equal to five days in advance of this City Council meeting.

ARPA Funds:

Signed into law by President Biden on March 11, 2021, the ARPA allocates \$1.9 trillion to COVID-19 relief and economic recovery across the nation. Cities in Oregon will directly receive more than \$680 million through the Coronavirus Local Fiscal Recovery Fund. The City of Redmond's allocation is \$5.86 million. The City will receive these funds through two distributions. The initial distribution of \$2.93 million was received in June 2021. The City anticipates receiving a second distribution of \$2.93 million in June 2022. The City is required to obligate all of the funds by December 31, 2024, and fully distribute them by December 31, 2026.

Discussion:

On August 10, 2021, the Council deliberated, took public comment regarding the use of ARPA Funds, and gave staff direction to prepare a budget adjustment which allocates the first half of the ARPA funds (\$2,931,535) as follows:

Public Safety Facility	\$ 2,000,000
<u>Homelessness Initiatives / Projects</u>	<u>\$ 931,535</u>
Bethlehem Inn	\$ 450,000
Shepherd's House Ministries	\$ 300,000
Jericho Road / Oasis Village	\$ 181,535

Details on the deliberations and the final Council vote for these items can be found in the meeting minutes from August 10. Shepherd's House Ministries withdrew its ARPA request on September 2nd. \$300,000 of ARPA funding is not included in the attached resolutions.

Staff has prepared three different resolutions. Resolutions 26 and 27 use discretionary General Fund dollars for the Homeless Initiatives with an equivalent increase towards the Public Safety Facility via ARPA funds.

Recipients will be obligated to enter into contracts with the City and will draw down their resources on a reimbursement basis.

Resolution #2021-25:

This resolution deploys ARPA Funds by investing \$2,000,000 in the Public Safety Facility project. These funds will likely be utilized in FY 2021/22 for land acquisition. The budget adjustment is summarized below:

General Fund (ARPA Sub-Fund)

	Resources	Expenditures
Federal Grants & Awards	\$ 2,000,000	
Transfers (to Capital Projects for Public Safety Facility)		\$ 2,000,000
Total Change	\$ 2,000,000	\$ 2,000,000

Capital Projects Fund (for Public Safety Facility)

	Resources	Expenditures
Interfund Transfers	\$ 2,000,000	
Capital Outlay		\$ 2,000,000
Total Change	\$ 2,000,000	\$ 2,000,000

Resolution #2021-26:

This resolution minimizes the complexity of reporting and the amount of City staff time associated with the management of the ARPA (Federal Grants). This resolution still leverages the ARPA funding to invest in the Bethlehem Inn Homelessness Initiative / Project. However, ARPA funds would formally invest \$450,000 additional in the Public Safety Facility while General Fund discretionary resources (\$450,000) will formally fund the Bethlehem Inn. The General Fund discretionary resources are derived from the \$2,300,000 authorized for the Public Safety Facility by City Council on July 14, 2021. This reduces the administrative burdens related to managing the expenditure of federal dollars on staff. The budget adjustment is summarized below:

General Fund (General Sub-Fund)

	Resources	Expenditures
Materials & Services (Bethlehem Inn)		\$ 450,000
Transfers (to Capital Projects for Public Safety Facility)		(\$ 450,000)
Total Change	\$ 0	\$ 0

General Fund (ARPA Sub-Fund)

	Resources	Expenditures
Federal Grants & Awards	\$ 450,000	
Transfers (to Capital Projects for Public Safety Facility)		\$ 450,000
Total Change	\$ 450,000	\$ 450,000

Capital Projects Fund (for Public Safety Facility)

	Resources	Expenditures
Interfund Transfers	\$ 450,000	
Capital Outlay		\$ 450,000
Total Change	\$ 450,000	\$ 450,000

Resolution #2021-27:

This resolution minimizes the complexity of reporting and the amount of City staff time associated with the management of the ARPA (Federal Grants). This resolution still leverages the ARPA funding to invest in the Jericho Road / Oasis Village Homelessness Initiative / Project. However, ARPA funds would formally invest \$181,535 additional in the Public Safety Facility while General Fund discretionary resources (\$181,535) will formally fund the Jericho Road / Oasis Village. The General Fund discretionary resources are derived from the \$2,300,000 authorized for the Public Safety Facility by City Council on July 14, 2021. This reduces the administrative burdens related to managing the expenditure of federal dollars on staff. The budget adjustment is summarized below:

General Fund (General Sub-Fund)

	Resources	Expenditures
Materials & Services (Oasis Village)		\$ 181,535
Transfers (to Capital Projects for Public Safety Facility)		(\$ 181,535)
Total Change	\$ 0	\$ 0

General Fund (ARPA Sub-Fund)

	Resources	Expenditures
Federal Grants & Awards	\$ 181,535	
Transfers (to Capital Projects for Public Safety Facility)		\$ 181,535
Total Change	\$ 181,535	\$ 181,535

Capital Projects Fund (for Public Safety Facility)

	Resources	Expenditures
Interfund Transfers	\$ 181,535	
Capital Outlay		\$ 181,535
Total Change	\$ 181,535	\$ 181,535

Fiscal Impact:

Investing \$2 million in the Public Safety Facility (a project with a low confidence estimate of \$25M - \$30M) which will reduce the amount of debt issued for the project by \$2 million. This reduction in annual debt service is the equivalent of approximately \$134,000 (the payment of a 20 year bond at 3% interest) which would have otherwise come from either the City General Fund or a voter approved General Obligation Bond (preferred financing alternative selected by City Council on August 10). Total interest on \$2 million debt over 20 years is approximately \$688,000.

Alternative Courses of Action:

1. Separately adopt resolution(s) #2021-25, #2021-26 and #2021-27.
2. Separately amend and adopt resolution(s) #2021-25, #2021-26 and #2021-27.
3. Do not adopt the resolution(s).
4. Request more information.

Recommendation / Suggested Motion:

**CITY OF REDMOND
RESOLUTION NO. 2021-25**

A RESOLUTION OF THE CITY OF REDMOND TO MAKE BUDGET ADJUSTMENTS.

WHEREAS, the City of Redmond will have unexpected and unbudgeted resources and expenditures for FY 2021/22; and

WHEREAS, Supplemental budgets are permitted under Oregon Revised Statutes 294.471; and

WHEREAS, In June 2021 the City received \$2,931,535 in American Rescue Plan Act (ARPA) funds making the budget adjustment below possible; and

WHEREAS, On August 10, 2021 and August 31, 2021 the City Council deliberated and took public comment regarding the use of ARPA Funds and gave staff direction to prepare the budget adjustment below.

NOW, THEREFORE, be it resolved by the City Council for the City of Redmond as follows:

SECTION ONE: The City of Redmond City Council hereby adopts the following Budget Adjustments for FY 2021/22, in the following funds with the following changes, now on file at City Hall.

SECTION TWO: The amounts for the fiscal year beginning July 1, 2021, are hereby adjusted as follows:

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 2,000,000	
Transfers (to Capital Projects)		\$ 2,000,000
Change to General Fund		\$ 2,000,000
Change to General Fund – Total Appropriations		\$ 2,000,000
CAPITAL PROJECTS FUND	Resources	Expenditures
Interfund Transfers	\$ 2,000,000	
Capital Outlay		\$ 2,000,000
Change to Capital Projects Fund		\$ 2,000,000
Change to Capital Projects Fund – Total Appropriations		\$ 2,000,000

This resolution deploys ARPA Funds by investing \$2,000,000 in the Public Safety Facility project. These funds will likely be utilized in FY 2021/22 for land acquisition.

SECTION THREE: This resolution shall be effective this 14th day of September 2021

ADOPTED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

**CITY OF REDMOND
RESOLUTION NO. 2021-26**

A RESOLUTION OF THE CITY OF REDMOND TO MAKE BUDGET ADJUSTMENTS.

WHEREAS, the City of Redmond will have unexpected and unbudgeted resources and expenditures for FY 2021/22; and

WHEREAS, Supplemental budgets are permitted under Oregon Revised Statutes 294.471; and

WHEREAS, In June 2021 the City received \$2,931,535 in American Rescue Plan Act (ARPA) funds making the budget adjustment below possible; and

WHEREAS, On August 10, 2021 and August 31, 2021 the City Council deliberated and took public comment regarding the use of ARPA Funds and gave staff direction to prepare the budget adjustment below.

NOW, THEREFORE, be it resolved by the City Council for the City of Redmond as follows:

SECTION ONE: The City of Redmond City Council hereby adopts the following Budget Adjustments for FY 2021/22, in the following funds with the following changes, now on file at City Hall.

SECTION TWO: The amounts for the fiscal year beginning July 1, 2021, are hereby adjusted as follows:

GENERAL FUND (General Sub-Fund)	Resources	Expenditures
Materials & Services		\$ 450,000
Transfers (to Capital Projects)		(\$ 450,000)
Change to General Fund		\$ 0
Change to General Fund – Total Appropriations		\$ 0

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 450,000	
Transfers (to Capital Projects)		\$ 450,000
Change to General Fund		\$ 450,000
Change to General Fund – Total Appropriations		\$ 450,000

This resolution minimizes the complexity of reporting and the amount of City staff time associated with the management of the ARPA (Federal Grants). This resolution still leverages the ARPA funding to invest in the Bethlehem Inn Homelessness Initiative / Project. However, ARPA funds would formally invest \$450,000 additional in the Public Safety Facility while General Fund discretionary resources (\$450,000) will formally fund the Bethlehem Inn. The General Fund discretionary resources are derived from the \$2,300,000 authorized for the Public Safety Facility by City Council on July 14, 2021. This reduces the administrative burdens related to managing the expenditure of federal dollars on staff.

SECTION THREE: This resolution shall be effective this 14th day of September 2021

ADOPTED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

**CITY OF REDMOND
RESOLUTION NO. 2021-27**

A RESOLUTION OF THE CITY OF REDMOND TO MAKE BUDGET ADJUSTMENTS.

WHEREAS, the City of Redmond will have unexpected and unbudgeted resources and expenditures for FY 2021/22; and

WHEREAS, Supplemental budgets are permitted under Oregon Revised Statutes 294.471; and

WHEREAS, In June 2021 the City received \$2,931,535 in American Rescue Plan Act (ARPA) funds making the budget adjustment below possible; and

WHEREAS, On August 10, 2021 and August 31, 2021 the City Council deliberated and took public comment regarding the use of ARPA Funds and gave staff direction to prepare the budget adjustment below.

NOW, THEREFORE, be it resolved by the City Council for the City of Redmond as follows:

SECTION ONE: The City of Redmond City Council hereby adopts the following Budget Adjustments for FY 2021/22, in the following funds with the following changes, now on file at City Hall.

SECTION TWO: The amounts for the fiscal year beginning July 1, 2021, are hereby adjusted as follows:

GENERAL FUND (General Sub-Fund)	Resources	Expenditures
Materials & Services		\$ 181,535
Transfers (to Capital Projects)		(\$ 181,535)
Change to General Fund		\$ 0
Change to General Fund – Total Appropriations		\$ 0

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 181,535	
Transfers (to Capital Projects)		\$ 181,535
Change to General Fund		\$ 181,535
Change to General Fund – Total Appropriations		\$ 181,535

This resolution minimizes the complexity of reporting and the amount of City staff time associated with the management of the ARPA (Federal Grants). This resolution still leverages the ARPA funding to invest in the Jericho Road / Oasis Village Homelessness Initiative / Project. However, ARPA funds would formally invest \$181,535 additional in the Public Safety Facility while General Fund discretionary resources (\$181,535) will formally fund the Jericho Road / Oasis Village. The General Fund discretionary resources are derived from the \$2,300,000 authorized for the Public Safety Facility by City Council on July 14, 2021. This reduces the administrative burdens related to managing the expenditure of federal dollars on staff.

SECTION THREE: This resolution shall be effective this 14th day of September 2021

ADOPTED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Mayor Endicott and members of the Redmond City Council,

The undersigned churches and congregations of the Redmond area have, for more than 12 years, supported the programs and projects of Jericho Road, a non-profit organization dedicated to assisting the poor and hungry of our community.

Our members have provided volunteer support as well as financial donations in an ecumenical effort to show that with cooperation and concerted efforts we may be more effective together than individually in helping those in need.

At this critical time in our society when the challenges of health, climate and economics are a daily reality, we wish to express our collective support of the Oasis Village Project and their affiliation with Jericho Road in their effort to provide shelter for the chronically homeless. Together with the additional services and outreach counseling that will be part of this program, we believe that such a facility is an investment in humanity and health that deserves attention and support.

With faith in each other we can only improve. Thank you for your consideration and caring.

Blessings,

St. Thomas Catholic Church – Father Todd Unger
City Center Church – Pastor Jim Holm
St. Alban's Episcopal Church – Reverend Keehna Sture
Desert Song – Pastor Chuck Gustafson
Zion Lutheran Church – Pastor Eric Burtness
Mountain View Fellowship – Pastor Rick Russell
Redmond Community of Christ – Susan Gregory
All Peoples United Church of Christ – Nancy Cook
Church of God 7th Day – Doug Houser

Kelly Morse

From: Keith Witcosky
Sent: Tuesday, September 14, 2021 2:16 PM
To: Kelly Morse
Subject: FW: Funding Oasis Village and Bethlehem Inn projects in Redmond

Keith Witcosky | City of Redmond
City Manager

phone 541.923.7711
mobile 503.318.8761
email keith.witcosky@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

From: Connie Hahs [REDACTED]
Sent: Monday, September 13, 2021 10:31 PM
To: George Endicott <George.Endicott@redmondoregon.gov>; Jay Patrick <Jay.Patrick@redmondoregon.gov>; Jon Bullock <jon.bullock@redmondoregon.gov>; Krisanna Endicott <krisanna.endicott@redmondoregon.gov>; Clifford Evelyn <Clifford.Evelyn@redmondoregon.gov>; Ed Fitch <Ed.Fitch@redmondoregon.gov>; Shannon Wedding <Shannon.Wedding@redmondoregon.gov>; Keith Witcosky <Keith.Witcosky@redmondoregon.gov>
Subject: Funding Oasis Village and Bethlehem Inn projects in Redmond

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

I am writing this as a member of Community Presbyterian Church, a Meals on Wheels weekly driver, and someone who does 95% of my shopping in Redmond. Our homeless population in Redmond has been increasing beyond the current capacities of churches and non-profit helping agencies to assist them. One has only to look down when flying out of Redmond to see the large number of homeless people camping in the area east of Highway 97, and it is virtually impossible to drive around Redmond without seeing people begging at street corners. It is all too easy to look away, to blame them, to resent them for being in our town, and to pass the responsibility to the churches and nonprofits to deal with them. These are human beings who all have individual stories of what brought them to this predicament, with some things in their control and other things not in their control. Some of them are children and many of them are elderly.

We need help from the city to provide services to our homeless population and help as many as possible to have another chance at leading productive lives. Oasis Village is modeled after a successful program in Eugene that is partially funded by the city and has the support of the police department. Bethlehem Inn has a long track record of working with the homeless population in Central Oregon. Both programs are qualified and deserving of financial support from the City of Redmond. I encourage you to vote in favor of funding these two projects.

Sincerely,
Connie Stoaks

Kelly Morse

From: Keith Witcosky
Sent: Tuesday, September 14, 2021 2:17 PM
To: Kelly Morse
Subject: FW: Oasis Village

Keith Witcosky | City of Redmond
City Manager

phone 541.923.7711
mobile 503.318.8761
email keith.witcosky@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

From: [REDACTED]
Sent: Saturday, September 11, 2021 9:53 AM
To: George Endicott <George.Endicott@redmondoregon.gov>; Jon Bullock <jon.bullock@redmondoregon.gov>; Clifford Evelyn <manhatten159@gmail.com>; Jay.Patrick@redmondoregon.gov; Krisanna.Endicott@redmondoregon.gov; Ed.Fitch@redmondoregon.gov; Shannon.Wedding@redmondoregon.gov; Keith Witcosky <Keith.Witcosky@redmondoregon.gov>
Subject: Oasis Village

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

Hello Mayor Endicott & City council members,

I'm e-mailing you today to encourage you to please spend part of the American Rescue Plan Act funds on Oasis Village.

As you undoubtedly know Oasis Village is a plan to create small homes in a community that would provide stable housing for people currently living on Redmond Streets & our public property. I've read it's based on a very successful model from Medford that has been supported by both their City government & the police.

This seems like such a humane, smart/wise & very important step in addressing the homeless situation here in Redmond.

Please vote yes for funding this project.

Sincerely, Evelyn Doherty

Kelly Morse

From: Kayla Boyd [REDACTED]
Sent: Monday, September 13, 2021 5:03 PM
To: George Endicott; Jay Patrick; Jon Bullock; Krisanna Endicott; Clifford Evelyn; Ed Fitch; Shannon
Subject: Wedding; Public Testimony
Are we a community that will do what needs to be done or not?

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Hello-

I am writing today to advocate for the approval of funds to help take care of our homeless population. I know that some of you hold the belief that the city should not take any responsibility for this problem. I am writing to strongly disagree with anyone who feels this way. The homeless problem is not going away and it is going to take a lot of resources to get anything to improve. We need the city on board, with enthusiasm. We need the county, we need the state, and we need any and all organizations that can help to get on board. I would suggest that the whole three million should go toward improving the lives of our most needy citizens, but I know that would be outrageous to some of you. If we do follow thru with funding the plans that are already in the works with Oasis Village and Bethlehem Inn that will be incredible and will set a precedent for other cities to follow. I am a business and homeowner in Redmond, and the thought of our city actually doing something to address the problems that our houseless neighbors are struggling with makes me feel proud to be here. I don't want to live in a city that throws people away like trash. Many people that have fallen on hard times will bounce back if they can get some help. The housing crisis is deeply impacting workers and their ability to even show up for work. Homelessness impacts a person's life in multiple ways including their ability to work, mental health and safety. It is our responsibility as a community to do something about this problem, or it is only going to get worse. How much more police resources do we want going towards dealing with the problems that arise when we do nothing? A new police station? Great. With a mental health facility? Great! Where are people with mental health problems and no home supposed to go after they have been treated for their latest breakdown? Without a safe place to rest and take care of themselves their chances of ending up in need of more services is very high. Some of our homeless became that way during the pandemic and the funds are intended to help us rebuild after all the loss we have experienced. I can think of no better way to spend that money than to improve the lives of those who are struggling to get by. Give them some infrastructure and pathways to living safer, healthier lives. I implore you to do the right thing, and fund the Bethlehem Inn project and the Oasis Village. These two projects are just a start in the right direction, but we need to start somewhere. Thank you.

Kayla Boyd

Kelly Morse

From: Lena Berry [REDACTED]
Sent: Tuesday, September 14, 2021 2:58 PM
To: Public Testimony
Subject: Comment for tonight's city council mtg

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

Please include the below message in the meeting packet and for comments from the public to Redmond, Oregon city council and mayor in regards to this evening's city council meeting. Thank you.

Community care is everyone's job, INCLUDING local city government. The city of Redmond recently came to the end of their 10 year plan to eradicate homelessness. There are now more of our neighbors experiencing houselessness and food insecurity than ever. There is also a significant percentage of families and community members who are one illness, one emergency, and one paycheck away from being tossed out on the streets with no place to go and no family to lean on. With the current global medical crisis of Covid-19, and rent moratoriums ending, those numbers are increasing day by day.

The City of Redmond has been given a way to help. The American Rescue Plan Funds Act has given us federal monies to work with our community and rescue Americans. The plans from Bethlehem Inn & Oasis Village are tangible ways to use those funds to uplift our community. These projects directly address the needs of our houseless neighbors and offer a path, a plan, and hope for obtaining permanent housing and stability.

It is important to center the voices of the people who will be affected by the city council's decision on how to allocate the federal American Rescue Plan Act funds that the city has recieved to revitalize America. I have been out to our houseless community in the Junipers dirt speaking with our neighbors about the Bethlehem Inn transitional housing & the Oasis Village tiny bedroom community this past week. The overwhelming response was the need for a safe and secure place to exist with pets and belongings. The need for an address to apply for jobs and aid. A need of a regular place to bathe, use the bathroom, and have use of a kitchen to make food. A need for a central navigation center where people can connect with resources that are available. All of these needs will be addressed with the Bethlehem Inn and Oasis Village proposals.

Approve the Bethlehem Inn and Oasis Village funding. Set aside additional funding from current & future ARPA monetary aide to create a fund where other local non profits can have a chance to apply for funds to use in direct aide to our Redmond Community. Use these funds transparently and allow the community to have input on what the greatest need is for their use. Put the police station expansion project through the same hoops that you are making service providers jump through. I have several questions that have had no place to be addressed or answered.

Do not allocate monies from ARPA funding for the police station. The \$2 million ARPA funding will not make much of a difference in the \$30 to \$45 million dollar bond that is needed for the police station project, but that same amount of money is game changing for local service providers and non profits here in Redmond. The ARPA funding is meant to fund projects to help Americans and American cities create and accomplish revitalizing community care projects that are not able to put forth bond measures for funding.

Thank you,
Lena Berry

Kelly Morse

From: Keith Witcosky
Sent: Tuesday, September 14, 2021 2:16 PM
To: Kelly Morse
Subject: FW: Letter of Support for Oasis Village and Bethlehem Inn Requests
Attachments: Mosaic LOS for RDM City Council 9.13.21.pdf

Keith Witcosky | City of Redmond
City Manager

phone 541.923.7711
mobile 503.318.8761
email keith.witcosky@redmondoregon.gov

411 SW 9th Street Redmond, Oregon 97756
Online at WWW.REDMONDOREGON.GOV

From: Lindsey Stailing <lindsey.stailing@mosaicmedical.org>
Sent: Tuesday, September 14, 2021 7:52 AM
To: George Endicott <George.Endicott@redmondoregon.gov>; Jay Patrick <Jay.Patrick@redmondoregon.gov>; Jon Bullock <jon.bullock@redmondoregon.gov>; Krisanna Endicott <krisanna.endicott@redmondoregon.gov>; Clifford Evelyn <Clifford.Evelyn@redmondoregon.gov>; Ed Fitch <Ed.Fitch@redmondoregon.gov>; Shannon Wedding <Shannon.Wedding@redmondoregon.gov>
Cc: Keith Witcosky <Keith.Witcosky@redmondoregon.gov>
Subject: Letter of Support for Oasis Village and Bethlehem Inn Requests

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Dear Mayor Endicott and Councilors,

Thank you for your careful consideration of funding for vital projects to impact the health, wellbeing and economic vitality of the City of Redmond. Attached you will find a letter of support from Mosaic Medical encouraging your support of key projects that will grow our homeless response systems; funding the Bethlehem Inn and Oasis Village.

In partnership,
Mosaic Medical



Lindsey Stailing
Patient Support Program Manager
Pronouns: She/Her/Hers
[Why Pronouns Matter](#)
Direct: 541-617-5382

Bend-Madras-Prineville-Redmond
Phone: 541-383-3005
Fax: 541-383-1883
Website: www.mosaicmedical.org



Kelly Morse

From: Susan Gregory [REDACTED]
Sent: Friday, September 10, 2021 10:44 AM
To: Jay Patrick; George Endicott; Jon Bullock; Krisanna Endicott; Clifford Evelyn; Ed Fitch; Shannon
Subject: Wedding; Public Testimony
Oasis Village Project

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

Dear Redmond City Council,

I understand that you will be considering the Oasis Village Project this coming Tuesday, September 14th. I support Jericho Road, which I'm sure you are aware is a non-profit organization dedicated to assisting our community.

My church has provided volunteer support as well as financial contributions in an effort to demonstrate that with cooperation we are more effective together than individually in helping those in need. We need organizations like Jericho Road! Not only do they provide support and relief to those in need, they offer volunteers the opportunity to share in that effort. The Oasis Village is sorely needed and will be a blessing to many.

I support the Oasis Village Project and I hope you do also.

Susan Gregory
[REDACTED]

Bend, OR 97702

God's unlimited acceptance of us as beloved children, an acceptance so full, so total and all-embracing, sets us free from our compulsion to be seen, praised, and admired.

Henri Nouwen

Kelly Morse

From: Ed Fitch
Sent: Wednesday, September 08, 2021 1:17 PM
To: Kelly Morse
Subject: Fw: ARPA funds for homeless projects

From: [REDACTED]
Sent: Wednesday, September 8, 2021 1:00 PM
To: Ed Fitch <Ed.Fitch@redmondoregon.gov>
Subject: ARPA funds for homeless projects

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

Dear Councilor Fitch:

Funds from the American Rescue Plan Act (ARPA) are intended to rescue communities from the ravages of COVID-19. Our houseless neighbors need rescue. They run a higher risk of contracting the coronavirus because they lack a living space of their own. They also risk death from cold and now, very hot temperatures.

Homes and apartments are scarce and expensive in Redmond. Many working people cannot come up with a large deposit or find a place where they can live with their pet.

Three community organizations with ample experience working with homeless people presented their plans to the city and requested a share of the ARPA funds. They have done their homework. Why do some councilors question their competency?

The phenomenon of residents without homes sleeping in cars, RVs and parks will not disappear from Redmond without concrete action. These organizations – Bethlehem Inn, Shepherd's House and Oasis Village – have done the legwork for the city. Please vote yes to fund their projects.

Sincerely,

Denise Holley
Redmond

Housing for All

September 7, 2021

Dear Mayor Endicott and Councilors Patrick, Bullock, Clark-Endicott, Evelyn, Fitch, and Wedding,

Housing For All is a regional consortium of different organizational sectors, invested in addressing the full spectrum of Central Oregon's housing needs. We are comprised of representatives from local governments, private industry, non-profits, service providers, and housing and houselessness advocates. We recognize that the need for adequate housing and support for houseless residents in our region has become an economic crisis, as well as a public health and safety crisis.

We write today to add our strong support for the development of Oasis Village. Oasis Village addresses an unfulfilled need in our community by creating a path to stable housing for people living on Redmond's streets and our public properties. It offers low barrier shelter for individuals who are committed to transitioning to stable housing but may not meet the requirements of other existing and planned programs in Redmond. A primary goal of Oasis Village is to assist residents to relearn social skills – personalized case management will be required for all residents - and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program. Oasis Village is based on Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and the Medford Police Department as an integral part of the community's comprehensive approach to the unhoused. It has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

By supporting Oasis Village, you will be providing the opportunity to vastly improve the quality of life for many of Redmond's houseless residents, as well as to enhance the livability of the entire community. We urge to you to please grant the funding request that has been made for Oasis Village.

Thank you for your consideration,

Mandee Seeley, houseless advocate
Dwane Krumme, Habitat for Humanity of LaPine
Dana Richards, houseless and housing advocate
Gwenn Wysling, Bethel Inn
Sharlene Weed, Habitat for Humanity of Sisters
James Cook, houseless advocate
DeeDee Johnson, Habitat for Humanity of Bend/Redmond
Deborrah Willard, Foundation for Affordable Housing

Kathy Austin, housing advocate
Ben Gordon, Central Oregon LandWatch
Colleen Sinsky, Central Oregon FUSE



City Council
City of Redmond
411 SW 9th St.
Redmond, OR 97756

September 7, 2021

RE: Oasis Village request for ARPA funds

Mayor Endicott and City Councilors,

I write this letter in strong support for the Redmond Oasis Village project to secure a one-time ARPA funding investment of \$193,000 in order to provide services and shelter for those unhoused in Redmond. Similarly, the Bethlehem Inn began as a volunteer run organization over 22 years ago and we have been able to help thousands of individuals and families. The cost of doing nothing is far more expensive and detrimental in the long run. With the help of our community, a critical and lasting impact can begin today.

The gaps in the housing continuum for this most vulnerable population needs our community's help; a low barrier shelter will help create stability of many who otherwise might live in our public lands and streets. Benefits of a permanent village in Redmond would enable the unhoused to access resources to help them move forward while having a safe and secure environment to reside in. This benefit would also aid in local law enforcement efforts and limit the challenges in unmanaged camps. The template for Oasis Village is Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and the Medford Police Department as an integral part of the community's comprehensive approach to the unhoused. It has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

Jericho Road has the proven ability to work in partnership and collaboration with others. Their commitment to take a leadership role to help create a safer community by providing temporary shelter for those who might otherwise be sleeping on the streets is an understandable need that must be met. It is our obligation as dedicated community members and service providers to continue working towards solutions that can help mitigate the continued barriers for the unhoused. It is common knowledge our region continues to need additional services and options. This has worked in other communities and needs your support.

On behalf of our agency, we ask that you please consider awarding the funds requested.

Sincerely,

Gwenn Wysling
Executive Director



Sept. 2, 2021

Dear Redmond City Council,

St. Charles Health System fully supports Jericho Road's plans to provide long-term housing for community members in Redmond through the development of the Oasis Village.

Having a safe and stable place to live is an essential component and strong indicator of an individual's health. Houseless individuals—whose numbers are increasing year over year—are at greater risk of pneumonia, frost bite, heat exhaustion, food poisoning and other health conditions caused by living outside.

With basic amenities like a community kitchen, showers, restrooms and laundry facilities, Oasis Village will give community members a warm place to sleep, nutritious food to eat and the stability necessary to begin their next chapter.

This type of project will address several social determinants of health, and it aligns with the goals and priorities of St. Charles Community Benefit grants. We hope you will consider funding Jericho Road's proposal. It's projects like this that will bring us one step closer to creating America's healthiest communities, together.

Sincerely,



Angela Saraceno
amsaraceno@stcharleshealthcare.org
541-516-3831



Shepherd's House Ministries

September 3, 2021

To Whom It May Concern:

I am writing on behalf of Shepherd's House Ministries in support of Jericho Road's request for American Rescue Plan (ARPA) funding. Jericho Road plans to use the funding on the creation of a low barrier, stable housing community for those experiencing homelessness in Redmond, Oregon. The project will be called Oasis Village and will initially consist of 10-12 tiny homes, with separate trailers for kitchen, shower, laundry, and bathroom facilities.

Oasis Village will address an unfulfilled need in our community by creating a path to stable housing for people living on Redmond's streets and our public properties. The village will require case management for all residents, with each resident establishing a personalized plan to achieve stability. There will also be requirements to show continued progress on their plan to maintain residency in the village. Typical stays will be three to six months with some stays of up to two years. A primary goal of Oasis Village is to assist residents to relearn social skills and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program.

The template for Oasis Village is Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and Medford Police Department as an integral part of the community's approach to the unhoused and has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

Jericho Road continues to be a vital resource in our community for those in need and we are looking forward to continuing our support of their organization through this upcoming and important housing project.

Sincerely,

Director of Operations
Shepherd's House Ministries
johnr@shministries.org

Shepherd's House Ministries is a 501(c)3 organization

PO Box 5484
Bend, OR 97708
541-388-2096

shministries.org
@shepherdshouseministries

Grace Changes
Everything.



REPORT TO REDMOND CITY COUNCIL

SEPTEMBER 14, 2021

Letters of Support

Homeless Leadership Coalition	page 2
Churches and Congregations of Redmond.....	page 4
Housing for All (and partners).....	page 5
St. Charles Health System	page 6
Bethlehem Inn.....	page 7
Shepherd's House	page 8
Bend-Redmond Habitat for Humanity	page 9
Denise Holley (Redmond)	page 10
Budget Overview	page 11
Pro Forma Budget Detail	page 12
Market Research & Feasibility Study.....	page 14
Rogue Retreat Case Management, Improved Self Sufficiency, & Costs	page 31
AllCare Health: Rogue Retreat Evaluation Repost.....	page 32
Good Neighbor Agreement	page 53
Oasis Village Handbook	page 57
Oasis Village Overview (from July 21 City/County joint meeting).....	page 75
Redmond Housing Continuum	page 81



September 03, 2021

RE: ARPA Funding Decision & Oasis Village

Dear Mayor Endicott and Members of the Redmond City Council,

The Homeless Leadership Coalition is the region's Continuum of Care and is a collaboration of community partners in Crook, Deschutes and Jefferson counties, and the Confederated Tribes of Warm Springs. In this role, HLC provides oversight of Housing and Urban Development funding for homeless services and ensures member agencies are participating in community-wide planning and strategically using available resources to prevent and end homelessness. The continuum of care program model encourages a collective impact approach to preventing and ending homelessness which means we need a variety of partners and solutions to contribute to our shared goal of preventing and ending homelessness.

We write today in support of the Jericho Road/Oasis Village's request for American Rescue Plan Act funding. Oasis Village desires to use the funding for site preparation and construction of a village to offer stable shelter to unhoused individuals committed to achieving stable housing. ARPA dollars are designed in part to help address systemic public health and economic challenges that have contributed to the unequal impact of the pandemic. Increasing the availability of shelter alternatives and leveraging ARPA funds to impact our homelessness crisis is in alignment with the intended purpose of these vital recovery dollars and in line with the expectation from Housing and Urban Development that regions diversify their investments in homelessness services. It is necessary to braid funding for any new project and we see ARPA investments as just one piece of the funding puzzle needed to launch this project.

The HLC supports ALL efforts to expand our homeless response system and recognizes the proposed village will fill an existing gap in Redmond's homeless response system. r Such villages have proven successful and cost effective in Medford, Eugene and other cities throughout Oregon and Oasis Village will strengthen our network of advocates and service providers providing services to the estimated 200 individuals currently experiencing literal homelessness in the greater Redmond community.

It is our understanding that Oasis Village:

- Will be modeled upon the successful Hope Village in Medford founded and operated by Rogue Retreat which has signed on as a consulting partner for Oasis Village.
- Builds upon Jericho Road's 15 years of outreach and service experience working closely with Redmond's unhoused population.
- Redmond-based Hayden Homes and H. A. McCoy will oversee planning and construction of the facilities.
- Offer case management to all residents and assist residents to relearn social skills and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program.
- Will work closely with neighbors, the City and Redmond Police to ensure the village is a good neighbor and an asset to the community.

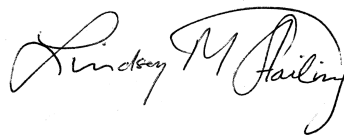
The Homeless Leadership Coalition wants to acknowledge that Jericho Road and the Oasis Village team are represented on the Homeless Leadership Coalition Board, are active participants in the Bend and Redmond Service Provider meetings and intend to participate in the regional Homeless Management Information System and Coordinated Entry System upon project launch. This participation assures they will have a network of peer service providers and access to technical assistance resources.

The Homeless Leadership Coalition looks forward to continuing to work with long standing and emerging service providers to develop a more robust continuum of services that help us better prioritize the needs of our most vulnerable neighbors as we together to prevent and end homelessness.

Sincerely,



Colleen Thomas, Chair
Homeless Leadership Coalition



Lindsey Stailing, Vice-Chair
Homeless Leadership Coalition

Mayor Endicott and members of the Redmond City Council,

The undersigned churches and congregations of the Redmond area have, for more than 12 years, supported the programs and projects of Jericho Road, a non-profit organization dedicated to assisting the poor and hungry of our community.

Our members have provided volunteer support as well as financial donations in an ecumenical effort to show that with cooperation and concerted efforts we may be more effective together than individually in helping those in need.

At this critical time in our society when the challenges of health, climate and economics are a daily reality, we wish to express our collective support of the Oasis Village Project and their affiliation with Jericho Road in their effort to provide shelter for the chronically homeless. Together with the additional services and outreach counseling that will be part of this program, we believe that such a facility is an investment in humanity and health that deserves attention and support.

With faith in each other we can only improve. Thank you for your consideration and caring.

Blessings,

St. Thomas Catholic Church – Father Todd Unger
City Center Church – Pastor Jim Holm
St. Alban's Episcopal Church – Reverend Keehna Sture
Desert Song – Pastor Chuck Gustafson
Zion Lutheran Church – Pastor Eric Burtness
Mountain View Fellowship – Pastor Rick Russell
Redmond Community of Christ – Susan Gregory
All Peoples United Church of Christ – Nancy Cook
Church of God 7th Day – Doug Houser

Housing for All

September 7, 2021

Dear Mayor Endicott and Councilors Patrick, Bullock, Clark-Endicott, Evelyn, Fitch, and Wedding,

Housing For All is a regional consortium of different organizational sectors, invested in addressing the full spectrum of Central Oregon's housing needs. We are comprised of representatives from local governments, private industry, non-profits, service providers, and housing and houselessness advocates. We recognize that the need for adequate housing and support for houseless residents in our region has become an economic crisis, as well as a public health and safety crisis.

We write today to add our strong support for the development of Oasis Village. Oasis Village addresses an unfulfilled need in our community by creating a path to stable housing for people living on Redmond's streets and our public properties. It offers low barrier shelter for individuals who are committed to transitioning to stable housing but may not meet the requirements of other existing and planned programs in Redmond. A primary goal of Oasis Village is to assist residents to relearn social skills – personalized case management will be required for all residents - and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program. Oasis Village is based on Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and the Medford Police Department as an integral part of the community's comprehensive approach to the unhoused. It has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

By supporting Oasis Village, you will be providing the opportunity to vastly improve the quality of life for many of Redmond's houseless residents, as well as to enhance the livability of the entire community. We urge to you to please grant the funding request that has been made for Oasis Village.

Thank you for your consideration,

Mandee Seeley, houseless advocate
Dwane Krumme, Habitat for Humanity of LaPine
Dana Richards, houseless and housing advocate
Gwenn Wysling, Bethel Inn
Sharlene Weed, Habitat for Humanity of Sisters
James Cook, houseless advocate
DeeDee Johnson, Habitat for Humanity of Bend/Redmond
Deborah Willard, Foundation for Affordable Housing

Kathy Austin, housing advocate
Ben Gordon, Central Oregon LandWatch
Colleen Sinsky, Central Oregon FUSE

Sept. 2, 2021

Dear Redmond City Council,

St. Charles Health System fully supports Jericho Road's plans to provide long-term housing for community members in Redmond through the development of the Oasis Village.

Having a safe and stable place to live is an essential component and strong indicator of an individual's health. Houseless individuals—whose numbers are increasing year over year—are at greater risk of pneumonia, frost bite, heat exhaustion, food poisoning and other health conditions caused by living outside.

With basic amenities like a community kitchen, showers, restrooms and laundry facilities, Oasis Village will give community members a warm place to sleep, nutritious food to eat and the stability necessary to begin their next chapter.

This type of project will address several social determinants of health, and it aligns with the goals and priorities of St. Charles Community Benefit grants. We hope you will consider funding Jericho Road's proposal. It's projects like this that will bring us one step closer to creating America's healthiest communities, together.

Sincerely,



Angela Saraceno
amsaraceno@stcharleshealthcare.org
541-516-3831



City Council
City of Redmond
411 SW 9th St.
Redmond, OR 97756

September 7, 2021

RE: Oasis Village request for ARPA funds

Mayor Endicott and City Councilors,

I write this letter in strong support for the Redmond Oasis Village project to secure a one-time ARPA funding investment of \$193,000 in order to provide services and shelter for those unhoused in Redmond. Similarly, the Bethlehem Inn began as a volunteer run organization over 22 years ago and we have been able to help thousands of individuals and families. The cost of doing nothing is far more expensive and detrimental in the long run. With the help of our community, a critical and lasting impact can begin today.

The gaps in the housing continuum for this most vulnerable population needs our community's help; a low barrier shelter will help create stability of many who otherwise might live in our public lands and streets. Benefits of a permanent village in Redmond would enable the unhoused to access resources to help them move forward while having a safe and secure environment to reside in. This benefit would also aid in local law enforcement efforts and limit the challenges in unmanaged camps. The template for Oasis Village is Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and the Medford Police Department as an integral part of the community's comprehensive approach to the unhoused. It has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

Jericho Road has the proven ability to work in partnership and collaboration with others. Their commitment to take a leadership role to help create a safer community by providing temporary shelter for those who might otherwise be sleeping on the streets is an understandable need that must be met. It is our obligation as dedicated community members and service providers to continue working towards solutions that can help mitigate the continued barriers for the unhoused. It is common knowledge our region continues to need additional services and options. This has worked in other communities and needs your support.

On behalf of our agency, we ask that you please consider awarding the funds requested.

Sincerely,

Gwenn Wysling
Executive Director





Shepherd's House Ministries

September 3, 2021

To Whom It May Concern:

I am writing on behalf of Shepherd's House Ministries in support of Jericho Road's request for American Rescue Plan (ARPA) funding. Jericho Road plans to use the funding on the creation of a low barrier, stable housing community for those experiencing homelessness in Redmond, Oregon. The project will be called Oasis Village and will initially consist of 10-12 tiny homes, with separate trailers for kitchen, shower, laundry, and bathroom facilities.

Oasis Village will address an unfulfilled need in our community by creating a path to stable housing for people living on Redmond's streets and our public properties. The village will require case management for all residents, with each resident establishing a personalized plan to achieve stability. There will also be requirements to show continued progress on their plan to maintain residency in the village. Typical stays will be three to six months with some stays of up to two years. A primary goal of Oasis Village is to assist residents to relearn social skills and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program.

The template for Oasis Village is Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and Medford Police Department as an integral part of the community's approach to the unhoused and has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

Jericho Road continues to be a vital resource in our community for those in need and we are looking forward to continuing our support of their organization through this upcoming and important housing project.

Sincerely,

Director of Operations
Shepherd's House Ministries
johnr@shministries.org

Shepherd's House Ministries is a 501(c)3 organization

PO Box 5484
Bend, OR 97708
541-388-2096

shministries.org
@shepherdshouseministries

Grace Changes
Everything.



September 8, 2021

Dear Mayor Endicott,

This letter is in support of Oasis Village and to encourage your consideration of using ARPA funding to assist in serving our most vulnerable neighbors. As the VP of Homeowner Services for Bend-Redmond Habitat for Humanity, and as a Board Member for Central Oregon Villages, I believe that we all need to be a part of supporting our affordable housing continuum. I feel it is especially important as it creates a vibrant and healthy community.

As Redmond grows, it is imperative that we have the appropriate services and housing options to serve our houseless neighbors. Without these services, such as those offered through Oasis Village, our other systems (law enforcement, health care, and social service agencies) will be negatively impacted both financially and emotionally.

What I understand about Oasis Village:

- Oasis Village addresses an unfulfilled need in our community by creating a path to stable housing for people living on Redmond's streets and our public properties. It offers low barrier shelter for individuals who are committed to transitioning to stable housing but may not meet the requirements of other existing and planned programs in Redmond.
- Oasis Village will require case management for all residents. Each resident will establish a personalized plan to achieve stability and will be required to show continued progress on their plan to maintain residency in the village. Typical stays will be three to six months with some stays of up to two years.
- A primary goal of Oasis Village is to assist residents to relearn social skills and become part of a community so they will be prepared to integrate into the larger society when they graduate from the program.
- Oasis Village provides residents with stability, a mailing address and access to WIFI service so that they can maintain or seek employment.
- The template for Oasis Village is Hope Village in Medford, which has become a model for villages throughout Oregon and beyond. It is strongly supported by the City of Medford and the Medford Police Department as an integral part of the community's comprehensive approach to the unhoused. It has proven successful in reducing the number of police calls related to homelessness and reducing community borne costs of homelessness.

Thank you for your service to our community. I appreciate the time, commitment and thoughtful research in all you do. Please consider supporting Oasis Villages.

Respectfully,

A handwritten signature in black ink, appearing to read "DeeDee Johnson", with a long horizontal flourish extending to the right.

DeeDee Johnson
VP of Homeowner Services
djohnson@brhabitat.org

We build strength, stability, and self-reliance through affordable homeownership

224 NE Thurston Ave. Bend OR 97701
541-385-5387 bendredmondhabitat.org
OCCB #83516



BOARD OF
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Beverly Pahlisch

Jeremy Green
LEGAL COUNSEL

Scott Rohrer
PRESIDENT AND
CHIEF EXECUTIVE
OFFICER

Dear Council Member

Funds from the American Rescue Plan Act (ARPA) are intended to rescue communities from the ravages of COVID-19. Our houseless neighbors need rescue. They run a higher risk of contracting the coronavirus because they lack a living space of their own. They also risk death from cold and now, very hot temperatures.

Homes and apartments are scarce and expensive in Redmond. Many working people cannot come up with a large deposit or find a place where they can live with their pet.

Three community organizations with ample experience working with homeless people presented their plans to the city and requested a share of the ARPA funds. They have done their homework. Why do some councilors question their competency?

The phenomenon of residents without homes sleeping in cars, RVs and parks will not disappear from Redmond without concrete action. These organizations – Bethlehem Inn, Shepherd's House and Oasis Village – have done the legwork for the city. Please vote yes to fund their projects.

Sincerely,

Denise Holley
Redmond

Redmond Oasis Village Project

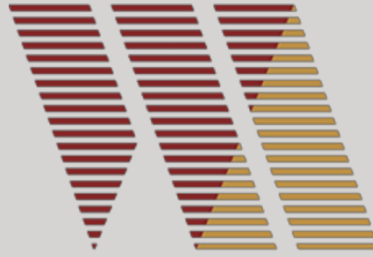
Pro Forma Income Statement

	12 units	16 units	20 units	24 units	28 units	28 units
Title	2022	2023	2024	2025	2026	2027
Total Donations & Grants	555,560.00	404,980.80	311,626.22	313,297.01	320,993.92	305,317.74
Total Inkind Income	343,000.00	45,500.00	60,500.00	60,500.00	60,500.00	53,000.00
Total Income	898,560.00	450,480.80	372,126.22	373,797.01	381,493.92	358,317.74
Total Administrative Expenses	138,200.00	162,302.50	152,102.98	156,450.06	160,927.57	165,539.39
Total Program Expenses	41,960.00	81,323.80	124,847.39	128,142.81	131,537.09	135,033.20
Total Inkind Expenses	343,000.00	45,500.00	60,500.00	60,500.00	60,500.00	53,000.00
Total Capital Expenses	345,200.00	45,400.00	25,400.00	25,400.00	25,400.00	0.00
Total Expenses	868,360.00	334,526.30	362,850.36	370,492.87	378,364.66	353,572.60
Net Income	30,200.00	115,954.50	9,275.86	3,304.14	3,129.26	4,745.14
Total Reserve	30,200.00	146,154.50	155,430.36	158,734.50	161,863.76	166,608.91
Months of Reserve	1	5	5	5	5	6

Redmond Oasis Village Project
Pro Forma Income Statement

	Total Units		12 units	16 units	20 units	24 units	28 units	28 units		
Income	Acct#	Acct Name	2021	2022	2023	2024	2025	2026	2027	Assumptions
Donations	40100	Community Organizations		40,000.00	44,000.00	48,000.00	53,000.00	58,000.00	64,000.00	Rotary, Kiwanis, Chamber, LOWV, American Legion, VFW, Lions, etc.
	40101	Government		75,000.00	60,000.00	55,000.00	50,000.00	50,000.00	45,000.00	HUD, CDBG, OHCS, ESG, County, etc
	40102	Foundations		200,000.00	150,000.00	100,000.00	90,000.00	80,000.00	70,000.00	Professional feasibility study consulted with and identified 18 Foundations aligned with mission and outcomes,: Oregon Community Foundation, Les Schwab Community Giving, RESER Foundation, Swigert Foundation, Meyer Memororial Trust, Pacific Source, etc.
	40103	Individual Donations		30,000.00	35,000.00	40,000.00	46,000.00	53,000.00	61,000.00	
	40104	Unit Sponsorships		36,000.00	18,000.00	18,000.00	18,000.00	18,000.00		\$6000 per unit (3/4 sponsored)
	40105	Redmond ARPA Funds		140,000.00	53,000.00					
	40106	Program Fees		7,200.00	16,800.00	21,600.00	26,400.00	31,200.00	33,600.00	\$1200 per unit annually (6 months for first year of unit operation)
Fundraising	40107	Fundraising Events		27,360.00	28,180.80	29,026.22	29,897.01	30,793.92	31,717.74	
Total Donations			0.00	555,560.00	404,980.80	311,626.22	313,297.01	320,993.92	305,317.74	
Inkind Gifts	40131	Inkind Donation-Volunteer Coordinator				15,000.00	15,000.00	15,000.00	15,000.00	Coordinator for support and inkind donations
	40132	Inkind Village Host		30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	Provide RV space and board @ \$30k/year
	40133	Inkind Donations-labor		50,000.00	10,000.00	10,000.00	10,000.00	10,000.00	2,500.00	Hayden Homes & volunteers
	40134	Inkind Donations-supplies		25,000.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	
	40135	Inkind Donations-services	25,000.00	45,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	Hayden Homes, HA McCoy Engineering, Bend Creative Services,
	40136	Inkind Land donation (County Match)		193,000.00						Deschutes County
Total Inkind Income			25,000.00	343,000.00	45,500.00	60,500.00	60,500.00	60,500.00	53,000.00	
Total Income			25,000.00	898,560.00	450,480.80	372,126.22	373,797.01	381,493.92	358,317.74	
Expenses										
Administration Expenses	60311	Annual Non-profit Tax		190.00	195.70	201.57	207.62	213.85	220.26	
	60312	Corporation Fees		50.00	51.50	53.05	54.64	56.28	57.96	
	60313	Insurance		3,800.00	3,914.00	4,031.42	4,152.36	4,276.93	4,405.24	
	60322	Printing		800.00	824.00	848.72	874.18	900.41	927.42	
	60323	Office Supplies		350.00	360.50	371.32	382.45	393.93	405.75	
	60324	Computer Hardware & Software		3,000.00	3,090.00	3,182.70	3,278.18	3,376.53	3,477.82	
	60325	Mileage/Travel		1,500.00	1,545.00	1,591.35	1,639.09	1,688.26	1,738.91	
	60326	Cell Phone		600.00	618.00	636.54	655.64	675.31	695.56	
	60327	PO Box Rental		130.00	133.90	137.92	142.05	146.32	150.71	
	60328	Website Fees		200.00	206.00	212.18	218.55	225.10	231.85	
	60329	Office Rent		14,000.00	14,420.00	0.00	0.00	0.00	0.00	On village site (or inkind) 2024 &
	60331	Training, Conferences, etc.		2,500.00	2,575.00	2,652.25	2,731.82	2,813.77	2,898.19	
	60332	Dues & Memberships		300.00	309.00	318.27	327.82	337.65	347.78	
	60341	Fundraising Expenses		1,000.00	1,030.00	1,060.90	1,092.73	1,125.51	1,159.27	
	60342	Miscellaneous		630.00	648.90	668.37	688.42	709.07	730.34	

Payroll Expenses	60510	Executive Director (2022 .75 FTE)		56,250.00	75,000.00	77,250.00	79,567.50	81,954.53	84,413.16	\$75,000 full time annual
	60511	Admin Asst/Bookkeeper (.5 FTE)		22,500.00	23,175.00	23,870.25	24,586.36	25,323.95	26,083.67	\$45,000 full time annual
	60512	Payroll Taxes		9,450.00	11,781.00	12,134.43	12,498.46	12,873.42	13,259.62	figured as 12% (SS 8.65% plus Worker's Comp 3%)
	60513	Benefits (health ins-we pay only a portion)		6,250.00	7,500.00	7,725.00	7,956.75	8,195.45	8,441.32	Assume \$5,000 yr total ins cost per FTE, .75 for director yr1 and .5 for asst
Contracted Services	60410	Grant Writer		7,200.00	7,200.00	7,200.00	7,200.00	7,200.00	7,200.00	
	60411	CPA Annual Review		5,000.00	5,150.00	5,304.50	5,463.64	5,627.54	5,796.37	
	60412	Payroll Service		2,500.00	2,575.00	2,652.25	2,731.82	2,813.77	2,898.19	
Total Administrative Expenses			0.00	138,200.00	162,302.50	152,102.98	156,450.06	160,927.57	165,539.39	
Program Expenses	60610	Program & Volunteer Manager (.5 FTE)		16,000.00	16,480.00	32,000.00	32,960.00	33,948.80	34,967.26	\$32,000 full time annual, program only 2024 and beyond
		Peer Support			18,000.00	36,000.00	37,080.00	38,192.40	39,338.17	\$36,000 full time annual
	60612	Program Payroll Taxes		1,920.00	4,137.60	8,160.00	8,404.80	8,656.94	8,916.65	figured as 12% (SS 8.65% plus Worker's Comp 3%)
	60613	Program Benefits		2,500.00	5,000.00	10,000.00	10,000.00	10,000.00	10,000.00	Assume \$5,000 yr total stipend per FTE, .5 for half-time FTEs
	60614	Utilities		5,000.00	15,000.00	15,450.00	15,913.50	16,390.91	16,882.63	
	60615	Fuel		1,500.00	3,000.00	3,090.00	3,182.70	3,278.18	3,376.53	
	60616	Propane		2,500.00	5,000.00	5,150.00	5,304.50	5,463.64	5,627.54	
	60617	Security		3,000.00	3,090.00	3,182.70	3,278.18	3,376.53	3,477.82	
	60618	Food		5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	
	60619	Communications		2,000.00	4,000.00	4,120.00	4,243.60	4,370.91	4,502.04	
	60620	Mileage Reimbursement		540.00	556.20	572.89	590.07	607.77	626.01	
	60621	Misc Program Expenses		2,000.00	2,060.00	2,121.80	2,185.45	2,251.02	2,318.55	
Total Program Expenses			0.00	41,960.00	81,323.80	124,847.39	128,142.81	131,537.09	135,033.20	
Inkind Expenses	60710	Inkind Volunteer Coordinator		0.00	0.00	15,000.00	15,000.00	15,000.00	15,000.00	matches Inkind income above
		Inkind Village Host	0.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	matches Inkind income above
	60711	Inkind Labor	0.00	50,000.00	10,000.00	10,000.00	10,000.00	10,000.00	2,500.00	matches Inkind income above
	60712	Inkind Supplies	0.00	25,000.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	matches Inkind income above
	60713	Inkind Services	25,000.00	45,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	matches Inkind income above
Inkind Capital Expenses	60714	Land Purchase (asset on bal sheet)	0.00	193,000.00	0.00	0.00	0.00	0.00	0.00	matches Inkind income above
Total Inkind Expenses			25,000.00	343,000.00	45,500.00	60,500.00	60,500.00	60,500.00	53,000.00	
Capital Expenses		Site prep and fencing		40,000.00						
		Shelter Units		72,000.00	24,000.00	24,000.00	24,000.00	24,000.00		@\$6000/ea
		Dining Unit (10'x40')		40,000.00						
		Kitchen Unit (12'x20' plus equipment)		50,000.00						
		Bathroom/Shower Unit (4 stalls)		75,000.00						
		Laundry Unit (4 washers & dryers)		50,000.00						
		Resident refrigerators		4,200.00	1,400.00	1,400.00	1,400.00	1,400.00		
		Entry Gate Unit		4,000.00						
		Lighting, security cameras		7,000.00						
		Utility set up with propane tank installation		3,000.00						
		Community Center Yurt			20,000.00					
Total Capital Expenses			0.00	345,200.00	45,400.00	25,400.00	25,400.00	25,400.00	0.00	
Total Expenses			25,000.00	868,360.00	334,526.30	362,850.36	370,492.87	378,364.66	353,572.60	
Net Income			0.00	30,200.00	115,954.50	9,275.86	3,304.14	3,129.26	4,745.14	
Retained Earnings Cumulative				30,200.00	146,154.50	155,430.36	158,734.50	161,863.76	166,608.91	
Months Operating Reserve				1	5	5	5	5	6	



MARKET RESEARCH AND FEASIBILITY STUDY

FINAL REPORT

Submitted to Jericho Road
February 19, 2021
Westby Associates, Inc.



Foreword and Acknowledgement

This study was commissioned by Jericho Road in order to create a report which may be a guide to garner community support for a coordinated effort in our community for the creation of a homeless shelter. It is not the intention of Jericho Road, its Board of Directors or its volunteers to be the lead organization for such an effort. We are doing this as a service to the community we love and serve. It is our hope that the information contained here will be of value to our community and its citizens. We wish to thank our community partners who participated and Westby and Associates for their professional and comprehensive work in researching, compiling and analyzing the information in this study.

Sincerely, Priscilla Bigler, Co-Chair and Oversight Committee Leader for Jericho Road.

FINAL REPORT

A.	STUDY PARTICIPANT SUMMARY/ROSTER.....	1
B.	FINDINGS.....	3
	ISSUES	4
	ACCOLADES	6
	CHALLENGE	7
C.	SUMMARY AND CONCLUSIONS	8
D.	RECOMMENDATIONS	8
E.	ADDENDUM	9
1.	POLITICAL SUMMARY.....	9
2.	FOUNDATION SUMMARY	10
3.	SAMPLE QUOTES.....	14

A. STUDY PARTICIPANT SUMMARY/ROSTER

SUMMARY AS OF FEBRUARY 19, 2021

NUMBER OF INTERVIEWS SCHEDULED:	20
NUMBER OF INTERVIEWS CONDUCTED:	20
NUMBER OF POTENTIAL GIFTS IDENTIFIED:	6
OVERALL ROJECT FUNDRAISING GOAL:	\$3,500,000
*OVERALL FEASIBILITY GOAL:	\$2,800,000 (80% of fundraising goal)
WORKING CAPITAL GOAL TO EXTEND/COMPLETE FEASIBILITY	\$30,000
RANGE OF POTENTIAL PRIVATE SUPPORT	\$1,000-\$86,000
RANGE OF QUANTIFIED FOUNDATION SUPPORT:	\$50,000-\$587,500
RANGE OF QUALIFIED FOUNDATION SUPPORT:	\$0-\$216,500
RANGE OF POLITICAL SUPPORT:	\$0-\$250,000
TOTAL RANGE OF QUANTIFIED AND QUALIFIED SUPPORT:	\$51,000-\$1,140,000

*Feasibility is based on 80% of total campaign goal. This is a best practice standard that assumes the 20% gap will be closed through a conventional capital campaign.

Full Name	Business/Organization	Date	Mtg Sched	Mtg Held	Gift ID	Left Msg or Emailed	Need to Contact
Foundations Scheduled							
Dana Miller	MJ Murdock Charitable Trust	1/25/21	X	X			
Sherry Jones	Oregon Cascade	1/26/21	X	X			
Amanda Adams & Marian Blankenship	PacificSource Foundation	2/4/21	X	X			
Anne George	Oregon Community Foundation	2/4/21	X	X			
Elected/Designee Scheduled							
Rebecca Batzel	City of Redmond, CDBG Manager	1/14/21	X	X			
Commissioner Patti Adair	Deschutes County	1/15/21	X	X	X		
Erik Kropp	Deschutes County, Deputy Administrator	12/18/20	X	X			
Individuals & Organizations Scheduled							
Carl Vertrees	Redmond Kiwanis	12/18/20	X	X	X		
Eleanor Bessonette	Jericho Road Board Member	12/18/20	X	X	X		
Dr. Mark Keener	Jericho Road Board Member	12/28/20	X	X	X		
Lindsey Stailing	Mosaic Medical	12/28/20	X	X			
Gwenn Wysling	Bethlehem Inn	12/28/20	X	X			
Donna Mills	Central OR Health Council	1/8/20	X	X	*		

Full Name	Business/Organization	Date	Mtg Sched	Mtg Held	Gift ID	Left Msg or Emailed	Need to Contact
Individuals & Organizations Scheduled							
Tyler Nesse	Central Oregon Association of Realtors (COAR)	1/8/20	X	X	*		
Roger Lee	Economic Development of Central Oregon (EDCO)	1/8/21	X	X			
Julie Lyche	Family Access Network	1/14/20	X	X			
Tammy Baney	Central Oregon Intergovernmental Council	1/19/21	X	X			
JW Terry	COVO	1/22/21	X	X			
Molly Heiss	NeighborImpact	1/22/21	X	X			
Curt Floski	Shepherd's House Ministries	2/4/21	X	X			
Recommended in Interview							
Laura Fritz	Fritz Consulting						X
Elected/Designee Prospects							
Mayor George Endicott	City of Redmond					X	
Keith Witcosky	City of Redmond, Manager					X	
Rep. Jack Zika	OR State Legislature - District 53						X
Senator Tim Knopp	OR State Legislature - District 27						X
Tom Anderson	Deschutes County, Admin						X
Sheriff L. Shane Nelson	Deschutes County Sheriff's Office						X

**This Asterix indicates potential next Scope of Work (SOW) funding.*

B. FINDINGS

Overview

As of February 19, 2021, Westby Associates Inc. (WAI) completes the fourth and final month of the current contract, having scheduled and conducted 20 interviews (100%) of a modified 20-interview study in this feasibility study for a Shelter Service Center, to include multiple partners, including likely Jericho Road (JR).

The needs assessment and the subsequent interviews and consultations revealed a consensus of support for a Homeless Shelter in the Redmond, Oregon community. However, the establishment for a capital campaign or sustainability of such an effort remains to be explored.

Upon further collaboration between The Oversight Committee and WAI, it was decided to prioritize remaining feasibility interviews to define partnerships. In defining those partnerships, the goal is to identify the true, authentic need and potential broader ownership of the Shelter Service Center concept and project.

This strategy has resulted in a low gift identification rate and a less favorable outlook on achieving feasibility within 20 interviews. With the 20 interviews conducted (excluding the 3 foundation interviews which are quantified in the addendum below), only 6 gifts have been identified. That is an approximate gift rate of 40%, meaning that less than half of our interviews resulted in identifying a gift.

Additionally, the average gift is approximately \$22,000. If you calculate-in the potential foundation opportunities currently qualified, that average gift size increases to \$39,000. This tells us that we need a broader study to leverage that opportunity to attain larger and more frequently indicated gifts. Upon completion of the study, it is apparent and conclusive that a larger, broader, and continued scope of work interviewing an additional 35-50 respondents is our strongest recommendation as noted below in Recommendations.

It is to be anticipated that our Recommendation in the Final Report will include identifying and sourcing funding to seat appropriate Bend/Redmond partners to create a larger outreach data pool. A potential outreach target of up to an additional 35-50 feasibility respondents would fully inform both the viability of a Redmond-based Shelter Navigation Center as well as business plan to operate such a facility.

We are identifying a working capital goal of \$30,000, which if available, could pay for the extension/completion of feasibility.

The following percentages represent responses to questions from the study interviews:

Opinion Leaders	
100%	Community awareness of limited permanent shelter facilities in Redmond
9.8	Weighted average: Importance of increased access to services and resources
9.5	Weighted average: Importance of consideration to develop additional sheltering capacity in Redmond
8.9	Weighted average: Support for a capital campaign

Analysis of Opinion Leaders Findings:

- Any number above 50% is considered a favorable indicator for feasibility.
- All numbers are well above 85%.
- Community Awareness leads with 100% positive response on awareness of community programs. While this is an outstanding percentage, favorable for feasibility, it is not uncommon to see this decline as it averages future interviews with individuals less familiar.
- 9.8 weighted average score on the importance of increasing access to services and resources shows that the community is very aware of the need in the community and the gap in accessibility to services and resources. This number is highly favorable for the idea of a project to address this desire by the community to see an increase in access.
- 9.5 as the weighted average score on the importance of consideration to develop additional sheltering capacity in Redmond also supports that the community is aware of the lack of sufficient shelter facilities, which would strengthen the case to consider development of such sheltering.
- Not only does the community recognize the needs and gaps for the unhoused community in the Redmond area, but an 8.9 weighted average score on support of a capital campaign endorses the potential for community organizations including JR to address this through a capital campaign in the community.

ISSUES

Issues are welcome in establishing feasibility for strategic visions and objectives. To the extent that they are deemed to be reliable and representative of broad community opinion, issues provide a solid platform for relationship building in the community. Relationship building is critical to community development and fundraising – tactical and strategic. At its highest level, fund development creates partners and investors in an organization’s future. Partnership presupposes relationship and requires a certain level of transparency. Fund development is the creation of shareholders. Shareholders demand a more intimate knowledge than the public.

Issues that arise from this study affirm that we are capturing reasonably candid responses, which are our best opportunities to create trust and support in the community.

Our process for weighted analysis on issues prioritizes feedback based on 1) potential for financial support, 2) volume, and 3) issues that present challenges that could threaten campaign success.

1. Duplication of Services and Importance of Partnerships

There is concern for the duplication of services in the community and a desire to see strong partnerships and collaboration among similar organizations. One potential donor would like to know whether there have been discussions with Bethlehem Inn regarding their application for funding focused on acquisition of a motel to repurpose as a homeless shelter.

- a. "Could a homeless service center be included at the site of the proposed Bethlehem Inn or is there land that could be considered as contingent and useable to this proposed Bethlehem Inn project?"
- b. "Funding non-duplicative services is very important to the County."
- c. "Collaboration is the only way."

2. Donor Overlap

The community has concerns of donor overlap or donor fatigue that could challenge a campaign.

- a. "Be sensitive to the possibility of competing campaigns and/or fundraising."

3. Community Image

Potential partners and investors have voiced concern about the community's understanding of the potential partner organizations and their leadership in the homeless arena, the homelessness issue overall, and the perception of shelters as an eyesore or even attraction.

- a. "My experience tells me that siting as both a NIMBY Issue and being sensitive in general to location could be problematic."
- b. Summary: The problem especially with the homelessness issue is that most everyone agrees that it is a problem, but no one wants shelter sighting in their backyard.

4. Pro Forma / Business Plan

The community wants to know how a volunteer organization, for example, can 1) reach the point of assuring readiness for a campaign and 2) launch this project with all volunteers.

- a. "Do not lose sight of the Operations and Sustainability (Business Plan/pro forma). This is very important."
- b. "I am a big picture [person] and visionary and would like to also discuss how the proposed Center would be funded."
- c. "One of the challenges for a volunteer group is that they have no paid employees. A track record is needed to prove the viable way of funding for potential partner organization. Many organizations have a strong reputation, but having a development director is essential, or simply paid staff."
- d. "I am a real stickler for supporting projects and utilizing political capital; meaning, I need to see your proforma to know that your project is able to be supported on the Operations side."

Analysis of Issue Findings:

The concern for duplication of services should come as no surprise. JR is already proactive in developing and fostering critical partnerships. The Report Out Event is an excellent opportunity to show potential partners and donors the due diligence JR has taken in inviting like-minded organizations to participate in the study. It will be important to respond to the question about location and whether there is an opportunity with Bethlehem Inn for repurposing a motel as a homeless shelter.

Donor overlap or donor fatigue has also come up as an issue to report. Taking an inventory of other capital campaigns in the area is a great step ahead of extended feasibility or a capital campaign.

There is a need to better understand potential partner organizations for a Shelter Service Center and how such a project fits within each partner's scope. Also, there is concern for Not in My Backyard (NIMBY) sentiments in the community. There may be some marketing/communications work that JR can begin now to address these concerns and improve community awareness and understanding. This issue should also be addressed at the Report Out Event to study participants.

Some potential supporters are concerned of potential organizational capacity for a campaign. To increase community confidence, demonstrating to the community and educating people about the multi-partnered approach to the potential project will address this concern. One person requested to see a *pro forma*, or business plan. The business plan is also an important piece that can be developed now while preparing to address the budget and staffing questions that may arise in the future, further increasing the community's confidence in the long-term success of the operations of a Shelter Service Center.

ACCOLADES

In response to feasibility questions presented in the study to the community, the following are potential rallying points for a campaign:

1. Importance of Consideration to Develop Additional Sheltering Capacity in Redmond

- a. "There is a great need, and it is only increasing."
- b. "If there was a Service Center that keeps people off our public lands, then we would be interested. The county is interested in finding a way to get homeless people off public land and into homeless shelters or other housing options."
- c. "The homeless problem is growing, and we need to have 'safe' shelter and call it home and turn their life around from a shelter perspective as a community resource."
- d. "There is so much need and the majority of the services are in Bend."

2. Inclusivity of Proposed Services and Resources

- a. "Include some sort of wrap around services to address addiction and mental health issues."
- b. "Job and employment services would be important to also include in this proposed model."
- c. "Childcare is important, space for health services, pop-up dental clinic also important. As the facility is used, more gaps will be identified. Consider flexible space."
- d. "Sounds like a well-rounded program, not too over the top."
- e. "The Service Center proposed is very appealing."

3. Importance of Increasing Access to Services and Resources Through Collaboration Among Providers

- a. "As an organization we have a strategic initiative to respond and understand that housing is a critical issue in our multi state service area."
- b. "You can't build a one stop without all the players at the table to partnership the project."
- c. "It makes the services more efficient and it's the only way we can break the cycle. We need wraparound services."
- d. "We need this, and our sand box is small here in Central Oregon. We need to all work well together."
- e. "Central Oregon is a great example of bringing the community together to find resolutions."

Analysis of Accolades Findings:

Accolades are excellent rallying points for a campaign. So far in the study, the community has voiced an understanding of the need for increased sheltering capacity in Redmond, support for the proposed services and resources of this project (as well as other suggestions to consider including in the center), and an alignment with JR's priority on partnerships to increase access to services and resources. These accolades show that the community acknowledges the need as well as an opportunity for broad collaboration among providers/partners to help fill that need. Finally, these accolades demonstrate support for the proposed approach to the project.

CHALLENGE

There is one challenge that has been identified in our work:

1. Focusing Limited Interviews on Partnership Prospects

In a condensed feasibility study, our focus is typically on high-capacity prospective donors to reach feasibility. With approximately half of the 20-interview study being partners of no capacity, our ability to identify potential gifts is below average. While discussion with partners is critical, in terms of ferreting potential funding, it is a challenge.

Out of the 20 interviews conducted in this study, excluding meetings to quantify foundations, we identified 6 potential gifts from the 16 interviews held. That is an approximate gift rate of 37%, meaning that nearly just one third our interviews resulted in identifying a gift. It is apparent that a larger, broader, and continued scope of work interviewing an additional 35- 50 respondents is our strongest recommendation as noted earlier in the Overview.

Expanding the feasibility respondent data base will allow deeper penetration into the homelessness issue in the Redmond/Bend area through updated and comprehensive feasibility questions around the goal of constructing a Shelter Service Center. This process would be facilitated by Westby Associates, Inc. (WAI) with the initial goal of drafting feasibility respondent questions with partner participation to fully measure community support and philanthropic commitment to a \$3.5M capital campaign. In addition, identifying business plan support could be tested as a separate question to test support for the ongoing service and maintenance of a Shelter Service Center.

That said, the continued identification and support of the emerging need of additional homeless services in the Redmond area in this current study of 20 respondents is favorable for a campaign, but alone does not adequately represent or prove funding for a \$3.5M Shelter Service Center.

C. SUMMARY AND CONCLUSIONS

1. Westby Associates Inc. has scheduled and conducted 20 interviews (100%) for this feasibility study and identified potential gifts total of up to \$1,140,000.
2. There are five (5) quantified potential foundation source for funding up to \$587,500 and thirteen (13) qualified potential foundation sources for funding for up to \$216,500.
3. The community has offered candid responses so far, and our weighted analysis has identified four issues driving the range of potential support: Duplication of Services/Partnerships, Donor Overlap, Community Image, and Business Plan.
4. While the focus on partnerships has provided us with vital feedback on project details and community insights, gift identification is very low. This is a challenge to a condensed feasibility study with only 20 interviews to hopefully identify 80% of the project goal. This is our greatest concern for the project but seeing the potential average gift per interview at \$36,000, we see an opportunity worth continued investment for a broader study.
5. Expanding the feasibility respondent data base will allow deeper penetration into the homelessness issue in the Redmond/Bend area through updated and comprehensive feasibility questions around the goal of constructing a Shelter Service Center. This process would be facilitated by Westby Associates, Inc. (WAI) with the initial goal of drafting feasibility respondent questions with partner participation to fully measure community support and philanthropic commitment to a \$3.5M capital campaign. In addition, identifying *pro forma* / business plan support could be used as a separate question to test support for the ongoing service and maintenance of a Shelter Service Center in the Redmond area, managed by multiple partners.
6. That said, the continued identification and support of the emerging need of additional homeless services in the Redmond area in this current study of 20 respondents is favorable for a campaign, but to date does not prove funding for a \$3.5M Shelter Service Center.
7. A working capital goal of \$30,000 would allow the feasibility study to extend and complete. We believe this extension is indicated based on the results of \$1,140,000 from the interviews thus far.
8. The feasibility results to date are trending towards a positive finding. If current assumptions hold in an extended study outreach, will lead to clear recommendations for a community-wide approach.

D. RECOMMENDATIONS

Having concluded 20 interviews and the current scope of work, our findings conclude that additional interviews are needed to deepen partnerships and potential funding opportunities for the potential facility. We are encouraged that Jericho Road is engaging their Board to complete a strategic plan that could support their preparedness for a potential capital campaign.

We are proposing our next Scope of Work (SOW) to include surveying a broader scope of partners to identify funding and ownership of a Shelter Service Center. We are requesting funding in the amount of \$30,000 to fund this work. The next steps would include:

1. Convene a broad range of service providers and partners to identify feasibility respondents that would have interest in supporting a Shelter Service Center model.
2. Create a business plan model for purpose of operating a Shelter Service Center.
3. Conduct outreach to individuals, public agencies and partners that could partner or donate suitable property for a Shelter Service Center through feasibility study interviews (approximately 35-50 interviews are needed to reach feasibility, based on our current projections).
4. Conduct Outreach to include District State Representative Zika and State Senator Knopp for purposes of advancing funding strategy for Legislative session 2022 or 2023.
5. Conduct final Report Out presentation of findings to study participants with review of recommendations for next steps.

E. ADDENDUM

1. POLITICAL SUMMARY

Our best practices in conducting feasibility for a Capital project typically includes up to 25% of outreach interviews to various elected representatives at all levels of government to include City, County, State and on very rare occasions at the Federal level too. These interviews test the potential of bringing Capital dollars into a major building project.

Our work has included scheduling interviews with the following elected officials and designees:

- Deschutes County Commissioner and Chair, Patti Adair
- Deschutes County Deputy County Administrator, Erik Kropp
- City of Redmond Community Development Housing Program Analyst, Rebecca Batzel

Deschutes County Commissioner and Chair, Patti Adair, participated in feasibility and is a very informed interview given her position as Commissioner Chair, Board member to our current funding organization (COHC), as well as Board member to Bethlehem Inn. Chari Adair provided insight and perspective that is valuable to this report and potential future SOW.

Two other non-elected interviews are included in this report. Eric Kropp as Deputy Administrator of Deschutes County is knowledgeable and a county connector in understanding how partnerships can be utilized and leveraged. Kropp is a contact that should be considered as an ongoing wealth of information.

The City of Redmond CDBG Manager, Rebecca Batzel, is interested in assisting with a grant request and furthermore can be very helpful in navigating the City of Redmond process.

In addition, Tammy Baney, while not an elected official or a designee, is a former County Commissioner of 12 years and the Executive Director to Central Oregon Intergovernmental Council. Baney is well-informed and her agency is a grant writing organization both to receive funds and to manage funds for partner organizations. We believe a deeper conversation and partnership opportunity to support JR in either a grant writing capacity and/or the ability to manage these funds is a possibility.

Finally, it should be noted here that the current respondent group of 20 interviews does not/will not include outreach to State Senator Tim Knopp of Bend, or State Representative Jack Zika of Redmond. A capital request to the State of Oregon potentially represents the largest funding request yet to be recorded or discussed in the current SOW.

2. FOUNDATION SUMMARY

The following list of foundation prospects is divided into two categories:

1. Quantified are foundations who WAI has had contact with and whose information is included in the feasibility report gift range.
2. Qualified who have a history of giving to projects like Jericho Road.

Foundation research is based on typical giving patterns. Many foundations have/will allocate support for COVID-19 response/operations and this can impact if/how they consider capital funding requests in the future.

QUANTIFIED – (\$50,000 - \$587,500)

1. Robert D And Marcia H Randall Charitable Trust

- Quantified up to \$10,000
- Work to improve and enrich the lives of people in the Pacific Northwest by supporting organizations that provide opportunity to the underprivileged; promoting personal responsibility and initiative through values-based programs focused on improving education and social well-being with challenging, stimulating instruction
- Focus Areas: education, youth development, community building, public policy, arts, culture and museums, and immediate need
- From funder: *interest in a capital project depends on the size, they want the their awards \$10k (max) to be impactful. If larger campaign, they are alternatively open to program request. A specific item of FFE is also an option to consider.*
- Deadline:
 - i. Pre-Applications due 6/15 and 12/15
 - ii. Applications due 9/1 and 3/1 (if invited)

2. Murdock Charitable Trust

- Quantified up to \$350,000
 - i. Based on \$3.5M estimate, ask amount varies based on project size
- Focus Areas include: Health , Human services
- Must have 40% committed for capital
- Want to see 100% board participation
- Rolling deadline
- Multi-step process: LOI, Application, Site visit – typically takes 6-9 months for decision

3. Oregon Community Foundation

- Quantified up to \$120,000 (up to \$20,000 Community Grant, up to \$100,000 Donor Advised)
- Community Grants
 - i. In 2021 modified approach to focus on priority populations versus focus areas; particularly populations disproportionately impacted by inequities exacerbated by racial and social injustice, COVID-19 and/or wildfires. Priority populations includes people experiencing homelessness, lack access to resources.

- ii. 2021 funding cycle will not prioritize capital projects, 2022 and beyond is unknown.
 - iii. Deadlines are typically January 15 and August 15 but that may change
 - iv. Quantified \$20,000 based on future acceptance of capital grant applications
- Donor Advised Funds
 - i. Quantified up to \$100,000 – funding depends on a lot of factors including donor interest, timing, other similar capital projects in the region (i.e if a Project Turnkey award is given in Redmon, she will promote that project)
 - ii. These funders see community grant applications, profiles on OCF website, and work with Donor Relations Officers
 - iii. Central OR donors do tend to prioritize homeless services
 - iv. Anne George, OCF Sr. Donor Relations Officer, would be open to helping coordinate higher capacity donors for informational presentation at a future phase once there is a defined project

4. PacificSource Foundation

- Quantified range: \$50,000 to \$100,000
- Guided by the touchstones of better health, better care, and lower healthcare costs.
- Through strategic partnering and financial support, we're creating paths to close the gap of health disparities.
- Invite only for 2020 (switched to COVID-19 relief), 2021 unknown
- From funder: *Connection to health services is greatest priority, but there is "an appetite to look at other things". In past 2 years and especially with COVID, PSF has funded some housing project that tie to health, as well as rental assistance, emergency housing vouchers, an assortment of services. Housing is minimal on its own, but not unprecedented.*

5. US Bank Foundation

- Quantified up to \$7,500
- National Foundation
 - i. Focus area: Home - Neighborhood stability and revitalization.
 - ii. We provide financial support to assist people in developing stability in their lives through access to safe, sustainable and accessible homes. Examples: affordable housing, transitional housing (as step to permanent housing), veterans housing focus, green homes for low- & moderate-income
 - iii. Accepting applications July 1–31.
 - iv. Capital: only consider small number – from organizations that meet all other funding criteria, whose entire mission statement fits a Community Possible grant focus area, with which the Foundation has a funding history, and must have US Bank employee on Board.
- Local Giving
 - i. Estimate: \$5,000
 - ii. Coordinated through local branch

QUALIFIED – (up to \$216,500)

6. Autzen Foundation

- Most common gift: \$5,000
- Focus on groups with social service, arts and culture, educational, environmental and/or youth-centered missions
- Prefer smaller organizations
- Tend to like "direct service" more than capital, where they can see impact

- Deadlines in 2020: 3/11, 7/10, 10/6

7. The Bend Foundation

- Most common gift: \$10,000
- Funded by Brooks Resources (separate entities)
- Focus areas include: Assist the undeserved and at-risk populations
- Will consider one-time capital funding and start-up projects and initiatives that support our mission in areas such as the arts, education, conservation and social welfare
- Deadlines: March 15, July 15, October 15; notification up to 6 weeks

8. Charis Fund

- Typical range: \$3,000 to \$6,000
- Support projects focused on social welfare (prioritizing hunger, housing, homelessness, at-risk youth), health and education. Strong focus on disadvantaged/underserved populations
- Prefer program/project funding, will consider capital but like to have an impact with their smaller gifts, so best to focus specific ask, like equipment
- Deadline: March 31, Sept 30

9. Clabough Foundation

- Typical range: \$1,000 to \$15,000
- Focus areas include: To promote and foster the regional arts and cultural offerings of the High Country area of North Carolina and the Deschutes River Watershed area of Central Oregon.
 - i. Highlight a homeless services/center project on their website
- Deadline: February 1

10. Collins Foundation

- Most common gift: \$10,000
- Promote inclusion for all communities that are systematically denied access to resources and the opportunity to make decisions on matters that affect them, particularly people of color, immigrants and refugees, people with disabilities, LGBTQ people, low-income individuals and families, and rural communities
- In the areas of health, housing, workforce development, and asset building focus grants to benefit low-income communities
- 30-35% committed before application
- 2 step application process: LOI and full application
 - i. LOI deadlines currently listed: 12/10/20, 2/18/21, 4/22/21 (typically also Aug & Oct)

11. First Interstate Bank Foundation

- Most common gift: \$500
- Driven by a vested interest in the health and strength of our communities, working to make them better places to live, work, and raise families. 55% of these granting dollars focused on alleviating poverty and are awarded to nonprofits actively assisting low- and moderate-income individuals and communities.
- Rolling deadline
- Requests go through local branch: 154 Southwest 6th Street, Redmond, OR 97756

12. Healy Foundation

- Grants up to \$50,000
- Focus Areas include youth advocacy and reduction of childhood poverty

- Rolling deadline, board meets quarterly

13. Maybelle Clark Macdonald Fund

- Most common gift: \$25,000
- Focus Areas: Cultural Arts, Education, Human Services, Medical, Public Benefit
 - i. Human Services includes “housing the poor”
- MUST have MCM Fund board member invitation to apply (listed on website)
- 2 step application process: LOI and full application
 - i. LOI deadlines: 2/15 & 8/15

14. PGE Foundation - Safe & Stable Families

- Most common up to \$25,000
- Focus area: Safe & Stable Families
 - i. Help families create stable environments where children can grow and thrive, with emphasis on addressing food insecurity, housing/homelessness, mental wellness and parent engagement
- Deadline: 7/10/21, notification in September

15. Reser Family Foundation

- Mid-size grant: up to \$50,000
- Cornerstone: Education, Health, Arts, Environment
- For capital: support community and economic development in the built environment that create sustainable community improvement.
- Deadline: Feb 1 and August 1; notification June and December
- Multi-step: LOI and application, occasional site visit

16. Swigert Foundation (formerly ESCO Foundation)

- Most common gift: \$10,000
- Focuses on Cultural, Religious, Education, Medical and Civic endeavors
- Deadline: May 1 and November 1 (March and September for new applicants)

17. Walmart – Local Community Grants

- Typical range: up to \$5,000
- Focus Area: local community support (very broad)
- Local management makes funding recommendations
- Local store: 300 NW Oak tree Ln, Redmond, OR 97756
- Deadline: 12/31/21 (opens in Feb); allow 60 days for review
 - i. One cycle per year
 - ii. Can be awarded multiple grants in 2020 cycle

18. Washington Federal Foundation

- Most common gift: \$5,000
- Focus areas:
 - i. Housing & Community Development
 - ii. Senior Citizens, Youth Services & Families with Low-Income
 - iii. Financial Literacy
- Local branch: 855 SW Veterans Way, Redmond, Oregon 97756
- Deadline: rolling, reviewed 30-90 days

3. SAMPLE QUOTES

Importance of Additional Services and Resources besides housing

“Please include both Behavioral Health (offered by the County) they have a crisis team for example and also Medical mobile services as is also available in the area.”

“Employment services are important too.”

“I think what is specific is the need for low barrier shelter [...] BI is high Barrier; no drugs, sex offenders or addiction allowed. A central kitchen is an important consideration, we need a community kitchen.”

“Mental Health component is very important. Also, important to include THRIVE as a resource.”

“We should really expand under Community Partners and should look to Education and MH services; Veteran services as places to further expand.”

Importance of a Capital Campaign for a Shelter Service Center

“The unique challenge in Redmond is how the problem gets resolved. It is refreshing to see that providers such as JR are doing a study like this.”

“Yes, makes sense as there are many services that can be offered if they are collaborative and accessible for the individuals needing the services; meaning the homeless need to be able to get to a location that works for them.”

“A 'targeted fundraising effort' is super important, makes so much sense to me.”

“I suppose if it is coordinated with other efforts, I am supportive (without funding). Working in a silo is not a good idea. Coordinate with other campaigns. Around homelessness, the coordination part is very important.”

“I would hope that there would be government funds to assist here.”

Investment in Housing with Case Management Improved Member Self-Sufficiency and Costs

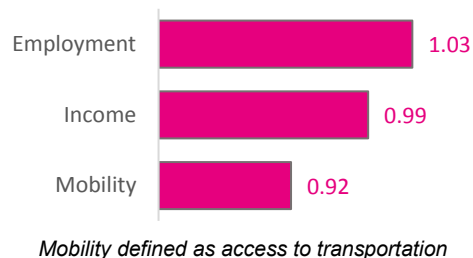
AllCare Health has provided grants and per member per month payments to Rogue Retreat, a housing assistance organization that provides affordable housing and case-management services to individuals and their families in Jackson County.



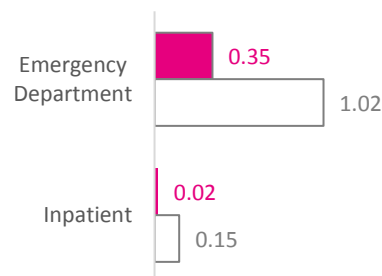
An evaluation of Rogue Retreat in 2019 found that:



Individuals who engaged in Rogue Retreat's case management increased their self-sufficiency scores across multiple domains, especially housing, employment, income, mobility, and food and nutrition.



Adults who received housing through Rogue Retreat had less emergency department visits and inpatient admissions compared to individuals who were on a waitlist for housing.



Adults who received housing through Rogue Retreat had lower average health care costs compared to individuals who were on a waitlist for housing.



AllCare Health: Rogue Retreat Evaluation Report

December 2019

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Research and Education

Table of Contents

AllCare Health and Rogue Retreat	3
Design & Methods	4
Data Sources.....	4
Study Population	4
Analysis	5
Results: Self-Sufficiency Scores.....	6
Results: Demographic and Health Profiles	8
Results: Health Care Utilization	9
Differences in the Percent of Adults Using Health Care	9
Differences in the Amount of Health Care Used	10
Differences in Total Costs of Health Care	11
Conclusion	12
Key Findings.....	12
A Path Forward	12
Appendix A. Technical Appendix	13
Appendix B. Children’s Appendix.....	20

AllCare Health and Rogue Retreat

AllCare Health CCO

AllCare Health is a physician-led, coordinated care organization (CCO) serving over 46,000 Medicaid lives across Curry, Douglas, Jackson, and Josephine counties, and headquartered in Grants Pass, Oregon. AllCare Health offers a range of health services that target the needs of southern Oregonians. In addition to the coordination of Medicaid benefits, the organization has invested over \$3 million since 2015 in addressing the social determinants of health.

Housing and Health Care

Access to stable housing is a powerful strategy for impacting health care utilization and quality and improving population health. Moving into safe, stable, affordable housing has been linked to lower health care expenditures, decreased in-patient stays and emergency department visits, and increased connection to primary care. However, providing housing alone is not always enough to improve health and wellbeing, and residents of affordable housing sites often still need case management or care coordination to address their other social needs.

Rogue Retreat

Rogue Retreat is a housing assistance organization that provides affordable housing and case-management to homeless individuals and families in Jackson County, Oregon. It offers multiple housing facilities, some of which are only available to specific populations (e.g. pregnant women) or are prioritized for AllCare Health members. In addition to stable housing, residents receive weekly support from a case manager who helps them set and pursue goals across a variety of areas.

AllCare Health began investing in Rogue Retreat to support its affordable housing and case management services in 2015. This investment originally took the form of grants to Rogue Retreat; however, AllCare Health has recently shifted its investment model to a per member payment for each of its members housed in one of Rogue Retreat's properties.

Evaluation Objectives

The goal of this study was to understand how AllCare Health's investments in Rogue Retreat impacted health care outcomes for their members through the following evaluation objective:

Evaluation Objective. To assess the impact of receiving housing and case management services through Rogue Retreat on residents' health care utilization and cost.

Design & Methods

The following section gives an overview of the methods – including data sources, study population definitions, and analysis – used in this evaluation. More details on the study design and methods are given in the **Technical Appendix** on page 13 of this report.

Data Sources

We used two data sources for this evaluation: Rogue Retreat Program Data, and AllCare Health Medicaid claims and enrollment data.

Rogue Retreat Program Data: Rogue Retreat provided administrative data for all residents in their housing sites and all individuals on the housing waitlist. This included move-in and move-out dates for residents, and date of application to the waitlist for individuals not yet housed.

Rogue Retreat also provided self-sufficiency scores obtained from checklists administered by Rogue Retreat case managers that assessed needs across 15 social, economic, and health-related domains. Checklists were completed when individuals first obtained housing, periodically while in housing, and upon exit from housing. We used initial and most recent self-sufficiency scores for the analysis.

AllCare Health Medicaid Claims and Enrollment Data: AllCare Health provided a dataset that included member enrollment and demographic information, and detailed medical, behavioral health, dental, and pharmaceutical claims.

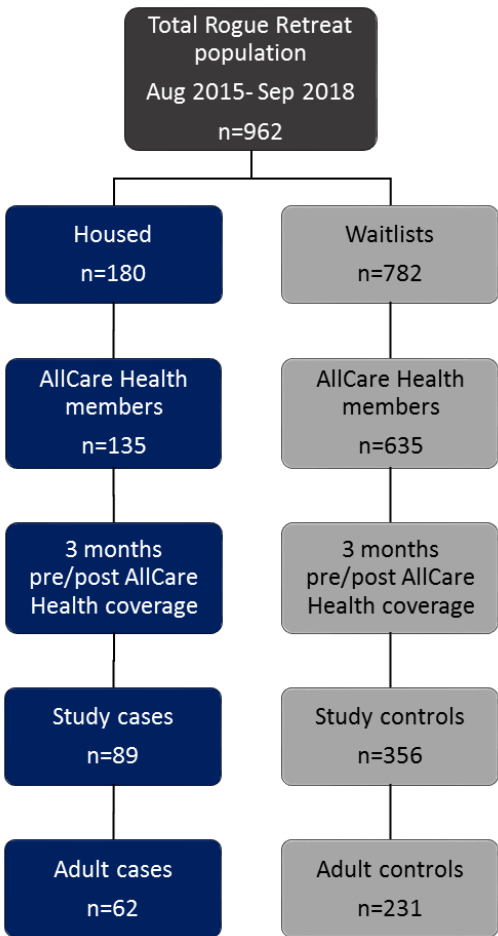
Study Population

We began by identifying all individuals housed or on the waitlist at Rogue Retreat during our study window, August 2015 – September 2018. We divided our study population into cases (obtained housing) and controls (on the waitlist). We then matched these individuals to AllCare Health enrollment data, and limited the study population to only those who had at least 3 months of continuous AllCare Health coverage before and after their index date (defined below).

We identified 962 individuals in the Rogue Retreat data; after applying the eligibility criteria we had 89 housed (cases) and 356 waitlist (controls) individuals in the study population (**Exhibit 1**).

Given expected differences in patterns of utilization between children and adults, we further divided our cases and controls into

Exhibit 1. Study Population



adults (18 year of age or older) and children (younger than 18). This resulted in 62 case adults and 231 control adults, and 27 case children and 125 control children.

The main body of the report presents findings only for adults; results for children can be found in the **Children's Appendix** on page 20 of this report. We present results for children as an appendix because, due to the small sample size and low use of care among this group, we have concerns that the study is not adequately powered to detect meaningful differences between the case and control groups.

Analysis

We first calculated mean self-sufficiency scores at baseline and most recent follow-up across the 15 domains, and used t-tests to assess how these scores changed over time.

We next focused on the analysis assessing the impact of Rogue Retreat on health care outcomes. We began by identifying index dates for cases and controls. We defined the index date for cases as the date on which they obtained housing at Rogue Retreat. For controls, the index date was the date on which they applied to the Rogue Retreat waitlist.

We next calculated demographic and health profiles – including age, gender, language, and medical complexity – for cases and controls.

Finally, we explored the impact of obtaining Rogue Retreat housing on health care outcomes by developing relative risk and linear regression models for engagement with several domains of care, including primary care, emergency department visits, inpatient stays, outpatient mental health visits, and dental care. Relative risk regression models compare the *percent* of cases and controls engaging with each health care domains; linear regression models compare the *amount* of care cases and controls used. We also used linear regression to assess the impact of obtaining Rogue Retreat housing on total costs of care.

All analyses were adjusted for the following potential confounders: age, gender, seasonality, and baseline utilization. The linear regression analyses were also adjusted for language. Differences were considered statistically significant at $p < 0.05$.

We do not report numbers or percentages for any category with less than 10 individuals. This is done to protect the anonymity and data privacy of individuals included in this evaluation.

Results: Self-Sufficiency Scores

Case managers at Rogue Retreat provide weekly support to adult residents by assessing their needs across a number of domains and helping them set and pursue goals. For the analysis presented below, we included all AllCare Health members with both baseline and at least one follow-up score (n=78), even if they did not have the full 3 months of AllCare Health coverage pre- and post-housing. Some individuals included in this analysis are therefore not included in the analysis of health care outcomes.

Exhibit 2 presents the mean baseline score for each domain; higher scores indicate better outcomes. At baseline, few individuals had struggles obtaining education for their children, concerns with substance abuse, or insufficient health care coverage. In contrast, many individuals struggled with sufficient employment and income, stable housing, and food security.

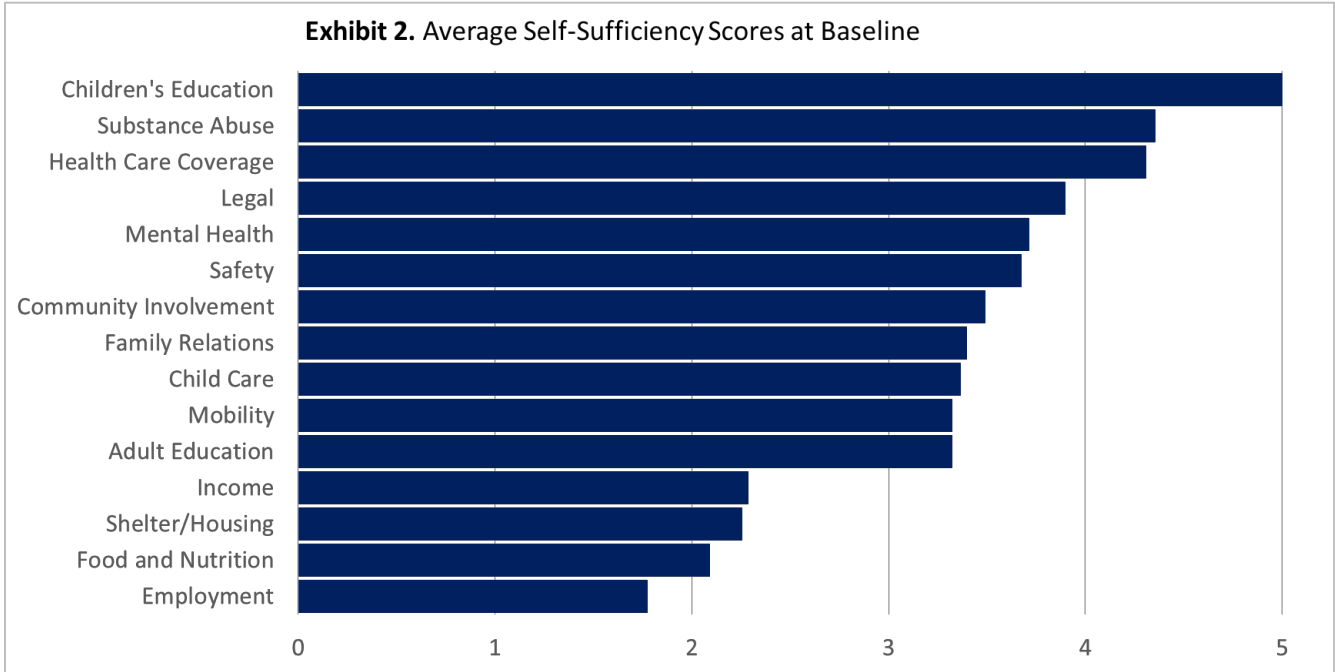
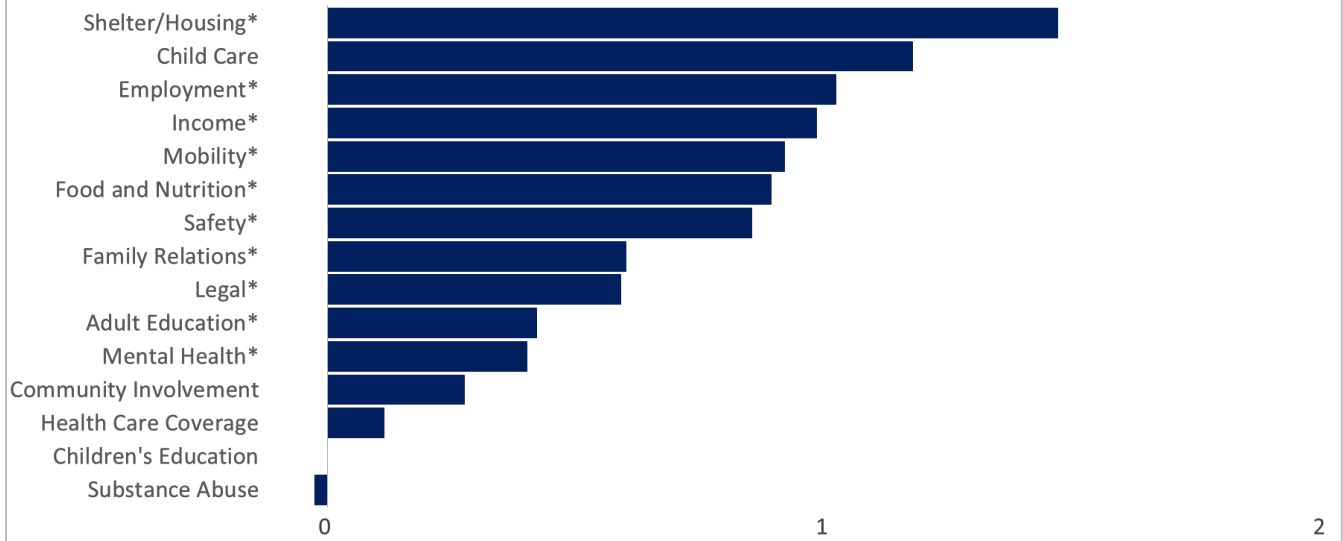


Exhibit 3 below presents the mean change in scores for each domain; higher scores indicate a positive change over time. We found statistically significant improvements in 10 domains, indicated by asterisks. The largest improvement was in shelter/housing; this is unsurprising as all scores pertained to individuals who had obtained stable housing through Rogue Retreat. Several of the domains that did not show statistically significant improvement – including children’s education, substance abuse, and health care coverage – had high scores at baseline, suggesting that residents may not have needed much assistance in these areas. We therefore would not have expected to see much improvement in these domains over time.

Exhibit 3. Change in Self-Sufficiency Scores from Baseline



Results: Demographic and Health Profiles

The remainder of the results presented in this report are for the health care outcomes analysis; the eligible study population is now limited to adults with at least 3 months of AllCare Health enrollment before and after their index date.

Exhibit 4 gives the demographic and health profiles for adult cases and controls. Overall, there was little difference in age, language, or medical complexity between the two groups. The average age was just over 35 years, nearly the entire sample indicated English as their preferred language, and slightly less than 20% had both physical and mental health conditions. However, cases were far more likely to be female than controls.

We do not present the descriptive statistics for preferred language in **Exhibit 4** due to the need to suppress small numbers.

Exhibit 4. Demographic and health profiles for adults included in the study population.

Variable	CASES N=62		CONTROLS N=231	
	N	%	N	%
Age (mean, SD)	35.2	10.4	37.5	11.8
Gender				
Female	44	71.0%	125	54.1%
Male	18	29.0%	105	45.5%
Chronic Conditions				
Any chronic physical health condition	14	22.6%	55	23.8%
Any chronic mental health condition	24	38.7%	85	36.8%
Both physical and mental health conditions	12	19.4%	45	19.5%

We did not include race and ethnicity data in this evaluation due to concerns about data quality. More details on this can be found in the **Technical Appendix**.

Exhibit 5 gives the most common physical and mental health conditions for adult case and controls. There was little difference in the prevalences between cases and controls; we are unable to present numbers due to small sample sizes.

Exhibit 5. Top chronic health conditions for adults included in the study

Physical Health	Mental Health
Chronic pain	Substance use
Asthma	Anxiety
Hypertension	Depression
Obesity	Alcohol
Arthritis	PTSD

Results: Health Care Utilization

We assessed the impact of obtaining Rogue Retreat housing on adult residents’ health care utilization in two ways. First, we calculated the *percent* of study cases and controls who had used different domains of health care and built relative risk regression models to assess the difference between the two groups. We next calculated the *amount* of different domains of health care used *per member per year* by cases and controls, and built linear regression models estimating the difference between the two groups.

We assessed the impact of obtaining Rogue Retreat housing on residents’ total cost of health care with linear regression models that estimated the difference in the average health care costs *per member per year* between cases and controls.

Differences in the Percent of Adults Using Health Care

Exhibit 6 shows the differences in the percent of adults using health care between the case and control groups, and **Exhibit 7** presents the results of the regression models. Adults who had housing through Rogue Retreat were significantly less likely to have visited the emergency department, had an inpatient stay, or accessed mental health care compared to those adults remaining on the waitlist. In contrast, there were no differences in the percent who used primary care or dental care.

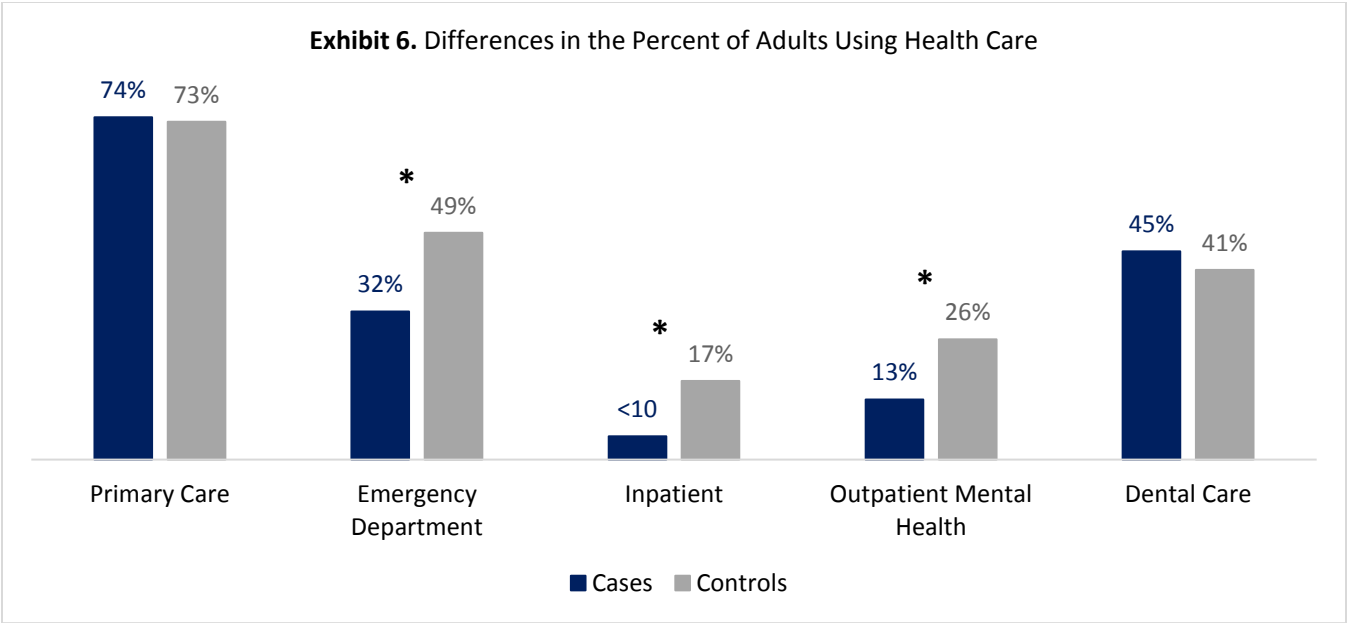


Exhibit 7. Impact of Rogue Retreat housing on percent of adults who use health care.

	CASES	CONTROLS	Adjusted RR*	95% CI	p-value
Primary care	74%	73%	1.03	0.87, 1.22	0.696
Emergency department	32%	49%	1.55	1.06, 2.26	0.023
Inpatient	<10	17%	3.92	1.19, 12.9	0.024
Outpatient mental health	13%	26%	2.39	1.20, 4.73	0.013
Any dental care	45%	41%	1.06	0.75, 1.48	0.755

*Adjusted for age, gender, seasonality, and baseline utilization

RR: Relative Risk

CI: Confidence Interval

The decrease in the percent of adults with emergency department visits and inpatient stays may indicate that individuals who are stably housed are able to better address their health needs and thus need less acute forms of care. The results related to outpatient mental health are more complicated to interpret. Similar to the emergency department and inpatient findings, it may be that these stably housed adults were able to address their mental health needs without needing to access mental health care. However, the lower percent of cases accessing outpatient mental health services may also indicate a lack of connection with needed care.

Differences in the Amount of Health Care Used

Exhibit 8 shows the differences in the average number of health care visits per person per year between the case and control groups, and **Exhibit 9** presents the results of the regression models. Adults who had housing through Rogue Retreat used the emergency department less and had less inpatient stays. In contrast, there were no differences in the amount of primary care, outpatient mental health care, or dental care used.

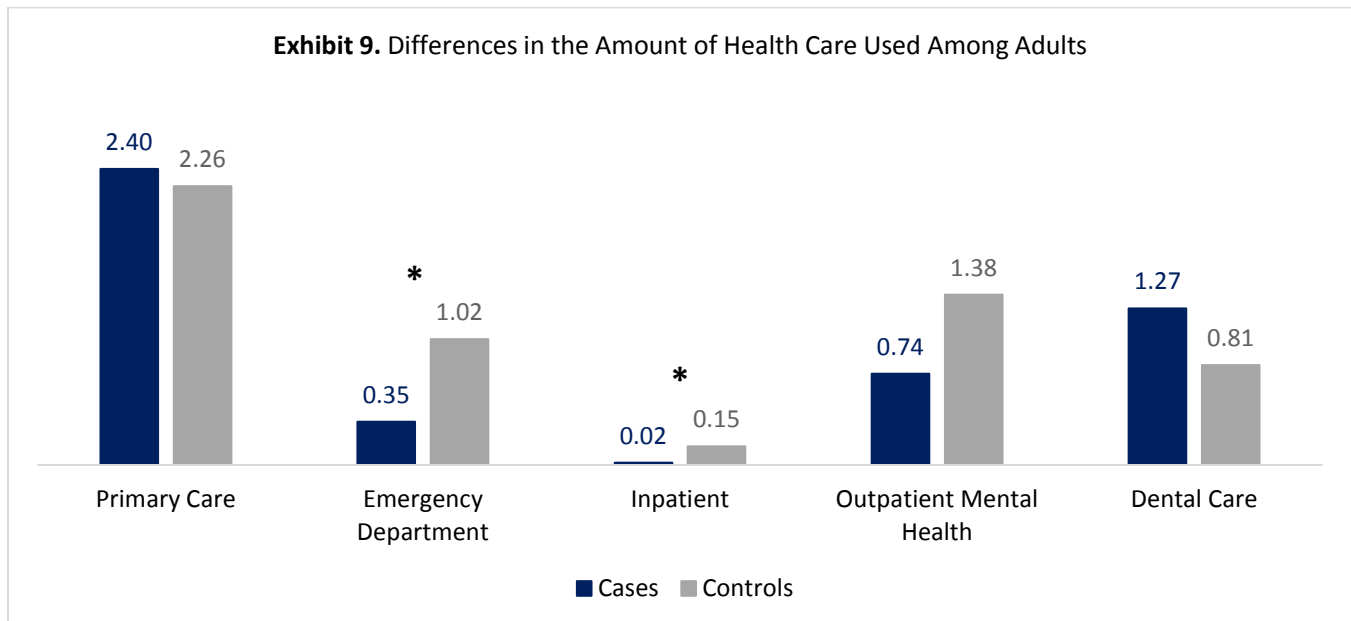


Exhibit 9. Impact of Rogue Retreat housing on the amount of health care used by adults.

	CASES	CONTROLS	Adjusted Difference*	95% CI	p-value
Primary care	2.40	2.26	0.20	-0.57, 0.98	0.607
Emergency department	0.35	1.02	-0.61	-1.17, -0.05	0.034
Inpatient	0.02	0.15	-0.13	-0.25, -0.02	0.023
Outpatient mental health	0.74	1.38	-0.79	-2.25, 0.67	0.290
Any dental care	1.27	0.81	0.19	-0.28, 0.66	0.433

*Adjusted for age, gender, language, seasonality, and baseline utilization

CI: Confidence Interval

The findings for emergency department visits and inpatient stays are similar to what we see in the previous analysis exploring the percent of adults who used each domain of care. Taken together, these findings suggest that not only are adults housed at Rogue Retreat less likely to use the two domains of acute care, but also that they on average use less care. In contrast, while a lower percent of adults housed at Rogue Retreat use outpatient mental health care, there were no differences in the amount of care used. This suggests that although housing through Rogue Retreat may impact the likelihood of an individual accessing mental health care, it does not necessarily impact how frequently they use care.

Differences in Total Costs of Health Care

Exhibit 10 shows the differences in the average total costs of health care per member per year between the case and control groups, and **Exhibit 11** presents the results of the regression model. Adults who had housing through Rogue Retreat had significantly lower total costs of care than those remaining on the waitlist.

The lower costs in the case group could be due to cases using less health care overall, or, as we see in the utilization analyses above, to them using less forms of more expensive care (e.g. emergency department and inpatient).

Exhibit 10. Differences in Average Cost of Health Care Per Person for Adults

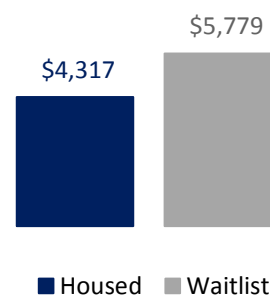


Exhibit 11. Impact of Rogue Retreat housing on the total cost of health care used by adults.

	CASES	CONTROLS	Adjusted Difference*	95% CI	p-value
Total cost	\$4317.43	\$5778.63	\$-1794.25	\$-3324.70, \$-263.81	0.022

*Adjusted for age, gender, language, seasonality, and baseline utilization

CI: Confidence Interval

Total cost excludes pharmacy costs

Conclusion

This report presents results from an evaluation of the impacts of obtaining housing through Rogue Retreat on health care utilization and cost. AllCare Health began investing in Rogue Retreat in 2015; the goal of this investment was to support Rogue Retreat in addressing the social needs of AllCare Health members, with the long term objective of improving member health and health care utilization.

Key Findings

Access to stable housing is a powerful strategy for positively impacting health care utilization, and previous research has linked stable housing to lower use of acute health care services and increased connection to primary care. We therefore hypothesized that AllCare Health's investments in Rogue Retreat would result in improved health care utilization patterns for their members.

Overall, adults who obtained housing through Rogue Retreat showed significant improvements over time across multiple self-sufficiency domains, including key socioeconomic factors such as having stable housing or shelter, and adequate income and employment.

Adults who obtained housing through Rogue Retreat were less likely to have an emergency department visit, an inpatient stay, or an outpatient mental health care visit, compared to those adults who remained on the waitlist. They also on average used less emergency department and inpatient services. These differences in utilization resulted in housed adults also having lower total costs of health care compared to the control group.

A Path Forward

AllCare Health has shifted its investment model from grant funding to Rogue Retreat to a per member payment for each individual housed in one of Rogue Retreat's properties. This financial investment has also extended to other forms of housing, such as shelters run by Rogue Retreat. Future evaluations could investigate how the change in the funding model and the expansion to other forms of housing have impacted the health care utilization and cost of AllCare Health members.



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Appendix A. Technical Appendix

The goal of this study was to understand how AllCare Health's investments in Rogue Retreat impacted health care outcomes for their members through the following evaluation objective:

Evaluation Objective. To assess the impact of receiving housing and case management services through Rogue Retreat on residents' health care utilization and cost.

This Technical Appendix describes our analytic steps in more detail.

Data Sources

Rogue Retreat Program Data

We received two types of program data from Rogue Retreat.

Rogue Retreat administrative data includes the following data for all members in Rogue Retreat housing and on the housing waitlist: AllCare member ID when available, date of application, date housed, date moved out, first and last name, date of birth, gender identity, and physical address.

Self-sufficiency scores data were obtained from self-sufficiency outcome assessment checklists that assessed needs across 15 social, economic, and health-related domains. Checklists were completed by Rogue Retreat case managers when individuals first obtained housing, periodically while in housing, and upon exit from housing. We used initial and most recent self-sufficiency scores for the analysis.

AllCare Health Medicaid Claims Data

We obtained detailed medical, behavioral, dental, and pharmacy claims from AllCare Health. Raw data elements include both member- and claims-level information. Member-level data include eligibility histories (e.g. historical records of enrollment months), member demographics (e.g. race/ethnicity, language, age, and gender), dynamic member data (e.g. address histories), and computed flags that identify members with attributes of interest (e.g. history of key chronic conditions).

Claims-level data link to member data and include classification of each claim by type of service (e.g. primary care, outpatient behavioral health), place of care, providing physician, date of service, all diagnosis and procedure codes, and actual amounts allowed and paid for each service.

We used these raw data elements to compute a series of claims-based outcome measures for the evaluation of the Rogue Retreat program. Construction of these outcome measures is described in the *Measures* section of this report.

Study Population

Eligibility

Eligibility for each member was determined during the study window, August 2015 – September 2018. Members were eligible for inclusion in the study if they were in Rogue Retreat housing or on the housing waitlist, and had at least 3 months of AllCare Health coverage before and after their index date. Index dates for the cases was defined as the date on which they obtained housing at Rogue Retreat, and for the controls as the date on which they applied to the Rogue Retreat waitlist.

Coverage Requirements

A minimum AllCare Health coverage requirement is necessary to ensure that we have enough claims information on each person to be able to estimate stable and reliable inferential statistics on utilization of health care services.

Case and Control Status

Members were classified as cases if they obtained housing at Rogue Retreat, and as controls if they were on the Rogue Retreat waitlist during the study window. We identified 962 individuals in the Rogue Retreat data; 180 housed and 782 on the waitlist. Of these, we were able to match 135 housed and 635 waitlist individuals to AllCare Health enrollment data. Only 89 housed (cases) and 356 waitlist (controls) individuals had enough AllCare Health coverage to be included in the study.

We further stratified our cases and controls into adults (18 year of age or older) and children (younger than 18). We had 62 case adults and 231 control adults, and 27 case children and 125 control children.

Self-sufficiency scores were only assigned to adults housed at Rogue Retreat. For the analysis of change in self-sufficiency scores, we included all AllCare Health members with both baseline and final/interim self-sufficiency score (n=78). For those without a final score, the most current interim scores were included. The minimum 3 months of AllCare Health coverage criteria was not applied for this part of the analysis. Some individuals included in this analysis are therefore not included in the analysis of health care outcomes.

Analysis of Children

Given the small sample size for case children, and the generally low health care utilization among this group, we do not present results for children in the main body of the report. This is for two reasons. First, we have concerns that this analysis is not adequately powered to be able to detect meaningful results, and therefore caution drawing conclusions from the results. Second, we suppress numbers or percentages for any demographic characteristic category with less than 10 individuals. Given the small sample size, this prevents us from presenting many of our descriptive results.

Measures

In order to assess the impact of obtaining stable, affordable housing on health care utilization and cost outcomes, we first constructed several measures from our AllCare Health data.

Self-Sufficiency Scores

We calculated descriptive statistics (mean and distribution) for the baseline and final or most recent interim self-sufficiency scores across the 15 domains for 78 adult members eligible for this part of the study.

Demographics and Health Profiles

We calculated means or percentages for the following demographics and health variables: age, gender, language, physical and mental chronic condition profile, and medical complexity. Medical complexity was calculated as the Chronic Illness and Disability Payment System score for adults, and Pediatric Medical Complexity Algorithm score for children.

After exploring the race and ethnicity data, we chose not to include either in analysis because a vast majority of race and ethnicity was either “Unknown” or “Other” for the study participants.

Unknown Race and Ethnicity

Race and ethnicity data was “Unknown” for a high percentage of Medicaid members statewide during the study period. This is in part due to statewide data collection processes at enrollment and several technological systems changes since 2014 that affected race and ethnicity data collection.

Language was categorized into English and Other. Chronic conditions were categorized into at least one physical health condition, at least one mental health condition, and at least one physical and mental health condition; these categories were not mutually exclusive.

All demographics were stratified by case and control group.

We suppressed (i.e. did not include in the report), numbers or percentages for any demographic characteristic category with less than 10 individuals. For example, we suppressed the number and percentage of case and control adults with “Other” as their primary language because there were less than 10 individuals in each category. This is done to protect the anonymity and data privacy of individuals included in this evaluation.

Pediatric Medical Complexity Algorithm

This measure was developed by the Center of Excellence on Quality of Care Measures for Children with Complex Needs. It sorts children into three levels of medical complexity: children with complex chronic disease, children with non-complex chronic disease, and children without chronic disease. Results are reported as percentages.

Denominator: To be counted for this measure, children had to be between 0 and 18 years of age; have at least 3 months of AllCare Health coverage before and after the index date; have at least one primary care visit; and have ≥ 1 emergency department (ED) visit and/or inpatient stay during the measurement years.

Numerator: Number of children with specific chronic conditions during the measurement period.

Chronic Illness & Disability Payment System (CDPS)

This measure was developed by the University of California, San Diego in 1996. The CDPS uses historic Medicaid claims to assess health status, and estimate future healthcare expenditures for individual members. The CDPS subdivides diagnoses by body function (e.g., endocrine system problems, cardiovascular system diseases) and codes most diagnoses by level of severity.

To be counted for this measure, members had to be above 18 years of age; have at least 3 months of AllCare Health coverage before and after the index date during the measurement years.

Calculation of scores: Diagnosis categories are assigned a value of 0 or 1 depending on the presence of an ICD code within the selected time period. Primary, secondary, and tertiary diagnosis are categorized. Categories (0/1) are multiplied by their respective weight and then summed to produce the CDPS score. Several of the categories are not included when calculating the risk scores. These include categories with super low (SL) coefficients, categories that include diagnoses that are not well defined (NWD), and most of the V and E codes are excluded.

Health Care Services

Primary Care Utilization

The measure is based on the HEDIS 2017 measure specifications. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: Number of PCP visits in the measurement period. PCP visits are identified using the criteria outlined in the HEDIS Ambulatory Visits Value Sets in conjunction with the billing primary care provider taxonomy.

Emergency Department Utilization

The measure is based on the HEDIS 2017 measure specifications. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: Number of ED visits in the measurement period. ED visits are identified using the criteria outlined in the HEDIS ED Visits Value Sets and ED Procedure Value Sets. The following types of ED visits are excluded: Mental and Behavioral Disorder Value sets, Psychiatry Value Sets, Electroconvulsive Therapy Value Sets, and AOD Rehab and Detox Value Sets. ED visits that resulted in an inpatient admissions are further excluded.

Inpatient Utilization

The measure is based on the HEDIS 2017 measure specifications. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: The number of acute and nonacute inpatient discharges in the measurement period. Acute and non-acute inpatient stays are identified using the criteria outlined in the HEDIS Inpatient Stay Value Set. The following types of inpatient stays are excluded: Mental and Behavioral Disorders Value Sets, Maternity MS-DRG Value Sets, Deliveries Infant Record Value Set, Newborns/Neonates MS-DRG Value Set, and IPU Exclusions MS-DRG Value Sets (mental health, chemical dependency or rehabilitation related stay).

Outpatient Mental Health Utilization

The measure is based on the HEDIS 2017 measure specifications. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: Number of outpatient mental health visits in the measurement year. Outpatient mental health visits are identified using the criteria outlined in the HEDIS specifications as:

- Mental Health Diagnosis Value Sets in conjunction with MPT Stand Alone Outpatient Group 1 Value sets.
- Mental Health Diagnosis Value Sets in conjunction with either Observation Value Sets or ED Value Sets or MPT Stand Alone Outpatient Group 2, and billed by a mental health practitioner.
- Mental Health Value Sets in conjunction with MPT Outpatient/ED Value Sets and MPT Outpatient/ED POS Value Sets.
- The following criteria was excluded because we are unable to confirm that the visit was in an outpatient or ED setting from the claims: MPT Outpatient/ED Value Set with POS 53 Value Set

and a principal mental health diagnosis (Mental Health Diagnosis Value Set), where the organization can confirm that the visit was in an outpatient or ED setting.

Dental Utilization

This measure is based on the HEDIS 2017 measure specifications. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: Number of dental visits with a dental practitioner in the measurement period. Dental visits are identified using the criteria outlined in the HEDIS specifications for Dental Visits Value Sets (CDT codes D0120 - D9999 and CPT codes 70300, 70310, 70320, 70350, and 70355).

Total Costs of Care

Total costs of care is calculated based on total allowed costs. Total costs includes all medical and dental costs during the study window. Rates are reported as per member per year. Denied claims are excluded.

Denominator: To be counted for this measure, members must have had at least 3 months of AllCare Health coverage before and after the index date during the study window.

Numerator: Total medical and dental costs from allowed amounts for each member.

Allowed Amounts

Allowed amounts were chosen due to their consistency between providers within a single payer's data source. Paid amounts, while a direct estimate of total medical expenditures over time, can underestimate expenditures in encounter level analysis due to the presence of claims with \$0 and the effect of alternative payment models such as case rates. Billed amounts have a high degree of variability between providers and overestimate true medical expenditures.

Analysis

First, we calculated descriptive statistics for the following demographics and health variables: age, gender, language, physical and mental chronic condition profile, medical complexity scores. All demographic statistics were stratified by cases and controls. Next, we performed chi-square test for the categorical and paired t-test for continuous variables on descriptive statistics to compare cases and controls.

In order to explore the impact of obtaining housing through Rogue Retreat on health care outcomes, we developed regression model that estimated the difference in the likelihood of a member to engage with several domains of care between case and control groups. The health care domains include: primary care, emergency department visits, inpatient stays, outpatient mental health care, dental care, and total costs of care. Relative risks and confidence intervals were estimated to compare the percent of cases and controls engaging with each health care domains using log-link Poisson regression with robust error variance. We also developed linear regression model to compare the amount of care and total costs of care used by cases and controls. Regression analyses were adjusted for the following confounders: age, gender, seasonality, and baseline health care utilization. Linear regression models were also adjusted for language. Differences are considered statistically significant at $p < 0.05$.

All analysis were stratified by children (younger than 18 years) and adults (18 years of age or older) in order to look at their health care outcomes separately, given the expected difference in patterns of health care utilization between children and adults.

Appendix B. Children's Appendix

This Appendix provides the results for the analyses done among children housed at Rogue Retreat (cases) or on the waitlist (controls). We present tables where possible; however, given the small sample sizes and the need to suppress small numbers to protect the anonymity of individuals included in this evaluation, we are unable to display results for several findings. In these instances, we discuss the general conclusions of the results in text.

Demographics and Health Profiles

Exhibit B1 gives the demographic profile for children included in the study. Cases were more likely to be younger and female, compared to controls. Cases and controls were equally likely to indicate English as their preferred language.

There were no differences in medical complexity between case and control children; approximately two-third of case and control children had no chronic disease. We are unable to present the medical complexity results due to the need to suppress small numbers.

Exhibit B1. Demographic and health profiles for children included in the study population.

	CASES N=27		CONTROLS N=125	
Variable	N	%	N	%
Age (mean, SD)	5.2	2.9	7.1	4.2
Gender				
Female	19	70.4%	67	53.6%
Male	<10	29.6%	58	46.4%
Language				
English	22	81.5%	108	86.4%
Other	<10	18.5%	17	13.6%

The top chronic physical health condition for children included in the study was asthma. The top chronic mental health conditions were attention deficit hyperactivity disorder, substance use, and developmental delays.

Health Care Utilization

Exhibit B2 presents the results from the regression models assessing the differences in the percent of children who used different domains of health care between the case and control groups. We do not present results for inpatient utilization because no children in the case group had inpatient stays during the study window. We observed no difference between case and control groups for any domains of health care.

Exhibit B2. Impact of Rogue Retreat housing on percent of children who use health care.

	CASES	CONTROLS	Adjusted RR*	95% CI	p-value
Primary care	93%	89%	0.98	0.85, 1.12	0.746
Emergency department	41%	45%	1.06	0.63, 1.77	0.818
Outpatient mental health	<10	26%	1.41	0.64, 3.11	0.397
Any dental care	81%	69%	0.87	0.70, 1.08	0.215

*Adjusted for age, gender, seasonality, and baseline utilization

RR: Relative Risk

CI: Confidence Interval

Exhibit B3 presents the results from the regression models assessing the differences in the amount of health care used between case and control children. Again, we do not present results for inpatient utilization because no children in the case group had inpatient stays. Similar to what we observed in the above analysis, there are no differences between the case and control groups for any domains of health care.

Exhibit B3. Impact of Rogue Retreat housing on the amount of health care used by children.

	CASES	CONTROLS	Adjusted Difference*	95% CI	p-value
Primary care	2.56	2.70	-0.92	-2.02, 0.18	0.100
Emergency department	0.49	0.52	-0.06	-0.43, 0.31	0.743
Outpatient mental health	0.70	1.36	-0.52	-2.40, 1.37	0.592
Any dental care	1.70	1.22	0.42	-0.11, 0.95	0.121

*Adjusted for age, gender, language, seasonality, and baseline utilization

CI: Confidence Interval

Exhibit B4 presents the results from the regression model assessing the differences in the total cost of health care used between case and control children. We observe no difference in total cost of health care.

Exhibit B4. Impact of Rogue Retreat housing on the total cost of health care used by children.

	CASES	CONTROLS	Adjusted Difference*	95% CI	p-value
Total cost	\$1875.69	\$2369.87	\$-778.79	\$-1988.59, \$431.01	0.207

*Adjusted for age, gender, language, seasonality, and baseline utilization

CI: Confidence Interval

Total cost excludes pharmacy costs



Good Neighbor Agreement Template

Background: This Good Neighbor Agreement Template (referred to in this document as agreement) was developed by [Homeless Leadership Coalition](#) and community stakeholders to provide a strategy to address neighbor concerns that often arise when new resources to support those experiencing homelessness are developed or expanded within a community.

Parties to the agreement: Parties to this agreement include business and residential neighbors living around the *[named shelter/facility]* and as represented by their neighborhood association, business association and other key stakeholders.

- *NAME Neighborhood Association*
- *NAME Service Providers*
- *NAME area businesses or business associations or chambers of commerce*
- *NAME Other stakeholders such as schools, churches, Parks and Recreation etc*

Boundaries of this agreement:

[Describe area w/ geographic border, and/or attach map]

Legal Status of Agreement: Parties to this agreement are committed to maintaining safety and livability of the area; it is to this end they enter into this agreement. All participants understand this agreement is not a legally binding contract, nor is it intended to be. Further, all parties acknowledge that they have been advised and given time to review and present this document to independent counsel.

Purpose, Assumptions, & Goals: The purpose of this agreement is to identify ways for community stakeholders to work together to address potential impacts of *[named shelter/facility]* as well as be good neighbors in support of clients/residents/guests of the shelter/ facility and to formalize the goodwill and positive working relationships between stakeholders for the benefits of all neighbors. Discussion of this agreement can be a tool to clarify the best ways to address neighborhood concerns.

Inherent in this agreement is the assumption that all parties have certain basic rights; these include:

- All neighbors have the right to feel safe and welcome.
- All neighbors have the right to safe and quiet enjoyment of their properties and public spaces.
- All neighbors have the right to access available community resources, services and public facilities to meet their needs.

Goals:

- Initiate and maintain open communications and understanding among all parties
- Encourage all parties to be proactive and ready to respond to concerns that may arise
- Develop procedures or protocols for resolving concerns and problems
- Enhance neighborhood safety while promoting access to services
- Reduce crime and fear of crime and nuisance complaints within the neighborhood

All parties agree to:

- Participate in this agreement
- Participate in collaborative problem solving around issues that arise within the boundaries of this agreement
- Develop, maintain and enhance good working relationships between the above named parties
- Use and promote direct, respectful, and civil communications while promoting responsiveness to community concerns by
 - Resolving problems quickly and as directly as possible
 - Encouraging first line communications occur one-one via in person, phone or video communication or email.
 - Providing participants in this agreement with updated contact information if there are key leadership changes (Addendum contains contact list)
 - Reserve email for productive purposes such as information, planning, logistics, reminders or confirming prior conversations
 - Encourage neighbors or other community members to contact **(agency)** directly regarding questions or concerns as they relate to the shelter property or the local Neighborhood Association
- Enhance neighborhood safety and livability and promote access to services by
 - Fostering positive relationships between the shelter/facility and neighbors
 - Encouraging a sense of safety, welcome and investment in the neighborhood among all community members
 - Reporting crime and suspicious activity in the neighborhood to law enforcement

Service Provider Agreements **(would include named shelter/facility/group of providers):**

- Offer ongoing services that support clients/residents in achieving long-term personal goal that contribute to their self-sufficiency
- Train staff to address client needs with a trauma informed approach, motivational interviewing, de-escalation skills, conflict resolution skills
- Encourage clients/residents to be good neighbors by abiding by the facility/shelter code of conduct or trespassing through neighboring properties or rights of way
- Livability
 - Encourage clients/residents to reduce litter and provide opportunities for litter patrol
 - Assign staff or residents to pick up litter in the perimeter on a regular schedule
 - Provide regular trash disposal

- Ensure that client/resident belongings are not left on sidewalks
- Designate smoking and outdoor space provided on facility/shelter property
- Designate parking and outdoor space provided on facility/shelter property
- Encourage residents to have a sense of ownership in the neighborhood and pride in their residence
- Hold clients/residents responsible for their actions. *A code of conduct may be attached as an addendum to this agreement.*
- Prioritize outreach to individuals experiencing homelessness who are referred to the designated point of contact for the shelter/facility by signatories to this agreement

Neighborhood Association Agreements:

- Neighborhood Association board serves as a point of contact for residents of the neighborhood when they have questions and concerns that arise from the shelter/facility.
- Elevate neighbor concerns to the appropriate party in a timely manner
- Educate neighborhood on the existence of this agreement and the best ways to positively resolve concerns
- Invite and welcome service providers and shelter residents to attend neighborhood association meetings and offer opportunities for regular updates on the successes of the facility
- Engaging in ongoing problem solving with parties to this agreement to maintain clear lines of communication and an orientation to problem solving

Business/ Business Association Agreements:

- Maintain lines of open communication with parties to this agreement
- Communicate concerns of unneighborly behavior when they may relate to known clients/shelter guests
- Direct in an efficient and timely way questions/comments received by staff and customers to the shelter provider
- Immediately report to the shelter provider/facility any issues which arise relating to the physical or structural aspects of shared or adjacent spaces

Law Enforcement Agreements:

- Maintain lines of communication open with parties to this agreement
 - Note: Emergency situations should always be reported by calling 911 and Non-emergency situations can be addressed by calling the non-emergency phone number *(list for county)*
- Enforce laws according to policies and resources
- Provide education about the role of law enforcement as it relates to the homeless crisis

Communication Protocol:

1. Communicate directly and with respect and civility to the individual, shelter, business, or applicable association or service provider whenever possible

2. Meet approximately 90 days after shelter/facility opening to review agreements and problem solve issues that may have arisen
3. Create an opportunity for service providers and residents to speak at upcoming neighborhood association meeting
4. Livability issues should be addressed by associated parties to this agreement as soon as possible once notified via email, phone or in person communications
5. When issues or concerns related to this agreement are not resolved, participants agree to seek mediation services with the support of the **neighborhood association** prior to pursuing other remedies.

Signatories

Suggested Attachments

1. Contact Lists
2. Code of Conduct
3. Map
4. Glossary of terms

Glossary of Terms

Neighbor: residents, business owners, agencies and property owners, clients, residents and facility staff

Service Provider: an agency usually a nonprofit or government service that is provided for the health, well-being or self-sufficiency of an individual or group of individuals.

Oasis Village

Village Handbook

AGREEMENTS: There are two sets of agreements that “The Village” must follow at all times:

Community Agreement: This is the internal agreement that lists acceptable behavior for Villagers within the Village.

Operational Agreement: This is the formal agreement or Memorandum of Understanding (MOU) among “The Village” through its oversight non-profit and the City, County or other public or private entities that regulate what “The Village” can and cannot do.

ROLES:

Probationary Villager: A new entrant undergoing a 4-week trial period to make sure that they can follow the Community Agreement that they signed before being accepted as a Full Villager.

Villager: An individual or couple who currently occupy one of the units at “The Village” and who have signed a Community Agreement to participate in the program of “The Village”.

Village Council Member: Villagers elected by other Villagers to have additional responsibility and authority in “The Village”.

Village Volunteer: A non-resident or prior resident who is trained to assist in the operation and maintenance of the Village.

Support Committee: A committee of paid staff, members from the oversight non-profit Board of Directors and local community volunteers who will be responsible for providing direct oversight and support to operations of “The Village”.

Oversight Non-Profit – The non-profit organization that includes a Board of Directors and staff and which provides general management, supervision and oversight, primarily of a policy nature, for the operation of “The Village”.

Non-Discrimination and Diversity/Inclusion Policy: “The Village” – both the community of Villagers and the oversight non-profit -- do not and will not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability (as permitted within physical limits of current facilities), marital status, sexual orientation, military status, or any other characteristic protected by applicable federal or state law, in any of its activities or operations. These activities include, but are not limited to, hiring and firing of staff, selection of volunteers and vendors, selection of villagers, and provision of services. We are committed to providing an inclusive and welcoming environment that celebrates diversity for all village residents and members of our staff, clients, volunteers, subcontractors and vendors.

VILLAGE GOVERNANCE

Self-governance is a core value of “The Village”. This means that the success of “The Village” rests on the participation of those who as a part of their participation in the program of “The Village” occupy one of the units. There are three governing groups for making decisions related to the management of the Village. They are:

1) Weekly Village Meeting (All Villagers)

Attendance at the weekly Village Meeting is mandatory for all villagers. Issues related to the organization of the Village will be discussed and voted on at this time. Specific roles will be identified and filled in order to maintain a safe and sanitary environment. The following applies to Village meetings:

- Advanced notice with documentation must be provided to and approved by the Village Council for excused absences (i.e., work, school, medical).
- Those with an excused absence may vote on policy issues prior to the meeting through absentee ballot.
- A quorum is established when more than 50% of Villagers are present.
- Any decisions made at the Village Meeting must comply with the existing Community Agreement, this Village Handbook and Operational Agreement.
- Amendments to the Village Handbook may be proposed at the meeting in writing. Proposals may will be voted on at the next meeting and require 2/3 majority to pass.
- Amendments to the Village Handbook must be reviewed and approved by the Support Committee before taking effect.
- Expulsion from “The Village” may be appealed at the weekly meeting (see appeal process for more details).

2) Village Council

Elections are held during Village Meetings to maintain a Village Council that consists of at least 3 villagers. The number of Council members will be determined by the total number of units. (A “unit” is what the Villager occupies as a living area. It could be a tent on a platform, a Conestoga hut-type structure, a shed-like structure, or a small RV or trailer.) For example, should there be 8 units, the expectation is that the Council will be comprised of at least 3 Villagers. As the numbers of units increase, the expectation is that the number on the Council would increase accordingly. To become a Council member a Villager must be nominated by another Villager. A majority vote of Villagers present then decides which nominees are elected.

The elected term is two months. Council members may serve consecutive terms. Elections are to be staggered so that the entire Council does not change at once, and members stepping down from the Council should provide at least a two week notice. A Council member may be removed from their position by a majority vote at a Village meeting for failure to perform the duties of a Council member.

The role of the Village Council is to uphold orderly management of “The Village”. A primary responsibility of the Council is to act between meetings when urgent situations arise. There is to be designated a “Councilor of the Day” as a point of contact for day-to-day operations.

The Council is not meant to have greater power than any other Villager. Those elected to the Council are simply given the task of responding to incidents when a Community Agreement is broken, and enacting the appropriate level of intervention as specified in this Handbook. When an incident occurs that is not described in this Handbook, it is up to the Village Council to determine the appropriate level of intervention.

All Council decision are potentially subject to review by the entire village at a Village Meeting following the Appeal Process. In this way service on the Council is much like any other form of contribution to the operation and maintenance of the village. For incidents resulting in suspension or expulsion, the offender must be given a chance to appeal before taking their leave of the premises – unless the Village Council considers the behavior to be a threat to the Village.

The Village Council is to hold at least one regular meeting per week in addition to the weekly All-Village meeting. Impromptu Village Council meetings may also be necessary to address urgent situations. A quorum to hold a Village Council meeting is to have at least 50% of members present, but an attempt must be made to notify all Council Members. Representatives of the oversight non-profit may also attend these meetings but may not vote.

3) Oversight Non-profit Organization

Effective oversight and governance are the primary functions of the non-profit with the understanding that to the maximum extent possible day-to-day operations will be handled by Villagers themselves, the Village Council and by staff. The purpose of this is to ensure that the Community Agreement and Village Handbook is being upheld. In cases where the villagers as a community are not in compliance with the governing MOU or this Handbook, and the Village Council has not taken action, the oversight non-profit may step in to take action at its discretion. The Board of Directors and staff are also responsible for ensuring that financial, legal, administrative, safety and sanitation matters are being properly managed.

A Support Committee will lead and facilitate this role, which includes representation from the oversight non-profit Board of Directors, staff of “The Village”, at least one Villager and members of the community (both the community of Redmond at large and the surrounding neighborhood).

Operational aspects of “The Village” are covered in the following Appendices:

Appendix A: COMMUNITY AGREEMENT

Appendix B: VILLAGE POLICIES

- 1) Probationary Status Policy
- 2) Abandonment Policy
- 3) Couples Policy
- 4) Alcohol, Drug & Paraphernalia Policy
- 5) Pet Policy
- 6) Medical & Family Leave Policy
- 7) Common Area, Laundry, Bathroom & Other Chore Duties Policy

8) Food Storage Policy

Appendix C: VILLAGE SECURITY PLAN

Appendix D: INTERVENTION ACTION PLAN

Appendix E: VILLAGE SAFETY PLAN

DRAFT

APPENDIX A

COMMUNITY AGREEMENT

Our Village is a transitional village that provides a safe and secure place for those currently without housing that is part of a program designed to help achieve or return members of the Village community to greater self-sufficiency. It is a largely self-governing community that is based on five (5) basic rules:

- 1. No violence to yourself or others or to the property of others or to the common property of the Village.**
- 2. No theft**
- 3. No alcohol, illegal drugs or drug paraphernalia (See separate Policy Statement)**
- 4. No disruptive behavior**
- 5. Everyone must contribute to the operation and maintenance of the Village.**

In entering into this program I acknowledge that I will be a positive member of this community and contribute toward making it a safe, secure, clean and pleasant place to live. Therefore I agree to the following:

- What I do will be based on love and respect for others.
- I will not disrespect others based on ethnicity, religion, gender, sexual orientation, disability/handicap, lifestyle choices or economic status. We all have the right to expect dignity and opportunity.
- I will help make The Village a place where everyone feels safe and respected. For my own safety as well as the safety of others I will not carry or possess a weapon or act violently toward others or myself.
- Since stealing is one of the most upsetting things that can happen in our community, I will not steal or take or use other people's property without permission and I will make members of the Village Council aware of any such conduct that I see. I will respect other people's property and community property and I expect other people to respect mine.
- I know that illegal drugs and alcohol use can damage my community. I agree not to possess or use illegal drugs or alcohol on or off-premises, while residing in The Village.
- I will honor quiet hours from 10 p.m. to 7 a.m. so that others and myself can stay healthy and rested. I understand that no personal guests will be allowed during that time and any guests on premises must leave no later than 10 p.m.
- I want to live in a clean, litter-free, comfortable space where I can bring friends, family and other guests. Also, I know that many communities such as ours get closed down for "health and safety" reasons. I will keep the area in and around where I live clean and orderly and not store any personal items outside my unit footprint or allocated storage space. I will help keep the community areas clean and will pick up after myself and my animal, if I have one, and keep my dog, if I have one, leashed at all times. I understand that only a limited number of animals are permitted in The Village in order to maintain an orderly environment.
- I understand that in order to maintain a secure environment there will be a single point of entrance and exit that will be staffed 24/7 either by another Villager, staff or volunteer and that security shifts will be shared equally among Village residents.

- I know that it can take a lot of work to keep The Village safe, clean and a pleasant place to live. I agree to keep The Village a safe, clean and pleasant place to live. I agree to work at least 10 hours a week on the operation and maintenance of The Village. This includes serving security shifts, serving on security teams, helping with kitchen and common area duties, helping with maintenance and construction projects that may from time-to-time be necessary, helping plan activities and doing other jobs that may arise that need to be shared by community members.
- I know that there are financial costs to keep The Village running. I will support the goal of self-sufficiency by contributing each month financially through program fees and through sweat equity, as described above, and by participating in fundraising events or possibly micro-business opportunities.
- I will attend the weekly Village meetings unless I have an acceptable reason for absence, in which case I will take it upon myself to find out what went on at the meeting by reading the meeting notes and discussing what happened with those who attended. I understand that decisions will be made through a majority vote and that the Board of Directors of the non-profit reserves the right to override decisions made. I agree to abide by all decisions made.
- I affirm that I have completed the Background Check Form honestly along with all other application documents. I understand that if the background check reveals otherwise, I could be asked to leave immediately no matter whether I am in my Probationary Villager status or Full Villager status.

I promise to keep all of these agreements, as well as others that are approved at Village meetings. If I violate any agreements, the members of the Village Council are authorized to ask me to leave temporarily, or in serious or repeat cases, to leave permanently. I understand that my occupancy of a unit at The Village and participation in this program confers no status or rights under the Oregon Landlord Tenant Act. If I am asked to leave I agree that I will do so peacefully and I will not return unless I am authorized to do so.

In signing I acknowledge that I have been provided a copy of this Agreement for my records.

Signature of Applicant or Villager

Printed Name of Applicant or Villager

Signature of "The Village" Representative

Printed Name of "The Village" Representative

DATE: _____

APPENDIX B

VILLAGE POLICIES

1) PROBATIONARY STATUS POLICY

New Villagers undergo a 4-week probationary period to ensure that they are willing to follow the Community Agreements before being fully accepted as a Villager. The goal of this program is to obtain a fair and objective view of the potential Villager that removes the “popularity contest” factor, and instead focuses on their willingness to be a contributing member of the community.

The probationary Villager will be given a mentor who is another Villager to guide them through orientation and do a daily check-in with the probationary Villager to answer any questions or address any concerns that they may have. It will also be the mentor’s responsibility to counsel the probationary Villager when any issues arise so that the concerns may be addressed.

The mentor will meet once a week with a Vetting Committee that is comprised of individuals from the Support Committee to advise the Vetting Committee on how the probationary Villager is progressing.

After 4 weeks the Village Council and the Vetting Committee will hold a Village meeting where Villagers can express any legitimate concerns, questions and compliments about the probationary Villager. After the meeting the Village Council and the Vetting Committee will vote on whether to accept the probationary Villager based on the following criteria:

- 1) Has the probationary Villager fulfilled their assigned responsibilities regarding any assigned shifts, cleaning duties, putting in extra hours, if required, etc.
- 2) Does the probationary Villager have any Incident Reports? If so, can those be interpreted as part of a learning process or does the probationary Villager’s conduct indicate that what led to the circumstances involved in the Incident Report will likely be a continuing issue if the probationary Villager becomes a full Villager?

In certain cases it may be necessary to extend the probationary period.

Volunteer Work While on Wait List: Potential Villagers who have passed the background check and interview process but are not yet been approved to move into the Village are encouraged to volunteer to provide service to the Village. This demonstrates a willingness to contribute and to be a part of the community. A list of volunteer opportunities will be made available for potential Villagers. Potential Villagers will sign in and record their hours and volunteer projects so their willingness to serve can be documented.

2) ABANDONMENT POLICY

a) Villagers who have been continuously absent from the Village and have made no effort to remain in contact with Village staff will be deemed to have abandoned their unit and the program. They will be considered to no longer be a Villager. Upon being declared to have abandoned their unit and the program their possessions will be removed from their unit and will be stored by staff on site. They will then have a period of 30 days to retrieve their possessions, after which time their items will be disposed of at Village discretion.

b) A Villager will also be deemed to have abandoned their unit and the program if they are spending less than 8 out of 14 nights at the Village. There is an expectation that the Villager will be available to meet with staff, attend Village meetings, perform other duties such as bathroom cleanings, shifts, and be present for case management. Recurrent excessive absences from the Village defeats these purposes. Spending less than 8 out of 14 nights will be deemed a Level of Intervention 4 Major violation which results in expulsion from the Village.

c) Exceptions may be made for Villagers who are unable to contact the Village due to extenuating circumstances such as jail, hospitalization, etc. Abandonment will not be considered for those Villagers who wish to spend time away from the Village for personal reasons, provided they inform a Council member and staff. In such cases, they must make arrangements to cover their shift and cleaning responsibilities and they remain liable for monthly program participation fees. In emergency cases exceptions will be made for those unable due to the extenuating circumstances to make arrangements to cover their shift or cleaning responsibilities.

d) Process for documentation and storage of abandoned possessions:

1) When a unit has been declared abandoned at least 2 members of the Village Council will remove items from the abandoned unit. They will inventory and document what items are present and place them in available storage containers or bags that will be clearly marked with the name of the former Villager and the date of the abandonment. These items will be stored securely in the community area until such time as the owner retrieves them or 30 days elapse, whichever comes first.

2) Once items have reached the 30-day limit the Village will determine the proper disposal of these items at the next Village meeting. To avoid any claims that personal property of the former Villager has been obtained by another Villager improperly, other Villagers are not entitled to claim items from the property of the former Villager once the 30-day limit has passed. Instead the property of the former Villager must be disposed of at the dump or donated to a thrift store or a charitable organization.

3) COUPLES POLICY

Couples must agree to abide by the following intervention policy if they have a disagreement or fallout that results in one person moving out of a couple's unit. "Couples" includes those who are married and those who are not married but in a committed relationship. Their agreement to this intervention policy must be filled out and signed by both during the interview process:

"We, the couple, in the event of a disagreement or fallout between us that results in an inability to live together and causing one person to move out of couple housing, agree to Village policy that it is _____ who will move out of the unit the couple was occupying.

Depending on the circumstances and the amicability between us, if another unit is available, the person identified above will move to the vacant unit. If there is no vacant unit or if the split is not amicable and there is a likelihood that the presence of both within the Village will create a disruption in Village life, the person identified above agrees to leave the Village and the program. Should the unit in which we were living be a couples unit and not an individual unit, we agree that the person remaining will occupy the couples unit only until an individual unit becomes available, thereby freeing up a couples unit."

4) ALCOHOL, DRUG & PARAPHENALIA POLICY

- a) Possession of alcohol: Will result in a 48-hour expulsion. The Village Council or Support Committee will meet with the Villager and determine whether any additional expectations on the Villager may be appropriate, such as agreeing to random breathalyzer testing, referral to a local treatment program for an Alcohol/Other Drug (AOD) assessment and/or attendance at mutual support meetings such as 12-step programs, Celebrate Recovery, SMART Recovery, etc.
- b) Other illegal drugs or drug paraphernalia, including needles, pipes, spoons, or any other item that can be used for cooking or drugs: permanent expulsion. Medical conditions that require the use of needles, such as diabetes, must be documented in the Villager's records prior to entry into the program or must be documented if diagnosed after the Villager moves into the Village.
- c) Possession of prescription medications by a Villager is permitted only if the condition is documented in Village records and only while the prescription is valid. Trading or sale of prescription medications containing opioids, opiates, stimulants, etc.: permanent expulsion. Possession of prescription medications without a prescription: permanent expulsion.
- d) Any other items suspected to have been used for drug related purposes will be dealt with on a case-by-case basis by the Village Council.

5) PET POLICY

Service animals and pets are honored as an important part of Villagers' life. The limited capacity of the Village to support only a small number of such animals is also honored. Consequently the following Pet Policies have been adopted:

- a) Service animals are welcome. A doctor's prescription for a service dog must be shown and the specific function that the service dog has been trained for to assist the Villager with a medical or mental condition must be identified. A service animal does not count in the "quota" of pets specified below. Service animals are subject to the same rules on animal behavior as other animals.
- b) A maximum of 5 dogs or cats are allowed at any one time, including comfort or therapy animals that do not qualify as service dogs. Space for pets that do not qualify as service animals is on a first come, first served basis.
- c) All animals must be vaccinated and tagged with ID.
- d) No pets may be acquired AFTER acceptance into the Village unless otherwise approved at a Village meeting, but in no case can the quota of 5 be exceeded.
- e) All cats and dogs must be spayed and neutered and examined by a veterinarian to be verified as such prior to moving on site.
- f) All dogs must be kept on a leash and be under supervision at all times. If at any time the Village Council finds that a pet either poses a nuisance or danger to others or is not properly cared for, the pet must leave the Village if directed by the Village Council.
- g) If the Villager(s) who own the animal are off-site and the animal remains on-site the animal must be properly kenneled in a kennel area and/or under the supervision of another Villager.

h) The owner is responsible for proper health care and training of their animal. Owners are required to immediately pick up all waste from their animal and are responsible to keep their animal from annoying other residents, either through trespass onto or into the area or unit of another Villager or by barking or other means. Some Villagers may be sensitive to animal dander or allergic to animals. Others may be frightened or in fear of animals as a result of having been attacked or bitten previously. We must remain sensitive to any issues that other Villagers may have from being around animals.

6) MEDICAL & FAMILY LEAVE POLICY

Definition of Medical Leave: Medical leave is time off from Village duties that an individual Villager can request to address their health and safety needs without losing their status as a Villager. Utilizing medical leave applies only to duties and do not forgive the expectation to remain current with any program fees. Depending on the circumstances a Villager requesting medical leave can ask that any program fees be suspended, but not forgiven, during the period of medical leave. If such is the case the program fees will be prorated into future program fees in an amount to be determined by mutual agreement of the parties.

Definition of Family Leave: Family leave refers to time taken off from Village duties, excluding program fees as specified above, for the purpose of allowing the Villager to care for an ill family member or to assist a family member with crisis needs.

Time Allowed for Medical and Family Leave and Where Leave May be Taken: A Villager is allowed two weeks of medical leave or family leave by making a written request to staff but without the need for back-up documentation. If the need is longer than two weeks, documentation may be required to present to the Village Council.

If the Villager needs more than 60 days of medical leave or family leave the expectation is that the Villager will vacate their unit in order to allow a new Villager to get into the Village. (The Housing Waitlist policy will still be followed). The Villager needing more than 60 days would thereupon be placed on the Waitlist for re-entering the Village when their medical or family issues are resolved. They would, upon re-entry, return to full Villager status without the need for a new probationary period. Upon exiting the Village they would no longer be responsible for program fees. If more than one name is on the waitlist, they would go to the bottom of the list. A person would remain on the wait list for 3 months and at the end of 3 months would need to re-apply if they wish to continue seeking to become a full Villager again.

While on medical or family leave if the Villager is staying on-site they remain responsible for paying their program fees on time as normal. If the circumstances of the medical or family leave require that they be absent from the Village they have the opportunity to request a proration of program fees. Depending on the circumstances the Villager on medical or family leave may be excused from Village meetings. If they are able to attend Village meetings and are living on-site they retain their voting rights for that meeting.

How to apply for Medical and Family Leave: If a Villager needs to take medical or family leave, they need to advise the Village Council of their needs as soon as they are able, and submit a request in writing to staff. If a Villager is staying on-site and needs more than two weeks, they will need to speak to the Village Council and the matter will be handled on a case-by-case basis for the amount of

additional medical or family leave time up to the point of 60 days. See above for handling of medical or family leave in excess of 60 days.

7) COMMON AREA, LAUNDRY, BATHROOM CLEANING & OTHER CHORE DUTIES POLICY

All Villagers are required to sign up to share in the duty of cleaning the Village common areas, the laundry area and the bathrooms. There may be other duties, as needed, that will need to be fulfilled for the general upkeep of the Village that are not specified here but for which sign-up may be necessary.

- a) First refusal to sign up or to adequately complete this requirement will result in a Level 1 Verbal Warning and the Villager will be required to sign up for two spots the following month.
- b) Failure to sign up for the 2 days in the following month or to adequately complete the cleaning duty will result in a Level 2 Written Warning.
- c) Should a third violation occur, the result is a Level 3 48-hour suspension from the program requiring that the Villager vacate their unit and leave the Village.
- d) Upon return from a Level 3 48-hour suspension, should a subsequent violation occur the penalty is a Level 4 Permanent Expulsion.

8) FOOD STORAGE POLICY

Fair sharing of resources is critical to the well-being of the Village. Villagers are expected to honor and not take advantage of taking more than their share of food or other resources that are meant to be available to all. Likewise, it is important that Villagers honor and respect food or other resources that belong to a particular Villager and are meant by them for their personal use.

Hoarding or inequitable division of resources is unhealthy. Additionally, if it is not properly stored or handled, the Village is vulnerable to food being taken or eaten by dogs, cats, rodents, bugs or other animals. Rodents themselves constitute a health hazard and we must discourage their presence by having food properly stored that would attract them.

Consequently, the following Food Storage Policies have been adopted:

- a) All community food that enters the Village as a donation or that is acquired by Village staff must be stored in the community food pantry in an appropriate sealed container. Donated food must be signed out when taken and only a single serving should be taken at once. All community food must be eaten in community areas. This is not only for sanitation purposes but also to promote the social health of the Village.
- b) Personal food purchased by Villagers with their own resources must be stored in rodent or insect resistant containers in their units.
- c) A limited amount of personal food may be stored in designated refrigerators if it is labeled with a name and date. Items in the refrigerator without a label immediately belong to “everyone”. Tampering with a label and/or taking of personal food by a Villager to whom it does not belong constitutes a Minor violation and repeated occurrences will be a Major violation.
- d) All food should be prepared in the Community kitchen. Coffee or hot water may be prepared in other communal areas.

e) It is important for any food consumed in the unit of a Villager that any crumbs or leftovers be immediately swept up and properly disposed of to prevent rodent infestation.

f) Any resident who fails to store food properly in their unit may be determined no longer able to have food in their unit by the Village Council.

DRAFT

APPENDIX C

VILLAGE SECURITY PLAN

Entry Area Staffing: There will be only one gateway in and out of “The Village” and it is to remain secure. Staffing at the gateway is one of the most important duties at “The Village”. This will be a mandatory service of all Villagers as part of their program participation. Only residents and Village volunteers and staff may enter the Village unaccompanied.

For eight units, the entry area is to be staffed by at least one trained person. As the number of units increase it may be necessary to increase the number of entry area staff. Villagers are expected to assist volunteers in staffing the entry area. The primary role is to be the “eyes and ears” of “The Village” during their shift.

Staffing of the Entry Area includes the following duties:

- Answer phone calls
- Register visitors and locate a villager to accompany the visitor
- Document any disruption to normal operations in an Entry Area log
- Conduct regular inner perimeter checks
- For further details on this duty there will be an “Entry Area Duties & Information Sheet” posted at the Entry Area.

The gate will be closed between 12 am – 7 am. During this time at least one person is to be on call to respond in case assistance is needed at the gate. In the case of an incident, the responding Villager or volunteer on call should alert the Village Council.

Weapons are not allowed on “The Village” site. Weapons are defined as firearms, knives (other than small pocket knives with 4” blades or less or those used for cooking), explosives or fireworks of any type, clubs, or other striking instruments. Villagers may possess Mace or pepper spray for personal protection but no such chemicals are allowed on premises by visitors.

There are **Three Stages of Response** for maintaining a secure and orderly environment within “The Village”. Stage 1 is the least severe and most common type of response. Stage 3 is the most severe and least common type of response.

Stage 1: Village Council

Village Council members are responsible for maintaining order when urgent situations arise. Village Council members will use de-escalation techniques posted in the Village Council notebook that each Villager must review each time a Villager takes on Village Council duties.

Stage 2: Support Committee

When Village Council members are unable to gain the cooperation of a disruptive Villager, they are to contact staff who are either on-site or on-call and the appropriate person from the Support Committee. If that fails the next contact is the Executive Director of the oversight non-profit.

Stage 3: Deschutes County Behavioral Health and Redmond Police Department Community Response Team.

As they would any other neighborhood, the Redmond Police Department will patrol the neighborhood area within which the Village is contained, but will not come on premises under ordinary circumstances unless invited in. In cases where a villager is being so disruptive that the Village Council or representatives from the oversight non-profit cannot handle the matter or in cases where a law is being broken (such as trespass onto the premises) the Community Response Team may be contacted. But Stages 1 and 2 should be attempted first.

If the circumstance involves an actual crime being committed on a person or on property and the matter is in progress, the Redmond Police Department should be contacted directly. The Redmond Police Department may also be contacted at the request of a Villager. The Village Council may resolve lower level crimes such as petty theft or minor criminal mischief.

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APPENDIX D

INTERVENTION ACTION PLAN

1) Complaints

- a) In the course of living next to one another, complaints may arise among villagers. Any Villager may submit a complaint to the Council using the Complaint Form.
- a) In cases of complaints by one villager against another when the complaint is not a clear rule break, a third party member should meet with the complainant and the alleged offender to discuss the issues and reach a resolution that is agreeable to both parties. This resolves the matter at the lowest level.
- b) When a complaint is not technically a rule break, and it cannot be resolved informally between the parties, it constitutes a cause for concern for members of the Village. If so, the Council will meet with the villager against whom a complaint has been lodged to determine whether the complaint is justified and, if so, to discuss a plan of action to curtail the behavior. The hope is that early intervention will prevent further and more severe action should the complaint be deemed justified.

2) Rule Violations

- a) When a rule break occurs, any Villager may write an Incident Report. Incident reports should be submitted to a Council member within 48 hours of the incident. The Village Council is responsible for verifying that the incident appears to have occurred as reported and then for determining a proposed appropriate Level of Intervention. At least two Council members should then deliver written notice to the alleged offender. From there the alleged offender has these options:
1. Accept the Incident Report with the proposed Level of Intervention.
 2. Advise the Council that they wish to appeal the decision, either to contest the Council's determination of how the incident occurred or to appeal the Level of Intervention.
- b) Minor rule violations (i.e., first time missed host shift, first time missing a village meeting, first time missing a bathroom shift, etc.) may result in 2 Levels of Intervention:
- Level 1 – Verbal Warning
 - Level 2 – Written Warning
- c) Minor rule violations will be tracked for a 3-month rolling period. Example: If you missed a shift you would receive a verbal warning but if you missed another shift within 3 months you would receive a written warning and the tracking period would begin anew as of the date of the second incident. Missing a third shift within the next 3 months would raise the violation to a major rule violation.
- d) Villagers have the opportunity to elect to work off minor rule violations by contributing extra hours towards the operation and maintenance of the Village. Missed host shifts may be made up by working 2x the number of shift hours missed. The Village Council may designate requirements for other minor rule violations.
- e) Major rule violations include minor rule violations that have been committed more than twice and warrant a higher Level of Intervention. Major rule violations are also those which are more severe in

nature to require a heightened Level of Intervention even though the offense may be a first time offense. The Village Council will deal with these rule violations on a case-by-case basis unless elsewhere defined in this Manual. Levels of Intervention for Major rule violations are:

- Level 3 – 48-hour expulsion from Village
- Level 4 – Permanent expulsion from Village

f) All intervention actions require the agreement of a majority of Village Council members.

g) In cases of expulsion from the Village, where the Villager is not an immediate or imminent threat to others or to the property of the Village or property of others, the Villager being expelled will be given a reasonable amount of time to make arrangements for removal of themselves and their property from the Village. No Villager who is not an immediate or imminent threat to others should be expelled after 8 p.m. and may be permitted to remain overnight before being required to leave the following morning.

3) Appeals

a) Villagers may appeal an Incident Report found to be valid. The appeal will be taken up at the next weekly Village meeting. In cases of expulsion the appeal may include actions for addressing the problematic behavior that led to the expulsion decision rather than disputing the incident. A majority vote will either uphold or modify the Level of Intervention decision.

b) Appeal Process:

1. Council reads the Incident Report and informs Village of their decision.
2. The Respondent Villager has a chance to respond and state their case.
3. Villagers may ask questions of the Respondent.
4. The Respondent leaves the room.
5. Village will discuss the details of the incident and the Respondent's responses. Every Villager will have the chance to speak but in the interest of time it may be limited to one opportunity to speak.
6. A motion is made to vote on whether to uphold or modify the Council decision.
7. If the majority votes to modify the decision the Village will determine what the new modification will entail.
8. The Respondent will be called back into the room and advised of the Village's decision. In the event of a modification there is no appeal – the Respondent may either accept the modification or the original decision which the Respondent appealed is reinstated.

APPENDIX E

VILLAGE SAFETY PLAN

a) Fire and non-fire emergencies such as medical emergencies or fights involving physical violence on the property.

1. A Villager who becomes aware of the emergency shall immediately notify the on-duty staff or Villager and depending on the severity of the emergency has the option to call 911 at the same time.

2. If the Villager reporting the emergency has not called 911, the staff person or on-call or on-duty Villager will call 911 if necessary.

3. Other Villagers should be notified as quickly as possible by word of mouth, and if necessary, move to a place of safety on the property or vacate the property, depending on the circumstances.

4. Villagers may be called upon to assist other villagers in moving to safety. Villagers are not required to render medical assistance except that rendering aid consistent with the Oregon Good Samaritan law is authorized. In all cases Villagers must step aside to allow rendering of aid by emergency medical personnel.

5. A lane for the ingress and egress of emergency vehicles, including fire that is a minimum width of 20 feet will be maintained on the property. It is the responsibility of the staff or Villager on duty or on call to make sure that emergency vehicles responding to the emergency have access onto the property to respond to the emergency. In the absence or unavailability of a staff person or on-duty or on-call Villager, the Villager who becomes aware of the emergency will perform this duty.

5. In the event that an emergency requires evacuation of the Village the on-call or on-duty Villager or staff person on site will be responsible for taking a head count after evacuation and identify the names and last locations of anyone not accounted for and be prepared to provide the names of anyone unaccounted for to emergency responders or fire personnel.

b) Fire Safety Measures – The following fire protection measures will be taken:

1. No open burning is permitted. Recreational fire pits that may be seasonally permitted may only be used if first authorized by city or county codes, as appropriate, and approved by the Support Committee.

2. No open flames are permitted in units where people are housed.

3. Fire extinguishers must be placed and be accessible throughout the Village.

4. Common buildings and dwellings must have smoke detectors and carbon monoxide alarmed and will be regularly inspected to insure they are functional.

5. A map of the Village will be maintained and posted prominently within the Village and provided to the Redmond Fire Department. The map will detail evacuation routes.

c) Fire Drills

1. Villagers will participate in at least two fire drills a year with city or county fire officials, as appropriate, present, using the following procedures:

- Appoint someone to monitor the fire drill, activate and reset the fire alarm, and time the evacuation.
- Fire drills shall be conducted at varying times and under varying conditions to simulate conditions that could occur during a fire or other emergency. The drill should be made as realistic as possible.
- After the evacuation, take a head count at the designated meeting place(s) to account for everyone's participation and safe evacuation.
- After the drill, gather everyone together to discuss questions or problems that occurred. Redesign the fire drill procedures as needed.
- Villagers who do not take the fire drills seriously may be subject to receiving notice of a Minor violation.

2. Fire drills will be documented and recorded in Village safety records with the following details:

- Identify the person conducting the drill.
- Date and time of the drill.
- Notification method used.
- Staff members on duty and participating.
- Number of Villagers evacuated.
- Special conditions simulated.
- Problems encountered.
- Weather conditions during the drill.
- Time required completing the evacuation.

d) Safety Committee. A Safety Committee will be formed with representation from the Village and from Village staff and the Support Committee. Duties of this committee include the following:

1. Oversight of fire drills, property storage and food storage policies.
2. Quarterly safety inspections with attention to trip, slip, and fall hazards and property storage that may create safety hazards.
3. Quarterly testing of all fire detectors and CO2 detectors.
4. Quarterly testing of all extension cords and power strips with an approved circuit tester.
5. Maintenance of systems and equipment installed to prevent or control fires.
6. Maintenance and control of fuel hazard sources.

CITIZEN REPORT

DATE: July 21, 2021

TO: Redmond City Council
Redmond City Manager, Keith Witcosky

FROM: Oasis Village

SUBJECT: Oasis Village shelter project

Addresses Council Goals:

While Council Goals do not specifically address the homeless crisis in Redmond and Central Oregon, Oasis Village does address a number of Council Goals:

1. SUSTAIN OPERATIONS: Provide or enhance current levels of operations in all facets of municipal service delivery.
 - A. Provide critical and necessary services for the entire City.
 - ii. Pursue opportunities to educate and partner with the community to enhance community safety.
 - B. Increase the efficiency and/or effectiveness with which the City provides public services.
 - vi. Seek opportunities to strategically use City capital assets such as buildings and properties.
 - E. Prioritize municipal services to match community needs and desires with available funding.
6. COMMUNITY ENHANCEMENT AND PARTICIPATION: Create an image and identity that generates a sense of community pride and ensures a high level of livability.
 - A. Improve and beautify City assets through volunteer efforts.
 - B. Improve the quality and amenities of Redmond neighborhoods.
 - C. Invest in the use of public participation and community engagement in public policy decisions.
7. COMPREHENSIVE PLANNING: Enhance the quality of life through adoption of programs, policies, and standards that balance growth while maintaining our unique character.
 - E. Identify housing objectives, policies, and implementation strategies to diversify the range of housing choices.

Report in Brief:

This item requests:

1. **SUITABLE PROPERTY***: The city will assist in identifying and acquiring a suitable 2.5 - 5 acre, city or county owned site for Oasis Village and facilitate donation of the property or a lease at a minimal rate for a period of 3 to 5 years. If no such property is available, the city will assist in identifying and acquiring a suitable private tract.
2. **FUNDING**: Initial funding of \$250,000 (capital budget attached)
3. **FUTURE SUPPORT**: The Oasis Village budget for ongoing operations is \$250,000 to \$300,000, which will be met through a combination of city, county and other governmental funding, grants and private contributions.

**Suitable property shall be:*

- *Located within the Redmond Urban Growth Boundary*
- *Relatively flat, requiring minimal site preparation*
- *Have access to water, sewer and electrical utilities*
- *Reasonable distance from schools and residential areas*
- *Accessible to public transportation*

If the property for Oasis Village is acquired on a leased basis, all structures within the Village will be designed to be moveable.

Background:

In 2018 camps of unhoused people were cleared from property east of Redmond. Within a short time, campers returned to the area and their numbers have grown. Repeatedly, camp sweeps have been shown to be ineffective in addressing the amount and impact of homelessness in Central Oregon and throughout the country. Alternatives, such as Oasis Village are needed to break this cycle of removals and returns.

The 2021, the Homeless Leadership Coalition's Point In Time (PIT) Count, which is recognized as significant undercount, reported 189 unhoused individuals in Redmond, more than double the number found in 2019. The 2021 PIT Count took place in January before the effects of the Covid-19 pandemic began to affect Redmond. Since that time, service providers have reported a significant increase in newly unhoused individuals and families, and the numbers are expected to continue to increase as rent and mortgage moratoriums come to an end this summer.

Oasis Village

Beginning in 2018, Bob Bohac, a leader of outreach to the unhoused in Redmond and a current board member of Jericho Road, began assembling a team to study successful shelter village projects in Oregon and Washington. After consultations (Kenton Women's Village and Dignity Village in Portland) and site visits (Opportunity Village in Eugene and Hope Village in Medford) the group began work to bring a similar village project to Redmond. That team has become the Oasis Village board and has received the following commitments to enable the project to move forward:

PROJECT PARTNER: Jericho Road

Since 2008, Jericho Road has served the unhoused community in Redmond through:

- Jericho Table: Free meals 27 days out of each month.
- Weekend Food Program for students in Redmond School District.
- Rental assistance to keep families from becoming homeless
- Emergency supplies for those in need (propane, water, clothing, bedding, etc.)
- Homeless Camp Outreach (water, showers, food, fuel, tents, sleeping bags, etc.)
- Cooperation with regional service providers including :
 - a. Thrive
 - b. Reach
 - c. Mosaic Medical
 - d. COVO
 - e. Choices Recovery Services
 - f. Building Hope
 - g. Helpers
 - h. Deschutes County Health Department
 - i. Deschutes County Homeless Liaison

In 2019 the City of Redmond endorsed the creation of a Homeless Shelter Feasibility Study by Jericho Road with funding from the Regional Health Council of Central Oregon. The study, completed in 2020 stated the need for low-barrier shelter services in Redmond.

CONSULTING PARTNER: Rogue Retreat

Rogue Retreat was founded in 1998. Since 2006 Rogue Retreat's primary mission has been to deliver services to the unhoused in Southern Oregon. In 2017, Rogue Retreat launched Hope Village (the model for Oasis Village), which has served over 250 people in its first 3 years of operation. Rogue Retreat's track record of success is recognized by the City of Medford. Most recently the City of Medford requested to double the occupancy of their urban campground to address the rapid increase in homelessness precipitated by the Covid-19 pandemic.

GENERAL CONTRACTOR: Hayden Homes

Since 1989, Redmond-based Hayden Homes has been building and investing in communities throughout the Pacific Northwest. This includes working to address the needs of our unhoused neighbors. In 2019, Hayden Watson was recognized as the Hearthstone BUILDER Humanitarian for his lifetime commitment to public service. Hayden Homes has helped create projects similar to Oasis Village throughout the northwest including:

- Veterans Village in Bend, Oregon
- St. Vincent de Paul village project in Bend, Oregon
- Habitat for Humanity
- Walla Walla transitional village

Hayden Homes welcomes the opportunity to work with Oasis Village to benefit its hometown of Redmond.

Discussion:

FILLING GAPS

Homelessness is a complex issue. In spite of widely held stereotypes, there is no typical unhoused person. Their stories run the gamut of human experience; they include:

- Families and individuals
- Employees of our service industries and the unemployed
- The clean and sober and the addicted
- The newly unhoused, who require only a “hand up” and the chronically unhoused, who need supportive services to retain housing once they find it

As there no typical unhoused person, addressing homelessness requires a range of solutions. This range, which extends from camp outreach to permanent supportive housing is generally referred to as the Continuum of Care (see attached chart). As the name implies, the Continuum consist of a variety of services, each designed to address the specific needs of individuals and families on their journey from homelessness to stable housing. To be effective, the continuum must be complete. Gaps in the continuum are roadblocks on the journey to stable housing.

Oasis Village will help to fill one of the most significant gaps in Redmond’s Continuum of Care, the need for a safe and legal location for unhoused people to find stability and support as they move towards the next step in their journey from the street or junipers to a stable home. Depending upon the individual, that next step may be directly into housing, into Shepherds House or Bethlehem Inn, into recovery or something else.

VILLAGE PROGRAM

Oasis Village will initially consist of 10-12 shelters and supportive structures (conceptual plan attached). The village will be overseen by a full-time project director, a part-time

project director and a part-time volunteer coordinator (operating budget attached). Staff will be supported by trained volunteers, community service agencies and an advisory group of residents.

Each resident of Oasis Village will:

- Work to support the village (gate monitoring, cleaning, etc.)
- Develop an individualized plan for achieving stable housing
- Have access to supportive services and peer counselors
- Be required to show continued progress on their plan in order to continue residency in the Village

Typical residency, based upon experience at similar projects, will be six months to two years (average stay at Hope Village is 6-8 months). Extended stays will be allowed provided the resident continues to show progress toward achieving their goals.

Fiscal Impact:

Fiscal impact will vary upon the City's course of action.

- A three to five-year, minimal rate lease will result in essentially no fiscal impact to the city other than minimal staff time.
- A donation of land by the city will have no immediate fiscal impact but may result in a loss of future revenue from sale of the land.
- Assisting in the acquisition of property may result in fiscal impact depending upon the cost (if any) and the City's participation in the purchase or lease of the property.
- The fiscal impact of operating support from the City will depend upon the amount and type of support offered.



Rogue Retreat's Hope Village in Medford, Oregon. Rogue Retreat has agreed to serve as a consultant for the Oasis Village project.

Redmond Housing Continuum

Additional Services Needed Missing

Street & Camp Outreach & Services	Emergency Shelter	Midway Shelter/Housing	Transitional* Shelter	Temporary Supportive Housing	Midway Housing	Subsidized Supportive Housing	Assisted Living Group Homes	Permanent Supportive Housing	Permanent Affordable Housing
Jericho Road/ JerichoTable St. Vincent De Paul Cascade Youth & Family Services Deschutes County Redmond Collective Action	Winter Shelter (Nov. -March) Cooling/Smoke Shelter (as needed) Deschutes County Stabilization Center (24 hour limit)		Bethlehem Inn (July 2021) Shepherd's House (2022)	Jericho Road		Housing Works	Barbara's Place		Bend-Redmond Habitat Housing Works First Story
	Managed Camp Permanent Shelter Permanent 24/7 Year-Round Shelter	Tiny Shelter Villages Safe Parking			Tiny Shelter Villages			Permanent Supportive Housing	Affordable Housing for < 50% AMI Tiny Home Villages
Local and regional support, planning and coordination									

Important Note: Listing of a service does not imply those services are adequately staffed or funded. Existing service providers operate at capacity and are often inadequately resourced to meet emergency needs related to weather, camp removals and other “unforeseen” events.

**Transitional Shelter as used in this chart refers to a shelter program of limited duration intended to help the unhoused make progress towards stable housing.*

9.11.2021

To: City of Redmond Council
From: Redmond Senior Center Board of Directors
Re: Request for funding

During the recent meeting of the Redmond Executive Association and members of the Redmond Senior Center board and staff, issues surfaced around the Center and community's recovery from the impact of COVID-19. Recognizing the Senior Center is the only provider of Meals on Wheels in the area, Mayor Endicott invited the Senior Center Board of Directors to request City Council funding to address critical commercial kitchen needs.

With gratitude, Jo Anne Sutherland, Paul Rodby, Diana Barker, and Jill Bower will make the request during the regular Tuesday, September 14 City Council meeting. The following summary frames our request.

REDMOND SENIOR CENTER REQUEST FOR REDMOND CITY COUNCIL FUNDING

INTRODUCTION

The Redmond Senior Center has been a community focal point for older adults, families, and caregivers since 1949 and more recently, the "hub" for a growing array of services for older adults living within and just outside the city limits. Compared to 1949, those age 50 and older represent nearly a quarter of our community's population and by 2025, this age group is projected to be a minimum of 32% of the population.

Unprecedented growth and the COVID-19 pandemic continues to impact the Center's capacity to provide its essential meal services. Call for meal services is growing at extraordinary levels. Between March 2020 and July 2021, 37,000+ Meals on Wheels were served to high-need older adults. A minimum of 35% (an additional 11,000 meals annually) more meal services are needed however, the Center's capacity is strained because of the current limits of its commercial kitchen.

Built in 1991, the Center's commercial kitchen is out of compliance and not aligned with today's operating standards. As the community's only source providing Meals on Wheels and on-site meals (congregate meals), a functioning commercial kitchen is critical especially as the COVID – 19 and its variants continue, and the older adult population increases.

THE CITY'S INVESTMENT

The long-term City of Redmond and Center partnership is critical for ensuring our community's growing older adult population's needs are met, especially during the pandemic. We are requesting an investment of \$250,000 to build a commercial kitchen aligned with today's standards of operation is compliant with health and food preparation codes, and has the capacity to serve many more people than it serves today.

RETURN ON INVESTMENT

The Center's commercial kitchen today is plagued with several broad issues:

- Non-working equipment (i.e., two of four ovens work)
- Safety issues (i.e., floors and countertops not in compliance)
- Limited capacity to operate (i.e., limited freezer/food storage space), and
- Faulty infrastructure (i.e., water leaks, wiring issues, lack of secure storage).

The return on the investment on our new commercial kitchen includes:

- ✓ ***Capacity to expand essential meal services to more people*** – currently, we know 35% additional older adults need meal services beyond those receiving services now, however the Center does not have the kitchen capacity to prepare meals, store donated and purchased food and supplies, and implement appropriate safety standards. The new commercial kitchen will solve these issues and provide the capacity to provide more meals at the pace of community growth.
- ✓ ***Redirecting funds and resources to food services*** – our resources generated from community support, donations, and grants can be directed where they belong rather than to constant major repairs.
- ✓ ***Expanding partnerships supporting the Center and meal services*** – the City's \$250,000 investment will be leveraged to the fullest extent possible. We have a rich history of partnering with private and public sectors and as such, we have discussed this project with a major local contractor/builder who is willing to help us put together a plan and potentially donate services. The investment of city funds will significantly help support our vision and attract more local business partners as we move forward and build our programs and capacities.
- ✓ ***Expanding community resources and providing new revenue streams*** – operating a commercial kitchen will bring value to community groups and private business owners. Groups seeking event space will have access to a commercial kitchen with large dining room space and food industry owners (i.e., food trucks, individual proprietors) may rent the kitchen during Center "off-hours," both resulting in new revenue streams supporting Senior Center operations.

CENTER'S CAPACITY TO MOVE THE INVESTMENT FORWARD

Our Board of Directors is committed to advancing the Senior Center at the pace of the City's growth. We focus our efforts on delivering quality programs and services while building the capacity to support our staff and volunteers.

Our staff and operations apply "lean management" principles. Jill Bower, Operations Manager, Josie Newport, Meal Services Manager, and Jane Newport, Program and Services Director will continue to work closely with the board, partners, and contractors to complete the commercial kitchen project.

Board of Directors

Maureen Dooley, President
Jo Anne Sutherland, Sec./Treasurer
Diana Barker
Joelle Blanchard
Angela Jensen
Tom McEnneany
Paul Rodby



FISCAL YEAR 2021/22 BUDGET ADJUSTMENT

Redmond City Council
September 14, 2021



RESOLUTION #25

\$2 MILLION FOR
PUBLIC SAFETY
FACILITY FROM
ARPA FUNDS

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 2,000,000	
Transfers (to Capital Projects)		\$ 2,000,000
Change to General Fund		\$ 2,000,000
Change to General Fund – Total Appropriations		\$ 2,000,000
CAPITAL PROJECTS FUND	Resources	Expenditures
Interfund Transfers	\$ 2,000,000	
Capital Outlay		\$ 2,000,000
Change to Capital Projects Fund		\$ 2,000,000
Change to Capital Projects Fund – Total Appropriations		\$ 2,000,000



RESOLUTION #26

\$450K FOR
BETHLEHEM INN,
LEVERAGING
ARPA FUNDS

GENERAL FUND (General Sub-Fund)	Resources	Expenditures
Materials & Services		\$ 450,000
Transfers (to Capital Projects)		(\$ 450,000)
Change to General Fund		\$ 0
Change to General Fund – Total Appropriations		\$ 0

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 450,000	
Transfers (to Capital Projects)		\$ 450,000
Change to General Fund		\$ 450,000
Change to General Fund – Total Appropriations		\$ 450,000



RESOLUTION #27

\$182K FOR
OASIS VILLAGE,
LEVERAGING
ARPA FUNDS

GENERAL FUND (General Sub-Fund)	Resources	Expenditures
Materials & Services		\$ 181,535
Transfers (to Capital Projects)		(\$ 181,535)
Change to General Fund		\$ 0
Change to General Fund – Total Appropriations		\$ 0

GENERAL FUND (ARPA Sub-Fund)	Resources	Expenditures
Federal Grants / Awards	\$ 181,535	
Transfers (to Capital Projects)		\$ 181,535
Change to General Fund		\$ 181,535
Change to General Fund – Total Appropriations		\$ 181,535





CITY OF REDMOND

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

STAFF REPORT

DATE: September 14, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Deborah McMahon, Planning Manager
FROM: Kyle Roberts, Senior Planner
SUBJECT: Ordinance #2021-08: An ordinance approving a Master Development Plan, Tentative Subdivision, and a Minor Variance compliant with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. (Korbin Meadows)

Addresses Council Goal:

7.COMPREHENSIVE PLANNING: Enhance the quality of life through adoption of programs, policies, and standards that balance growth while maintaining our unique character.

- A. Promote quality development.
- B. Support orderly annexation from Urban Growth Boundary.

Report in Brief:

This item requests City Council approve Korbin Meadows subdivision. The application is comprised of three land use approvals:

- A Master Development Plan.
- 31-lot Tentative Subdivision.
- Minor Variance.

Background:

The subject property is 9.47 acres and is located at 3648 SW Helmholtz Way, northwest of Ridgeview High School and outside Redmond city limits. Multiple locator maps are contained in Exhibit A attached.

The property owner submitted a petition for annexation and the Council approved an annexation agreement in March 2021. Approval of this ordinance will allow the subject property to be formally annexed via Resolution No. 2021-21.

The property is included in the Southwest Area Plan (SWAP), which was adopted by the City in 2014 to help guide future development of land that was brought into the Redmond Urban Growth Boundary. The Plan recommends a variety of uses within its boundary, including low, medium, and high density residential, mixed use neighborhood, and public facility uses.

Discussion:

The applicant proposes a Master Development Plan pursuant to the annexation agreement that includes subdividing the property into 31 individual lots as well as a minor variance to the minimum lot size requirement. Lot sizes range from 7,040 to 14,024 square feet and will be developed with single-family dwellings. It is envisioned the subdivision will be developed in two phases.

The Comprehensive Plan has designated the subject property as R-2 (Limited Residential zoning) to be assigned when the property is annexed. The applicant is requesting this R-2 designation.

The proposed development will extend existing infrastructure north from the adjacent Josie Meadows development. The street grid and sidewalk system will be extended and an approximately 20,000 square foot tract will provide for open

space and act as an urban-rural interface buffer along the Urban Growth Boundary. The development will also extend the COID canal trail that will provide connectivity to Ridgeview High School and adjacent developments.

The minimum lot size for R-2 is 9,000 square feet for single-family dwellings. The applicant is requesting a minor variance to the minimum lot size requirement for 14 of the 31 lots in order to meet the zoning district's minimum density requirement of 4 dwelling units per net acre.

Conditions have been added to the approval to ensure all appropriate street, access, water and sewer improvements, and dedications are completed.

Staff has reviewed the applicant's 'burden of proof' and finds that the proposal complies with all required findings. The 'Conclusionary Findings' are contained in Ordinance #2021-08 and indicate how the proposal complies with all applicable criteria and the Redmond Development Code (Chapter 8). The exhibits included as part of this staff report and ordinance include:

- Exhibit A - Project Plans
- Exhibit B - Applicant's Burden of Proof
- Exhibit C - City Department and Related Agency Comments
- Exhibit D - Letters Received from the Public
- Exhibit E - Transportation Impact Analysis
- Exhibit F - Annexation Agreement

The Urban Area Planning Commission (UAPC) held a public hearing to review the proposal on August 16, 2021. Oral public testimony centered around questions about the proposed development's open space amenities, fire department access, and traffic impacts. Following the hearing, an in-depth discussion took place, in which the Planning Commission voted 4-1 to recommend Council approve the proposal.

Fiscal Impact:

There are no initial costs which are the responsibility of the City. All applicable System Development Charges will be paid prior to permit issuance. The City will be responsible for ongoing maintenance of the streets, water and sewer systems.

Alternative Courses of Action:

After conducting the public hearing and considering all evidence and testimony:

1. Accept the UAPC recommendation to approve.
2. Accept the UAPC recommendation, make additional modifications and approve.
3. Continue the public hearing and leave the written record open to request additional information.
4. Deny the Planning Commission recommendation.

As required, notices regarding this public hearing were posted in three places (the Library, the Police Department, and the Redmond Chamber of Commerce) in addition to City Hall on September 7, 2021, and three copies of the ordinance were available for review at City Hall.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2021-08 by title only." (Voice vote)

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

"I move to approve Ordinance #2021-08." (Roll call vote)

To: Redmond, OR City Council
Kyle Roberts Senior Planner/
Korbin Meadows project

We, as home owners in the Forked Horn subdivision, are opposed to any subdivision moving forward until streets, emergency exits, traffic, and safety measures are addressed. The following reasons are given:

1. Emergency gates alone for the fire department use only are not acceptable. Depending on some person to unlock all the gates in an emergency is not comforting! In an emergency, would you want to wait for the keeper of the gate no matter how long it took to arrive? If Korbin Meadows is approved then there will be five gates that the public will not have access. Yes, we know those gates are on private land. Therefore, it is imperative that the city provides another street for ingress and egress.

2. In the 41/2 years we have lived in our subdivision it is deplorable to watch the negligence of contractors/ subcontractors materials stored and strewn all over the streets and sidewalks. This has occurred in our subdivision, Red tail Ridge, and Jose Meadows. The city must enforce safety in streets and on sidewalks.

3. Construction traffic is consistently abusive to traffic laws!!! We have children, older folks, bicycles, and walkers in our neighborhood and it has become unsafe to cross the streets. I invite you to come out throughout the day and observe. There needs to be more police presence.

Lastly, we support progress, development, and growth but it should not move so fast as to compromise the safety, beauty, and integrity of existing neighborhoods.

Respectfully submitted,

Vicky Newfield-Mauck
Charles Mauck

[REDACTED]

Redmond, OR 97756

Kelly Morse

From: Brian Waite [REDACTED]
Sent: Tuesday, September 14, 2021 3:23 PM
To: Public Testimony
Subject: Korbin Meadows

[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.

I have no problem with development around us (I am in Fork Horned / Redtail Ridge) but feel it is being done in ways not best for the city and existing neighborhoods. The traffic study is years old and doesn't reflect the changes in this development, at this time we do not even know how many units will ultimately be in this current subdivision. When the developers bought this property they knew the lot size, now they want lots less than 8000 SF. This will be the second development abutting us with smaller lots and is changing the way this neighborhood was planned when we moved in two years ago. The changes are only good for the developers not the City or existing neighbors. I have to wonder what will be in the next development 6000SF, 5000SF, or even 4000SF lots? No matter what is said the development of these properties is about making money and the most they can as fast as they can then move on. The City and neighbors will be left to solve the problems down the road. Last but not least where are the parks for this part of town? I believe development is good for all but smart development that looks 10 or 20 years down the road as to how it will work and how it will look.

Thank you for your time Brian Waite

Sent from my iPad

**CITY OF REDMOND
ORDINANCE NO. 2021-08**

AN ORDINANCE APPROVING A MASTER DEVELOPMENT PLAN, TENTATIVE SUBDIVISION, AND MINOR VARIANCE COMPLIANT WITH THE 2040 GREATER REDMOND AREA COMPREHENSIVE PLAN AND ZONE MAP.

WHEREAS, the City of Redmond has adopted, and the state has acknowledged the 2040 Greater Redmond Area Comprehensive Plan and Zone Map; the City has adopted zoning and planning regulations in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the City of Redmond City Council has adopted a set of goals that include: “Enhance the quality of life through adoption of programs, policies, and standards that balance growth while maintaining our unique character”; and

WHEREAS, the 2040 Redmond Comprehensive Plan is the product of hundreds of citizens from the public and private sector who participated in the outreach and planning process; and

WHEREAS, the 2040 Redmond Comprehensive Plan contains multiple visioning statements, including statements on improving urban form and community design; and

WHEREAS, the City of Redmond has set the action steps necessary to implement the goals and policies in the 2040 Redmond Comprehensive Plan related to the vision; and

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on August 16, 2021 and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council approve the Master Development Plan, Tentative Subdivision, and Minor Variance, subject to conditions of approval; and

WHEREAS, the City Council held a public hearing on September 14, 2021 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 has received the Planning Commission’s recommendation and, after receiving additional evidence and testimony, determined that the requested Master Development Plan, Tentative Subdivision, and Minor Variance is in compliance with the Redmond Development Code and would contribute to the 2040 Redmond Comprehensive Plan goals and policies; and

WHEREAS, the City Council finds that the proposed Master Development Plan, Tentative Subdivision, and Minor Variance, furthers the interests of the City.

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

SECTION ONE: The City of Redmond hereby approves the Master Development Plan, Tentative Subdivision, and Minor Variance, subject to the conditions of approval. The Decision and Conditions, Findings, and Project Plans are attached hereto as Exhibit A.

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 8.0300 – Master Development Plans,

Section 8.2335 – Tentative Subdivisions, and Section 8.2830 – Variances, 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 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

KORBIN MEADOWS MASTER DEVELOPMENT PLAN, 31-LOT TENTATIVE SUBDIVISION, AND MINOR SUBDIVISION VARIANCE

HEARING DATE: September 14, 2021 at 6:00 PM via digital conference (GoTo Meeting)

HEARINGS BODY: Redmond City Council

FILE NUMBER: 711-21-000107-MD, 711-21-000108-SUB, 711-21-000109-V

FILE NAME: Korbin Meadows

REQUEST: Approval of a Master Development Plan, 31-lot Tentative Subdivision, and a Minor Subdivision Variance on a 9.47-acre parcel

LOCATION: 3648 SW Helmholtz Way (Tax Lot #151330BC00700) in Redmond, OR 97756

APPLICANT: Hayes McCoy, H.A. McCoy Engineering & Surveying

PROPERTY OWNER: Arch Holding Company, LLC

REVIEWING STAFF: Kyle Roberts, AICP, Senior Planner

RECOMMENDATION: Approval with Conditions



Figure 1 - Vicinity Map

I. BACKGROUND

Site Description:

The project area is generally described as 3648 SW Helmholtz Way located in southwest Redmond; Tax Map and Lot #151330BC00700. The subject property is located outside Redmond city limits and is abutting city limits to the south and east. Furthermore, the property is located east of SW Helmholtz Way and is zoned Urban Holding (UH-10). It is 9.47 acres (412,513 square feet) in size and is the site of an existing single-family dwelling and farm utility building. See area outlined in red in *Figure 1* on page 1.

Land Use History:

In 2006, the Redmond added more than 2,300 acres of “urbanizable” land along the City’s western boundary to its Urban Growth Boundary (UGB), including the subject parcel. At the same time, a Framework Plan was adopted by the City as part of the expanded UGB to provide general guidance for future land uses, densities, neighborhood amenities and the necessary public facilities and services to serve the parcels.

Subsequently, in 2014, the City adopted the Southwest Area Plan (SWAP) that set forth a land use concept, comprehensive plan designations, and related public facilities for the area surrounding Ridgeview High School. The SWAP serves as a basis and, quasi-conceptual land use master plan that provides guidance for future land uses. As shown in *Figure 2* below, the SWAP has designated the subject property as residential, more specifically, R-2 (Limited Residential) zoning district. The purpose of R-2 is to provide for low density residential neighborhoods for primarily single-family residences and a mix of other housing types.

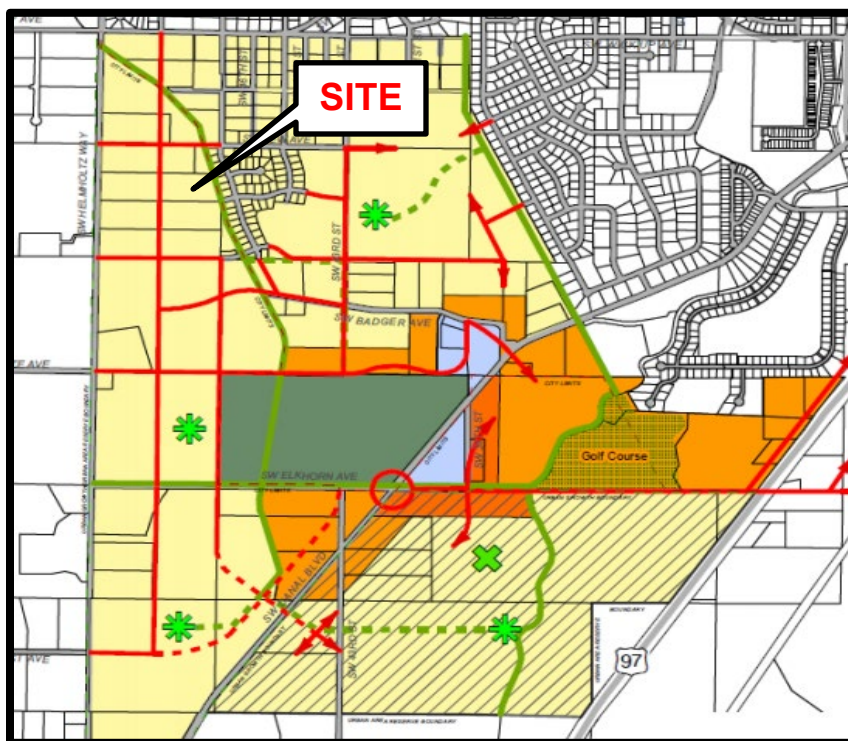


Figure 2 – City of Redmond Southwest Area Plan (SWAP)

Proposal:

Currently the subject property is located outside Redmond city limits. The applicant filed an annexation agreement with the City and the agreement was approved by the City Council in March 2021. The agreement requires the property owner to receive master development plan approval prior to development and formal annexation of the property. In April, the applicant submitted applications for a master development plan, 31-lot tentative subdivision, and a minor subdivision variance.

The Comprehensive Plan has designated the subject property as R-2, Limited Residential zoning to be assigned when the property is annexed. The applicant is requesting R-2 and therefore, no zoning amendment application is required with the applicant's proposed project. As shown in Figure 3 below, the applicant is proposing a 31-lot master planned single family subdivision to be built in two phases. The proposed development will extend SW 48th, 49th, and 50th Streets from the adjacent Josie Meadows development to the south. Additionally, a proposed roughly 20,000 square foot tract on the development's western edge, adjacent to SW Helmholtz Way, will include a multi-use pedestrian trail, benches, and landscaping.

The proposed master plan development's lots range in size from 7,040 to 14,024 square feet. Fourteen of the 31 lots are less 9,000 square feet in size, which is the minimum lot size requirement for single-family lots in the R-2 zoning district. Therefore, as part of the review process, the applicant is requesting approval for a minor subdivision variance to the minimum lot size requirement.



Figure 3 - Korbin Meadows Proposed Layout

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North	Urban Holding (UH-10)	Single-family dwelling, farm building, and open space
East	Limited Residential (R-2)	Neighborhood residential development
South	Limited Residential (R-2)	Future neighborhood residential development
West	Exclusive Farm Use (EFUTRB)	Vacant, undeveloped land

Comments:

Informational comments from City departments and related agencies concerning this project are presented in the record. In brief, Redmond Fire & Rescue will require secondary fire department vehicle access beginning with phase 2 of the project. The Central Oregon Irrigation District (COID) will require a piping easement and a relocation of the applicant's proposed easement as well as a conveyance of COID water rights. City Engineering Department will require a relocation of the applicant's proposed location of SW 48th Street at the property's north boundary. Additionally, the sewer collection system shall be designed for both the interim connection to existing sewer and future connection to the Far West Sewer Interceptor to the extent possible. The aforementioned can be addressed by complying with conditions of approval. Complete informational comments can be found in Exhibit C.

At the time of the completion of this staff report, there was one public comment received from notified property owners by the Planning Division concerning this application. The letter, included in Exhibit D, expresses concern about the proposed amenities as part of the development.

Exhibits:

Exhibit A – Project Plans
Exhibit B – Applicant Burden of Proof
Exhibit C – City Department and Related Agency Comments
Exhibit D – Letters Received from the Public
Exhibit E – Transportation Impact Analysis
Exhibit F – Annexation Agreement

Application Timeline:

The following items are included herein by reference in this land use decision and are located in the record for this matter and are on-file with the Community Development Department, Planning Division:

- Master Development Plan, Subdivision, and Variance applications and materials submitted by the applicant on April 28, 2021
- Application deemed complete on May 28, 2021
- City department and related agency comments routed on July 2, 2021
- Adjacent property owner notices mailed on July 15, 2021 and August 24, 2021
- Public Hearing Notices published in *The Redmond Spokesman* on August 4, 2021 and September 1, 2021
- Public Hearing held with the Redmond Urban Area Planning Commission on August 16, 2021
- Final action 120-day deadline (ORS 227.178) is September 25, 2021

Applicable Criteria:

The following are the applicable sections from the Oregon Revised Statutes, Oregon Administrative Rules, the City of Redmond Urban Area Comprehensive Plan, the Southwest Area Plan (as an element of the Comprehensive Plan), and the Redmond Development Code:

- City of Redmond Comprehensive Plan 2040

- City of Redmond Southwest Area Plan (SWAP)
- City of Redmond Transportation System Plan
- City of Redmond Public Facility Master Plans
- City of Redmond Park Master Plan
- Oregon Revised Statutes (ORS) – ORS 197.250
- Oregon Administrative Rules (OAR), Chapter 660:
 - Division 12, Transportation Planning Rule
 - Division 15, Statewide Planning Goals and Guidelines
- City of Redmond Development Code:
 - Article I – Zoning Standards
 - Section 8.0065: Establishment of Zones and Districts
 - Section 8.0085: Zoning of Annexed Areas
 - Section 8.0135: Table A, Residential Zones, Uses Permitted
 - Section 8.0140: Table B, Minimum Standards
 - Section 8.0300: Master Development Plans
 - Article II – Land Use Procedures
 - Article III – Land Division Standards
 - Section 8.2200: Pre-application Meeting
 - Section 8.2220: Phased Development Plan
 - Section 8.2225: Approval of Phased Development Plan
 - Section 8.2230: Development Following Approval
 - Sections 8.2235 & 8.2236: Required Findings for Tentative Subdivision Approval
 - Section 8.2240: Improvement Requirements
 - Section 8.2700: Compliance Required
 - Section 8.2705: Blocks, Lots and Parcels
 - Section 8.2710: Streets
 - Section 8.2715: Fundamental Design Elements
 - Section 8.2720: Grading of Building Sites
 - Section 8.2815: Transportation Impact Analysis
 - Section 8.2820: Access Management Standards
 - Section 8.2825: Street Dedications
 - Section 8.2830: Variances

II. FINDINGS & CONCLUSIONS

Findings:

Redmond Development Code, Article I – Zoning Standards: Sections 8.0065, 8.0085, 8.0135, 8.0140, and 8.0300; Article II – Land Use Procedures; and Article III – Land Division Standards: Sections 8.2200, 8.2220-8.2240, 8.2700-8.2720, and 8.2815-8.2830 set forth the procedure and standards for approval. Staff findings for all applicable standards are presented below.

ARTICLE I – ZONING STANDARDS > INTRODUCTORY PROVISIONS

RDC Sections 8.0065 and 8.0085

8.0065 Establishment of Zones and Districts.

...

R-2 Limited Residential Zone. To provide low density residential neighborhoods for primarily single family residences and a mix of other housing types.

FINDING: The applicant is proposing to create 31 lots for the purpose of constructing single family residences in a low-medium density development.

8.0085 Zoning of Annexed Areas. Property annexed to the city shall be zoned in compliance with approved Urban Area Master Plans or with a zoning classification that is compatible with planned land use designations in the Comprehensive Plan, the Redmond Urban Area Framework Plan, as determined by the City.

FINDING: The applicant is seeking master development plan approval that is required as part of the formal annexation process. Furthermore, the applicant is requesting R-2 zoning, which is compliant with the Comprehensive Plan as the Plan has designated the subject property as R-2 to be assigned at time of annexation.

ARTICLE I – ZONING STANDARDS > RESIDENTIAL USE ZONES
RDC Sections 8.0135 and 8.0140

8.0135 Table A, Residential Zones, Uses Permitted. The following uses are allowed outright or conditionally in each of the Residential zones as follows:

"O" means Permitted Outright
"C" means Permitted Conditionally
"N" means Not Allowed

LAND USE:	ZONE:					RESTRICTIONS AND REQUIREMENTS:
Residential Uses:	R-1	R-2	R-3	R-4	R-5	
Accessory Building:						
Sheds, shops, garages excluding railroad cars not in railroad right of way, and movable shipping containers or similar storage containers that are not classified as structures.*	O	O	O	O	O	Detached; includes greenhouse, workshops, potting sheds, and the like must be located within the property and not in the yard setback areas.
Guest House	O	O	O	O	O	No kitchen; uses main houses' sewer & water
Accessory Dwelling Unit / Accessory Suite	O	O	O	O	O	Uses main houses' sewer & water or individual City Services; may have kitchen
Accessory Use	O	O	O	O	O	Includes Home Occupations
Apartments						See Multi-Family Complex / Dwelling
Bed and Breakfast	C	C	C	C	C	
Boarding or Rooming House	N	N	C	O	O	
Cluster Development	O	O	O	O	O	
Cottage Development	O	O	O	O	O	
Condominium	O	O	O	O	O	Condo plats are State regulated
Duplex	O	O	O	O	O	
Duplex Lot	O	O	O	O	O	
Manufactured Home	O	O	O	O	O	See Single Family Dwelling
Manufactured Home Park	N	N	C	C	C	
Manufactured Home Subdivision	N	N	O	O	O	Subject to compliance w/ applicable ORS

Multi Family Complex (5 + units)	C	C	C	O	O	
Multi Family Dwelling (3 & 4 plex)	O	O	O	O	O	
Nursing, Convalescent, and Assisted Living Facility	N	N	C	C	C	More than 15 people
Planned Unit Development	N	N	C	C	C	
Residential Care Facility	N	N	C	C	O	Defined in and regulated by ORS
Residential Care Home	O	O	O	O	O	Defined in and regulated by ORS
Single Family Dwelling	O	O	O	O	O	
Townhouse	O	O	O	O	O	

FINDING: The applicant is proposing to create 31 lots to ultimately construct 31 single-family dwellings, which is an outright permitted use in the R-2 zoning district.

8.0140 Table B, Minimum Standards. The following minimum standards apply in each of the Residential zones as follows:

Zone:					
Standard:	R-1	R-2	R-3	R-4	R-5
Minimum Lot size - Square Feet					
Single Family	9,000	9,000	7,500	5,500	5,500
Duplex	NA	10,000	8,000	7,500	7,500
Duplex Lot			4,250	3,750	3,750
Townhouse			E	E	E
Multi-family Dwelling	NA	NA	NA	F	F
Multi-family Complex	NA	NA		F	F
Maximum Density/Gross Acre	4	4	5	10	15
Minimum Setback Distance – See C, F, and H below					
Front Façade, excluding garage which must be 20 feet back from property line	15	15	15	10	10
Interior Side	B 5/10	B 5/10	B 5/10	B 5/10	5
Street Side	15	15	15	15	15
Rear	20	20	20	20	5
Garage	20	20	20	20	20
Maximum Building Height ^F	32	32	32	40,E	40,E
Minimum Street Frontage					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Duplex lot (non flag or cul de sac)	N/A	N/A	25	25	25
Townhouse				E	E
A Interior side yards must provide a minimum of 5 feet on one side and 10 feet on the other side for single family and duplex residences. Where alley access is provided, both interior side yards may be reduced to 5'. Exceptions to this 10' setback are allowed (1) when the lot was created prior to the adoption of this standard (November 9, 2006); or (2) on cul de sac lots; or (3) on flag lots, or (4) parcels created by partition.					

B	Does not include solar setbacks, which are calculated separately
D	Pursuant to the Townhouse Development Standards in Chapter 8, Article IV Site and Design Review Standards, Section 8.3035.4.f.2, Table A.
E	Does not apply to development standards for Multi-family Dwellings and Multi-family Complexes which are located in Chapter 8, Article IV, Site and Design Review Standards, Section 8.3035.4.E.2., Table A
F.	Street trees are required to be provided in accordance with Section 8.3035(5)(K)
G.	ADU Rear-Yard and Other Setbacks (Zones R-1 and R-2 – <i>no change to setbacks since the lot sizes are quite large.</i>) For all other zones: 2 story ADUs – 20-foot rear yard setback; 2 story ADU that abuts an alley – 10-foot rear yard setback (driveway, if proposed, must still be 20 feet deep) 1 story ADU – 10-foot rear yard setback 1 story ADU that abuts a 20-foot-wide alley – 5-foot rear yard setback (driveway must still be 20 feet deep) ADU abutting a street corner – maintain front yard setback – side may be 5 feet for either 1 or 2 stories (driveway must still be 20 feet deep) ADU cannot extend in front of the house or front yard setback. ADU on lot abutting a commercial/industrial property – 5-foot rear yard setback regardless of height.
	N/A = "not allowed"

FINDING: Thirty-one single family lots are proposed. Seventeen of these lots meet the minimum lot size. As proposed, the development meets the minimum density requirement (the development would not be compliant with density standards if fourteen of the proposed lots met the minimum lot size requirement). * Proposed building envelopes meet required building setbacks as does proposed minimum street frontages.

*Note: Density is based on minimum density per Ordinance 2020-15. The published table above states maximum density. Maximum density is a scrivener's error.

ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS *RDC Section 8.0300*

8.0300 Master Development Plans. A Master Development Plan is required to annexation as a condition of annexation, or after annexation but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts.

Section 8.0300(3)(B)(1) provides the review and approval criteria for Master Development Plans:

- A. Whether the proposed Plan is generally consistent with the Framework Plan and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

FINDING: Staff has examined the record in this matter and finds the applicant has met the criteria because the proposal is generally consistent with the Framework Plan, Southwest Area Plan (SWAP),

and Comprehensive Plan in terms of land use, density, transportation systems, adequacy of infrastructure, and open space. The SWAP incorporated the Framework Plan and Comprehensive Plan into its policies and goals. The SWAP recommends that the subject parcel provide a variety of lot sizes within the density range established for the R-2 zoning district. This district calls for lower-density residential consisting of primarily single-family residences on larger lots. The proposed development's variety of lot sizes offers opportunities to provide housing to a range of incomes. The proposed development includes interconnected streets, complete with sidewalks that will connect to existing streets that are adjacent to the subject property. Additionally, proposed is an approximately 20,000 square foot tract of open space that includes landscaping, benches, and a pedestrian trail that will connect to the existing trail directly south and that will provide connectivity to future developments to the north. The development will provide public access easement needed to extend the COID lateral pedestrian path located on the subject property's eastern edge. Finally, according to City Engineering, there is adequate capacity to serve the project, subject to conditions of approval.

- 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.

FINDING: Staff has examined the record in this matter and finds the applicant has met the criteria by demonstrating compliance with the Comprehensive Plan and the SWAP and through compliance with the required conditions of approval. The proposed plan is suitable for the area with its density, varied lot sizes, and nearly half acre open space with landscaping, benches, and pedestrian trail. Additionally, the interconnected streets, complete with sidewalks, and trail provide for great connectivity to adjacent existing and future residential developments as well as to Ridgeview High School located about a half mile southeast.

- C. Whether the proposed Plan is functionally integrated with developed or planned areas.

FINDING: Staff has examined the record in this matter and finds the applicant has met the criteria because the master plan proposes similar land uses and densities as the existing and planned areas around it and extends the existing street grid through the property and provides trail and sidewalk connections that will help functionally integrate it with surrounding developed and planned areas.

- D. The proposed plan meets the applicable Great Neighborhood Principles in Section 8.0300(3)(C)(13). Master Development Plans shall address applicable Redmond Great Neighborhood Principles described below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

FINDING: Each element of the Great Neighborhood Principles is addressed below. Staff has examined the record in this matter and finds the applicant has met the criteria or can meet the criteria through conditions of approval as further detailed below.

- 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. Curves streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with other pedestrian facilities existing, or planned in the future.

FINDING: The proposed development will provide a grid street network by extending the existing SW 48th, 49th, and 50th Streets from the adjacent development to the south as well as constructing a new east-west street connecting the aforementioned street extensions. The applicant has incorporated curved street design in the eastern portion of the development providing for variety. The streets will be complete with sidewalks and together will connect vehicular and pedestrian traffic to existing development to the south and east and to future development to the north. Additionally, proposed Tract A on the development's westside includes a pedestrian trail that will provide pedestrian linkage to the existing development to the south and future development to the north.

- b. Housing. A mix of housing types and densities shall be integrated into the design of new neighborhoods unless a variance is approved. Housing developments containing more than five attached units must be designed to be consistent with the Higher Density Multifamily Design Guidelines.

FINDING: The proposed development is just under 10 acres in size with 31 proposed lots for the development of single-family dwellings on lots ranging in size from 7,040 to 14,024 square feet. As proposed, the development provides a mix of lot sizes, but lacks a mix of housing types in the designated R-2 zoning district that calls for low density residential that consists of primarily single-family residences and a mix of other housing types.

- c. Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places where appropriate. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be developed in appropriate locations consistent with policies in Redmond's Parks Master Plan.

FINDING: Proposed is an approximately 339 feet by 60 foot (20,360 square feet) open space located on the western edge of the development, designated as Tract A. It is unclear as to how the neighborhood will access the tract. A 20 foot-wide public access easement shall be created in between proposed lots 19 and 20 to provide pedestrian access to Tract A. The tract includes a pedestrian pathway, trees, shrubbery, and benches. The scale of open space and amenities provided is sufficient for the proposed development's size.

- d. Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the Master Development Plan. Plans may integrate design themes with adjacent developed or planned areas.

FINDING: The applicant has stated that, although the development will consist of only single-family homes and constructed by one builder, there will be variation as shown on page MP1.4 of the project plans. Earth tones and either story or multiple story options will be available. The individual home plans will vary to avoid monotonous feel, but relate in theme, color, and external fixtures to give the neighborhood a distinct character. The developer will also install trail identification signs and landscaping at the development's primary entrance from SW Zenith Avenue/SW 48th Street.

- e. Diverse mix of activities. A variety of uses is 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, 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.

FINDING: The proposed development is relatively small, but the proposed neighborhood will become a new addition to residential development occurring in this area of Redmond. The proposed open space will include a pedestrian pathway connecting to existing development to the south and future development to the north. Additionally, the proposed development will be connected to the primary COID trail that will ultimately connect the neighborhood to other neighborhoods and Ridgeview High School farther south.

- f. Public art. Places for the installation of public art is required at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.

FINDING: Proposed Tract A provides the opportunity for the installation of public art and is required. Additionally, a public access easement shall be over the entire Tract A and the tract shall be privately maintained.

- g. Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock where practicable 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.

FINDING: Although the vast majority of lots will have homes facing north or south, the longest proposed street will be oriented in an east-west fashion allowing for a street view shed of the Cascade Range to the west. Additionally, the development's open space is located along the development's western edge, providing for unobstructive views directly west.

- h. Urban – rural interface. Urban development shall interface with rural areas through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.

FINDING: The proposed development includes a transition from rural (west side of SW Helmholtz Way) to the proposed open space buffer to R-2 low density development. The urban-interface standard is met.

- i. 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 twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include turf areas, benches, trees, and decorative features.

FINDING: The proposed development is a relatively low-density residential subdivision. Furthermore, the proposed 20,000 square foot Tract A green space (discussed above), fulfills this standard.

- j. Canal trails. If canals or laterals are present, multi-use trails at least 10 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.

FINDING: A minor COID sub-lateral travels through the eastern portion of the subject property. As required by COID, this sub-lateral will be piped. The Southwest Area Plan identifies a proposed trail along the primary COID lateral that runs primarily on the adjacent property to the east. The developer shall grant a public access easement for the portion(s) of the trail that traverse the subject property. Furthermore, the developer must describe how the trail will function along the irrigation canal and its final design.

- k. Green Design. Environmentally friendly and energy efficient design is encouraged for public and private infrastructure, architecture and building orientation, open spaces and natural areas and transportation facilities. In addition, the planting of native, drought-resistant trees is encouraged to provide shade and to minimize water usage.

FINDING: The developer intends to furnish the development's proposed open space with drought tolerant species, shrubs, trees, and ground covers to reduce water use. A complete landscaping plan for the open space is needed.

ARTICLE III – LAND DIVISION STANDARDS > SUBDIVISION APPLICATION PROCEDURE
RDC Sections 8.2200, 8.2220 – 8.2240

8.2200 Pre-Application Meeting. Prior to submitting a tentative subdivision plat each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

FINDING: A pre-development meeting on the proposed project was held with City staff on December 8, 2020.

8.2220 Phased Development Plan. An overall phased development plan shall be submitted for all developments for which phased development is contemplated. The phased development plan shall include but not be limited to, the following elements:

1. Overall development plan, including phase or unit sequence.
2. Show compliance with all applicable land division standards and policies as described in this Article.
3. Schedule of improvements initiation and completion.
4. Overall transportation and traffic pattern plan showing compliance with grid street standards, and for land within the North Redmond US 97 Interchange Area Management Plan (IAMP), compliance with the Local Street Connectivity Plan (Comprehensive Plan Addendum Chapter 9 Transportation Element figure 1).
5. General program for phasing timetable projection.
6. Development plans for any common elements or facilities.
7. If the proposed subdivision is believed to have an additional impact upon adjacent lands or lands within the general vicinity, the Hearings Body may require an additional impact analysis for various aspects of the development thought to cause such impacts.
8. Street tree plan.
9. Program for addressing applicable Great Neighborhood Principles in Section 8.0330(3)(C)(13) and adopted Area Plans.

FINDING: The applicant has proposed that the development will be developed in two phases – seventeen lots in phase 1 and fourteen lots and common area developed in phase 2. The applicant has not provided a phasing timetable projection. The applicant has identified locations for street trees but no

specifics about the types of trees. Additionally, the applicant has not indicated why the Tract A common space will not be developed until phase 2.

8.2225 Approval of Phased Development Plan. The Hearings Body shall review a phased development plan at the same time a tentative plat for the first phase is reviewed. A phased development plan may be approved before the tentative plat for the first phase is submitted. The Hearings Body may approve, modify, or disapprove the phased development plan and shall set forth findings for such decision. The Hearings Body may also attach conditions necessary to bring the plan into compliance with all applicable land use standards and policies. Any tentative plat submitted for the plan area shall conform to the phased development plan unless approved otherwise by the City.

FINDING: This section is procedural.

8.2230 Development Following Approval. Once a phased development plan is approved by the City, the plan shall be binding, upon both the City and the developer. The Hearings Body may attach conditions to any changes proposed that are deemed necessary to insure compliance with the Comprehensive Plan and implementing regulations. After five (5) years from the date of approval of the plan, the City may initiate a review of the plan for conformance with applicable City regulations. If necessary, the City may require changes in the plan to bring it into conformance with new applicable city regulations.

FINDING: This section is procedural. The proposed application is for a master development plan, developed in two phases.

8.2235 Required Findings for Tentative Subdivision Approval.

1. The Hearings Body shall approve no application for a subdivision unless the following requirements are met:
 - A. Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP), applicable zoning and the applicable Track in Section 8.2236.

FINDING: Upon approval by the City of Redmond, the applicant will have a licensed professional land surveyor prepare a final subdivision plat map in accordance with ORS 92.010 to 92.192. The subdivision plat map will be establishing 31 lawfully established lots, and dedications of all public streets, including SW Helmholtz Way, SW Zenith Avenue, SW 48th, 49th, 50th Streets, and a local street (to be named). No lots shall be sold prior to final plat recording. The subject property is currently zoned UH-10 and designated as R-2 on the 2040 Greater Redmond Area Comprehensive Plan Map. The applicant is requesting the designated R-2 zone as assigned when annexed. The submittal requirements for a subdivision application require a traffic impact study if there are more than 20 lots, and as this development will have 31 lots, a traffic impact study has been submitted. The applicant is proposing sidewalks for pedestrian access and paved roads for vehicular access. Applicable zoning criteria is addressed in the applicant's burden of proof.

- B. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.

FINDING: The future north extension of SW 48th Street where proposed at the north property boundary will conflict with the existing public stormwater infiltration basin located on neighboring City property. Therefore, SW 48th St. shall be moved west at the north property boundary to avoid the existing City

storm basin/property or SW 48th St shall terminate/connect at Road 1 with a knuckle cul-de-sac. Additionally, the Central Oregon Irrigation District (COID) has determined the development's proposed irrigation easement depicted on the tentative plan will not provide sufficient access and should be located within a green space.

- C. Each lot is suited for the use intended or offered.

FINDING: Each proposed lot is of sufficient size, albeit 14 lots are proposed at smaller than expected sizes for the R-2 zoning district. Nonetheless, all proposed lots are of sufficient size for single family residential as contemplated.

- D. The subdivision will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.

FINDING: The proposed development will require the extension of public streets and public utilities, which are being proposed. Refer to Condition #13 for information regarding wastewater capacity.

- E. A water rights division plan has been approved by the applicable irrigation district.

FINDING: The Central Oregon Irrigation District has determined that the subject property has 8.95 acres of appurtenant COID water right. Of those rights, approximately 6.36 acres is eligible for transfer off the property while the remaining approximate 2.59 acres is subject to cancellation due to nonuse. The property owner must convey the 8.95 acres of COID water right prior to COID approval of this land use action. COID requests property owner contact COID immediately to remove the water right.

- F. The subdivision contributes to orderly development and land use patterns in the area, and provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.

FINDING: The proposed development contributes to orderly development and land use patterns in the area, albeit with some proposed lots relatively small for R-2 but meeting the overall minimum density for an R-2 development. The subdivision will include the extension of existing streets (SW 48th, 49th, and 50th Streets) from the adjacent subdivision to the south. Existing on the subject property are agricultural uses that does not include natural features and resources.

- 2. Access Management proposals comply with the standards set forth in Section 8.2820 and all other applicable standards.

FINDING: Findings for these standards are presented in Section 8.2820 below.

8.2236 Subdivisions may be created following two tracks: Track 1 (General Criteria) and Track 2 (Clear and Objective Standards)

Track 2 – Subdivision, Tentative Plan Approval Criteria (Needed Housing). General. The planning division shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions shall be based on compliance with the following criteria:

- A. The applicant has demonstrated that the proposed housing is needed housing as defined by State statutes.

FINDING: The proposed development includes 31 lots for single-family housing, which is considered needed housing in Redmond.

- B. The proposed land uses and densities are consistent with the land use designation(s) shown on the comprehensive plan, in this code, and as refined in any applicable area plan, master plan, or framework plan.

FINDING: The proposed land uses and densities are overall consistent with the R-2 (Limited Residential) designation shown on the comprehensive plan and Southwest Area Plan.

- C. The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone. The proposed subdivision will:
 - 1. Not create risk of fire, flood, geological hazards, or other public health and safety concerns;
 - 2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities consistent with City Standards and Specifications.

FINDING: The proposed subdivision has been designed in a manner that will not create risk of fire, flood, geological hazards, or other public health and safety concerns. However, as noted by Redmond Fire & Rescue, a secondary fire department vehicle access will be required and must be available beginning with construction of phase 2 of the development. The secondary access shall be appropriately separated from SW Zenith Avenue and remain unobstructed during construction. Adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities will be provided as proposed and by complying with conditions of approval.

- D. The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.

FINDING: The proposed subdivision provides direct bicycle and pedestrian access to adjacent residential areas via sidewalks and proposed trails on the western and eastern edges of the development.

- E. The proposed subdivision is designed and sited such so roads, infrastructure, utilities, and future development of proposed lots will minimize impacts to the natural landscape by addressing the following:
 - 1. Tree Preservation. The proposed project shall be designed and sited to preserve trees having the following characteristics:
 - a. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 - b. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 - c. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 - d. Trees that provide a buffer between potentially incompatible land uses;
 - e. Trees located along the perimeter of the lot(s) and within building setback areas;
 - f. Trees and stands of trees located along ridgelines and within view corridors;

- g. Trees with significant habitat value;
- h. Trees adjacent to public parks, open space and streets.
- i. Trees along water features.
- j. Heritage trees.

FINDING: As shown on page MP1.5 of the proposed project plans, the majority of existing trees are located on the eastern portion of the subject property. Given the proposed layout of the subdivision, a number of the existing trees will likely need to be removed for the construction of needed infrastructure (i.e., streets) and the building envelopes for a few proposed lots. The plan to proposes to preserve some existing trees as well.

- 2. Restoration or Replacement.
 - a. For areas not included on the City's acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in criteria (a) above, through the restoration or replacement of natural features such as:
 - i. Planting of replacement trees within common areas; or
 - ii. Re-vegetation of slopes, ridgelines, and pedestrian corridors; or
 - iii. Restoration of native plant habitat.
 - b. For areas included on the City's acknowledged Goal 5 inventory, any loss of natural features shall be consistent with the acknowledged level of protection provided for the resource.

Street Trees. If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved or approved with conditions by the City.

FINDING: The subject property does not contain any Goal 5 resources. Although a number of existing trees will need to be removed, the applicant is proposing the planting of a number of trees in the proposed Tract A open space. The proposal does not include removal of any street trees.

- F. On R-1 zoned property, if the subdivision results in a lot greater than 13,500 square feet in size the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this development code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways.

FINDING: The subject property will be zoned R-2; therefore, this standard does not apply.

- G. Lot side lines shall run at right angles to the street upon which the lots face, except that on curved streets they shall be radial to the curve.

FINDING: Proposed lot side lines comply with this standard.

- H. There shall be no proposed grading on portions of the development site that meet or exceed 15% slope.

FINDING: The subject property is relatively flat and does not appear to contain areas with slopes meeting or exceeding 15%.

- I. The proposal complies with the Traffic Impact Analysis Review provisions.

FINDING: The submitted Traffic Impact Analysis (TIA) has been reviewed by City Engineering and found that the proposal complies with the TIA.

- J. The street layout of the proposed subdivision shall disperse motor vehicle traffic onto more than one public local street unless approved by the City Engineer.

FINDING: The street layout of the proposed subdivision will disperse motor vehicle traffic onto more than one public local street.

- K. Urban development shall interface with rural areas (rural areas are those that lie within areas outside of the UGB or UAR) through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.

FINDING: The proposed development includes a transition from rural (west side of SW Helmholtz Way) to the proposed open space buffer to R-2 low density development. The urban-interface standard is met.

- L. 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 twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include turf areas for at least 50% of the lot, benches, trees, shrubs, and other landscape features.

FINDING: The subject property will be zoned R-2, which is considered low density residential; therefore, this standard does not apply. However, the proposed development will include a 20,000 square foot open space that will include trees, shrubs, benches, and a pedestrian trail.

- M. No site grading of the site shall occur until the City has approved the subdivision application.

FINDING: A subdivision site grading and drainage plan with erosion/sediment control plan and drainage report shall be submitted and approved upon development of each project phase.

8.2240 Improvement Requirements (For Track 1 and Track 2 Subdivisions).

- 1. In the approval of a subdivision, the Community Development Director or Hearings Body shall consider the need for street and other improvements. All streets in new subdivisions, except for private streets, shall be dedicated to the public without reservation or restriction.

FINDING: All proposed streets as part of this subdivision will be dedicated to the public without reservation or restriction.

- 2. Private Alley Access. The Community Development Director or Hearings Body may require the applicant to improve a private alley access easement serving two or more lots according to the adopted City of Redmond Public Works Standards and Specifications, as amended.
 - A. Such access easements shall include provisions for permanent, long-term maintenance, including: maintenance measures to be employees; responsible parties; funding; design;

timing; and, enforceability. These provisions shall be included as recorded Covenants, Conditions and Restrictions (CCR's) appurtenant to the affected properties.

FINDING: There are no proposed alleys as part of this development; therefore, this standard is not applicable.

3. The subdivider shall record the required (including but not limited to) land division agreement, public improvement agreement, shared access agreement or shared well agreement, as may be applicable, with the Deschutes County Clerk's office at the time of recording of the final subdivision plat.

FINDING: The applicant will record any required land division agreements, public improvement agreements, or shared access agreements with the County Clerk at the time of recording the final plat.

4. Paved access is guaranteed to each lot.

FINDING: The proposed development is proposing paved access/streets to all lots.

5. Each lot is to be connected to the City water and sewer system pursuant to Section 4.007 of the Code of the City of Redmond.

FINDING: The applicant is proposing connection to the City of Redmond water and sewer system. Upon receiving land use approval for the subdivision, the developer will submit detailed civil plans to the City's Engineering Department for review and approval prior to construction of the subdivision.

6. All required public utilities are available.

FINDING: All required public utilities are available and will be extended by the developer in order to provide services to the proposed development.

ARTICLE III – LAND DIVISION STANDARDS > DESIGN STANDARDS & IMPROVEMENTS *RDC Sections 8.2700 – 8.2720*

8.2700 Compliance Required.

1. Any land division or development shall be in compliance with the design and improvement standards and requirements of this section, and all other applicable provisions, as set forth in this Chapter.

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.

FINDING: The proposed development does not include any blocks with lengths greater than 660 feet.

- 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 10 feet wide, with an all weather surface a minimum of 5 feet wide, constructed and centered within the right-of-way.

FINDING: Adjacent to the west of the proposed development is SW Helmholtz Way, a minor arterial street. There will be no vehicular accesses onto SW Helmholtz Way from the development. For the purposes of this standard, it is met.

- C. A block shall have sufficient width to provide for 2 tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.

FINDING: Given the nature of the subject property, long and narrow, it is not possible to provide two tiers of lots while also extending the existing street grid system. However, the southern tier of lots will adjoin the northern tier of lots of the adjacent existing development to the south, creating two tiers. It is likely that the development's northern lots will adjoin a row of lots in future development directly north.

- 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 Community Development Director or Hearings Body 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% or where path grade would exceed 12% 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 Community Development Director or Hearings Body when it is determined that the City's grid street standards should not be applied to the industrial development.

FINDING: The proposed development does not include any cul-de-sacs or dead-end streets. However, it does include continuous streets with a knuckle. The applicant has stated that the design was established as part of the master plan to the south. The City required that the applicant provide a larger road layout for the area to adequately address access to SW Helmholtz Way. Furthermore, it was required through the master plan that the street network, as proposed, would be required to be built as properties to the north continued to develop for the subject property. Stubbed streets to the north and south as shown will provide access to the abutting properties. In addressing pedestrian access to the SW Helmholtz Way right-of-way, the developer shall provide a public access easement between lots 19 and 20 to provide pedestrian access to proposed Tract A.

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.
 - B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the Community Development Director or Hearings Body. 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.

FINDING: To accommodate the curvilinear design among the proposed streets, the proposed lot orientations are in general compliance. The development's intended use will consist of single-family dwellings and as such, the proposed lot sizes are adequate. However, as mentioned earlier, the minimum lot size in the R-2 zoning district for single-family dwellings is 9,000 square feet. Nearly half of the proposed lots are smaller than 9,000 square feet in order to meet the zoning district's minimum density standard. This master planned development requires a minor subdivision variance and is discussed in Section 8.2830 below.

The proposed development is located in an area where public sewer is available, is not zoned and planned for business or industrial use, and does not include steep terrain.

3. Frontage. Each newly created lot and parcel shall abut upon a public street other than an alley for at least 50 feet, except for lots fronting on the bulb of a cul-de-sac, then the minimum frontage shall be 30 feet. Flag lots shall have no less than 20' of street frontage measured at the property line. Lots created as part of a Planned Unit Development shall meet the same frontage requirements listed herein, except such frontage may be allowed along private streets. 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.

FINDING: All proposed lots abut a public local street with frontages of at least 50 feet. Proposed lots that abut the bulb have street frontages of at least 30 feet. This standard is met.

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.

FINDING: Proposed lot side lines comply with this standard.

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.

FINDING: The proposed development does not include any through/double frontage lots. Proposed lots 18-21 abut Tract A, an open space, rather than SW Helmholtz Way. This standard is met.

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.

FINDING: As proposed, no proposed lots directly abut SW Helmholtz Way, an arterial street. Proposed lots 18-21 abut Tract A, an open space. Furthermore, the aforementioned lots will have driveway access off of a local street and therefore will be oriented so that the front elevation faces the local street.

7. Corner Lots and Parcels. Corner lots and parcels shall be 5 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.

FINDING: All proposed corner lots have widths at least five feet greater than the required minimum. This standard is met.

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.

FINDING: There are no special building setback lines being proposed.

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 Community Development Director or Hearings Body 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.

FINDING: No proposed lots are considered large building lots; therefore, this standard is not applicable.

10. Solar Access. As much solar access as feasible shall be provided each lot and parcel in every new subdivision or partition considering topography, development pattern, and existing vegetation. The boundary lines of lots and parcels, as far as feasible, shall be oriented to provide solar access at ground level at the southern building line of the adjoining lot to the north

two hours before and after the solar zenith from September 22 to March 21. If it is not feasible to provide solar access to the southern building line the solar access, if feasible, shall be provided at 10 feet above ground level at the southern boundary line two hours before and after the solar zenith from September 22 to March 21, and three hours before and after the solar zenith from March 22 to September 21. This solar access shall be protected by solar height restrictions on burdened properties for the benefit of lots receiving the solar access pursuant to Section 8.0370, of the City of Redmond Development Code, Solar Access Standards. If the solar access for any lot, either at the southern building line or at 10 feet above the southern building line, is not feasible, supporting information may be required with the application.

FINDING: Solar access has been accommodated as far as feasible given pre-ordained arrangement of streets stubbed to the property/City grid street standards. Solar setbacks are reviewed by the Building Department with each building permit for a house. This standard is met as far as feasible at this time.

11. 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.

FINDING: The applicant has stated that the blocks are laid out in a grid pattern to the greatest degree practical given that SW Helmholtz Way restricts direct access and the existing development pattern in the area requires street alignments that need to be curved for a short distance. The curvilinear street/block design has added an element of interest to the proposed development.

12. 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:
- A. Flag poles shall be no less than 20’ wide.
 - B. Flag lot development, if allowed by the zone, is limited to one duplex or single-family dwelling per lot. 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 16’ 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 10’ 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.
 - G. The “pole” of the flag lot shall be no longer than 150’ 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’ or greater.
 - J. Flag lots are prohibited along or abutting the Dry Canyon Rim.
 - K. Two off-street parking spaces shall be provided for each dwelling unit on a flag lot.

FINDING: The proposed development does not include any flag lots.

8.2710 Streets.

1. General. Streets shall be in conformance with the City of Redmond Transportation System Plan as specified herein.
 - A. Except along Arterial Street, public streets shall be spaced a maximum of 660 feet between centerlines. The purpose is to provide a street grid pattern of through streets to facilitate traffic movement. Street designs shall conform to topography and other existing natural and man-made conditions. Illustrative examples of other conditions include the dry canyon, main COID canal, Highway 97, and the Burlington Northern Railroad tracks.

FINDING: All proposed public streets are spaced under the maximum of 660 feet between centerlines. This standard is met.

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and pedestrian pathways outside the development. Such facilities shall serve existing and planned parks, schools or other public lands within a neighborhood.

FINDING: The proposed development includes interconnected streets, complete with sidewalks that will connect to existing streets that are adjacent to the subject property. Additionally, proposed is an approximately 20,000 square foot tract of open space that includes landscaping, benches, and a pedestrian trail that will connect to the existing trail directly south and that will provide connectivity to future developments to the north. The development will provide public access easement needed to extend the COID lateral pedestrian path located on the subject property's eastern edge.

- C. To the maximum extent possible, new local streets shall align and connect with existing local streets and collectors, and in certain special cases arterial streets. Cul-de-sac streets shall be permitted only where no feasible connection with an adjacent street exists, or if the local street connection would be to an arterial street and the function of the arterial street may be diminished as determined through the land use review process, or the block length would be less than that which is permitted by Section 8.2705(1)(B).

FINDING: The proposed street design includes stubbed streets to the adjacent property to the north to facilitate future development and interconnectivity between neighborhoods. Additionally, the proposed streets align with the existing streets (extensions) in the adjacent development to the south.

- D. Consideration should be given to alternative street designs other than required herein in the City's non-residential land use zones to allow for more effective developments. Such designs may be considered and approved during the subdivision or partition process without need for variance.

FINDING: The proposed development is not located in a non-residential zone; therefore, this standard is not applicable.

- E. All proposed or required streets and alleys shall comply with Section 8.2820 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.

FINDING: The proposed development has been reviewed by City Engineering and will comply with this standard by complying with transportation-related conditions of approval.

2. Existing Streets. Whenever existing streets, adjacent to or within a tract, are of inadequate width to accommodate the increase in traffic expected from the land division or by the City's transportation policies as determined through a transportation impact analysis, additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Hearings Body shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.

FINDING:

SW Helmholtz Way is planned for reconstruction and re-alignment as a 3 to 5 lane City minor arterial street along property frontage per the current TSP. Upon annexation, public right-of-way dedication which provides a minimum width of fifty (50) ft. east of street centerline shall be required to accommodate future construction of this minor arterial street along property frontage. Upon plat approval, a cash contribution for the east half of Helmholtz Way at City local street standards shall be required in lieu of constructing street frontage improvements. A new curb/ADA ramp and sidewalk improvements conforming to City standards shall be required along property frontage along SW Zenith Avenue. A new curb/ADA ramp shall be required on the south side to match either one of ramps on the north side. Existing curb shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of construction or utility work. SW 49th, and 50th Streets will be extensions and will be required to meet City standards for local streets. Road 1 (to be named) will be a new street that will be required to meet City standards for local streets. While SW 48th Street will be an extension, the location where proposed at the north property boundary will conflict with the existing public stormwater infiltration basin located on neighboring City property. Therefore, SW 48th Street shall be moved west at the north property boundary to avoid the existing City storm basin/property or SW 48th Street shall terminate/connect at Road 1 with a knuckle cul-de-sac.

3. Minimum Right-of-Way and Roadway Width. The street right-of-way and roadway surfacing widths shall be in conformance with the standards as specified in Table 1 below:

Table 1 - City of Redmond Right of Way and Roadway Design and Cross-Section Standards

Functional Class	Width (ft)		Right-of-Way	Travel Lanes	Sidewalks	Bike Lanes**	Parking**
	Pavement Standard	Pavement (minimum)					
Residential Alley	16 ft		20 ft	n/a	none	shared	none
Commercial Alley	20 ft		20 ft	n/a	none	shared	none
Local Residential*****	36 ft		60 ft	2***	5 ft	shared	both sides (unstriped)
	28 ft*		60 ft	2***	5 ft	shared	one side (unstriped)
	24 ft*		60 ft	2***	5 ft	shared	none
Local Industrial	40 ft	38 ft	60 ft	2***	5 ft	shared	optional (unstriped)
Industrial Collector	40 ft	38 ft	80 ft	2	5 ft	6 ft	none
Minor Collector	40 ft	36 ft****	60 ft	2	5 ft	shared	both sides (8 ft)
Major Collector	36-50 ft	36 ft****	80 ft	2	5 ft	6 ft	none
Minor Arterial (3-lane)	50 ft	48 ft	100 ft	3	7 ft	6 ft	none
Minor Arterial (5-lane)	74 ft	72 ft	100 ft	5	7 ft	6 ft	none

Notes:

*May be constructed only in conjunction with the creation of covenants, conditions and restrictions (CCR's) and the establishment of a homeowners association (HOA) for the development. The CCR's shall provide that the primary

responsibility for parking enforcement shall be the HOA, with the City of Redmond also being acknowledged in the CCR's as a beneficiary for such parking enforcement as a violation of the land use decision and/or city code.

***In certain cases, bike lanes may be reduced to 5 ft, parking may be reduced to 7 ft, and travel lanes to 11 ft at the discretion of the City Engineer.*

****Unstriped travel lanes*

*****36 ft in existing built-out areas*

******All streets less than 28 feet wide shall be no longer than 300 feet in length, unless such streets include at least one (1) parking bay per lot, located along each lot frontage for the entire length of such street, up to the maximum block length.*

Streets 300 feet or less in length shall not have any direct driveway access. In no case shall any street less than 28 feet wide intersect with any other street less than 28 feet wide.

FINDING: All proposed streets and right-of-way widths have been reviewed by the City Engineering Department and are found to be in conformance with the standards in Table 1 above.

4. Future Extension of Streets. When necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a permanent turn around if they are 150 feet or less in length, although, an adequate temporary turn around to ensure emergency vehicle access must be provided if such streets are greater than 150 feet in length.

FINDING: The proposed development will provide stubbed streets to the adjoining property to the north as shown on the project plans. Doing so will facilitate interconnectivity between neighborhoods upon development of the adjoining parcel. Lastly, the proposed dead end (stubbed) streets are less than 150 feet in length, therefore, a temporary turnaround is not required.

5. Collector and Arterial Street Access. Notwithstanding the provisions of Section 8.2705 of this Chapter, if a land division abuts or contains an existing or proposed collector or arterial street, the Community Development Director or Hearings Body may require other treatments, including but not limited to frontage roads, necessary for adequate protection of residential properties and to afford separation of through and local traffic. Provision may be made for emergency access. All frontage roads shall comply with the City of Redmond Transportation System Plan.

FINDING: The proposed development does not propose any collector or arterial streets or access to any adjacent collector or arterial streets. As shown on the project plans, Tract A open space will provide a significant buffer between residential lots and SW Helmholtz Way, an arterial street.

6. Streets Adjacent to Railroads, Freeways and Parkways. When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for use of the land between the street and railroad, freeway or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width adjacent and along the railroad right-of-way for screen planting between the railroad right-of-way and residential property. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to park or thoroughfare use. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for approach grades to a future grade separation and right-of-way widths of the cross street.

FINDING: The subject property does not abut any railroad, freeways, or parkways; therefore, this standard is not applicable.

7. Continuation of Streets. Subdivision or partition streets which constitute the continuation of streets in contiguous territory shall be aligned so that their center lines coincide. Where straight

line continuations are not possible, such center lines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Community Development Director or Hearings Body where such continuation is necessary to maintain the function of the street or desirable in the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern may be started that is solar oriented.

FINDING: Refer to Section 8.2710(2) finding above.

8. Lot Layout. Local residential streets should be oriented on an east/west axis to the greatest possible extent to insure solar access for lots within the subdivision or partition.

FINDING: The proposed internal local residential streets are oriented on an east-west axis to the greatest extent practical. Existing development and arterial roadways preclude all roads from being oriented on an east-west axis.

9. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the county. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Fire Department or the responsible agency.

FINDING: Street names will be reviewed and approved by the City of Redmond and/or Redmond Fire and Rescue prior to approval of the final plat.

10. Sidewalks. Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition except that in the case of collectors, arterials, special industrial districts or in steep terrain, the Hearings Body may approve a subdivision or partition without sidewalk if alternative pedestrian routes are available or provided by the developer. Sidewalks shall be required along routes to existing or future school and park sites.

FINDING: The proposed development will include sidewalks on both sides of all public streets as shown on the submitted project plans.

11. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned pursuant to the City of Redmond Bicycle Refinement Plan, the Community Development Director or the Hearings Body may require the installation of separate bicycle lanes within streets and/or separate bicycle paths.

FINDING: As mentioned earlier, the development will include multi-purpose trail along the property boundary with SW Helmholtz way. This trail is consistent with the SWAP and the City of Redmond Parks Master Plan and Bicycle Refinement Plan. The trail will be constructed to City of Redmond standards and specifications.

12. Intersection Angles. Street intersections shall be as near right angles as possible except where topography or existing conditions requires a lesser angle, but in no case shall the acute angle be less than as permitted by the adopted City of Redmond Public Works Standards and Specifications.

FINDING: As proposed and shown on the submitted plans, all street intersections are as near right angles as possible. This standard is met.

13. Alignment. Staggered street alignment shall whenever possible leave a minimum of 200 feet distance between the center line of the streets, but in no case be less than as permitted by Standards and Specifications.

FINDING: The proposed development does not include staggered street alignments.

14. Narrow Streets. Local residential grid streets designed at widths less than 36 feet as described in Section 8.2710(3)(Table 1), shall be permitted when the subdivision design is found to be in compliance with the following:
 - A. Narrow streets may only be permitted for continuous full length blocks internal to a Subdivision or Planned Unit Development with street connections at both ends.
 - B. Lots adjoining the narrow streets shall be a minimum of 5000 square feet and have a street minimum 50 feet of frontage.
 - C. Sidewalks shall be separated from the curb by a landscape strip with street trees conforming with Public Works Standards and Specifications.
 - D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted City of Redmond Public Works Standards and Specifications.

FINDING: The proposed development will include local residential streets with widths greater than 36 feet, as shown on the submitted plans. As such, the proposed streets are not considered narrow streets. This standard is not applicable.

8.2715 Fundamental Design Elements.

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.

FINDING: The developer will provide underground wiring and bases for streetlights. No ornamental streetlights are proposed at this time.

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.

FINDING: The proposed development will include a minimum of two points of access. During construction, As required by Redmond Fire & Rescue, a secondary fire department vehicle access will be required and must be available starting with phase 2 of construction. This secondary fire access shall be appropriately separated from SW Zenith Ave and remain unobstructed during construction.

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.

FINDING: The proposed development will require the extension of water and sewer lines, which are being proposed. Refer to Conditions #12 and #13 for complete information.

4. Underground Utilities. All permanent utility 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 CDD Director or Hearings Body. The subdivider or 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.

FINDING: The developer will provide underground new utilities and new minor power transmission lines in compliance with this standard.

5. Preservation of Natural Features. Existing trees, vegetation and natural features (i.e. rock outcrops) add character to the development and shall be preserved to the greatest extent practicable. All trees over 8 inches d.b.h. shall be noted and shown on the tentative plat.

FINDING: Staff concurs with the applicant's finding that there are no significant natural features inherent to the site. The property was previously utilized for agricultural purposes and has been cleared and planted with pasture grasses. As mentioned earlier, the developer will preserve existing trees to the greatest extent practicable. All trees greater than 8 inches d.b.h are shown on page MP1.5 of the project plans.

6. Scenic Views. Significant views shall be taken into consideration during subdivision design. The establishment of view corridors, building envelopes, building height restrictions or similar methods shall be employed for the retention and protection of views from individual lots and from public spaces to the greatest degree practicable as determined through the land use review process. Such measures shall be shown on the final plat and included in the deed restrictions.

FINDING: Although the vast majority of lots will have homes facing north or south, the longest proposed street will be oriented in an east-west fashion allowing for a street view shed of the Cascade Range to the west. Additionally, the development's open space is located along the development's western edge, providing for unobstructive views directly west.

7. Land for Public Purposes.
 - A. If the City has an interest in acquiring a portion of a proposed development for a public purpose, it shall notify the property owner as soon as the City Council authorizes the transaction to proceed.
 - B. Within a development, or adjacent to a development in contiguous property owned by the developer, a parcel of land of not more than 5% of the gross area of the development may be required to be set aside and dedicated to the public for parks and recreation purposes by the developer. The parcel of land, if required, shall be determined to be suitable for the park and/or recreation purpose(s) intended, and the city may require the development of the land for the park or recreation use intended or identified as a need within the community.

- C. In the event no such area is available that is found to be suitable for parks and/or recreation uses, the developer may be required, in lieu of setting aside land to pay to the appropriate parks and recreation agency a sum of money equal to the market value of the area required for dedication, plus the additional funds necessary for the development thereof if so required; if such is required, the money may only be utilized for capital improvements by the appropriate parks and recreation agency.
- D. The foregoing land and development or money dedication (if require) may be provided for in lieu of an equal value of systems development charge assessment for parks if so approved by the collecting agency in accordance with the applicable provisions of the system development charge ordinance. If the collecting agency will not permit the land or money dedication in lieu of an applicable systems development charge, then the land and development or money dedication shall not be required.
- E. If the nature and design, or approval, of a development is such that over 30% of the tract of land to be developed is dedicated to public uses such as streets, water or sewer system facilities and the like, then the requirements of this subsection shall be reduced so that the total obligation of the developer to the public does not exceed 30%.

FINDING: The proposed development is proposing Tract A, an approximately 20,000 square foot open space. This tract must be privately maintained.

8. 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 10 feet in width, unless determined otherwise by the City Engineer or designate.

FINDING: As shown on the project plans, eight foot-wide public utility easements (PUE) are proposed along all street rights-of-way, which meet City Engineering's requirement of PUEs at least five feet in width.

- 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.

FINDING: A minor COID sub-lateral travels through the eastern portion of the subject property for which a piping easement will be required. After review of the proposed plans, COID has determined that the applicant's proposed easement will not provide sufficient access and should be located within a green space. The applicant must contact COID regarding the proposed easement.

8.2720 Grading of Building Sites. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

- 1. Slopes shall be less than or equal to 3 to 1 (horizontal to vertical) unless slope reinforcement and low maintenance surfaces are provided. Cut slopes as steep as 1 to 1 are permitted in native

- rock material if that material is suitable to stand at the slope without raveling. Toe of full slopes steeper than 3 to 1 and top of cut slope shall be no closer than 2 feet from the property line.
2. Structural engineering must be provided for retaining walls higher than four feet from the base of the footing to the top of the retaining portion of the wall and for retaining walls of any height that support a surcharge such as a structure, roadway or slope greater than 4 to 1.
 3. Stormwater must be controlled in accordance with the City of Redmond Public Works Standards and Specifications to avoid erosion and impacts to adjacent property.
 4. Cuts and fills greater than 5 feet from original ground to final grade should be avoided.
 5. Foundations should be stepped or other measures used to minimize cuts and fills. Slopes steeper than 3:1 shall be landscaped, terraced, or receive other treatment to reduce the visual impact and minimize the need for maintenance.
 6. Areas that require engineered fill to support structures, roadways or for other reasons shall be noted in the grading plan. Design and placement of engineered fill shall be under the direction of a licensed professional engineer. Fill material shall be tested and approved by the engineer prior to placement and tested with suitable methods after compaction. Fill in areas that do not support a structure shall be suitable with a minimum of voids and organic material.
 7. The composition of soil for fill and the characteristics of lots and parcels made useable by fill shall be suitable for the purpose intended.
 8. When filling or grading is contemplated by the subdivider or partitioner, they shall submit plans showing existing and finished grades for the approval of the City Engineer. In reviewing these plans, the City Engineer shall consider the need for drainage and effect of filling an adjacent property.
 9. Grading shall be finished in such a manner as not to create steep banks or unsightly areas to adjacent property.
 10. Any land that requires engineered fill shall be so noted on the plat. Design and placement of engineered fill shall be under the direction of a licensed professional engineer.

FINDING: The applicant will submit a final grading and drainage plan to the City Engineering Department for review and approval as part of the civil plan review process.

ARTICLE III – LAND DIVISION STANDARDS > SUPPLEMENTARY PROVISIONS *RDC Sections 8.2815 – 8.2830*

- 8.2815 Transportation Impact Analysis.** It shall be the burden of the developer to evaluate transportation system impacts through studies prepared by a qualified registered professional engineer. When a transportation impact analysis is required it must demonstrate that the following standards are met:
1. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.
 2. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of

additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.

3. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer and pursuant to the adopted City of Redmond Transportation System Plan. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.
4. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute of Transportation Engineers manual, Trip Generation, 8th edition (or subsequent document updates), or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.
 - A. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.
 - B. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer or designee, shall determine the scope of this analysis.
 - C. A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.
5. The impact analysis area shall include at a minimum, the following intersections:
 - A. All site access intersections
 - B. Nearest intersecting collector or arterial street upstream and downstream of the development.
 - C. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
 - D. Additional intersections requested by staff in the basis of anticipated impacts resulting from the development.
6. The analysis shall include the following study time frames:
 - A. Existing conditions.
 - B. Completion year of each significant phase of development.
 - C. Five year forecast beyond final phase
7. The following Tables are required in the TIA:
 - A. Trip Generation (including phase breakdown if applicable)
 - B. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, V/C ratio, 95% vehicle queue, and any additional pertinent analysis results)
8. The following Figures are required in the TIA:
 - A. Vicinity Map
 - B. Site or Tentative Plan Map
 - C. Background Traffic Volumes (all study intersections, all analysis years)
 - D. Trip Distribution and Assignment
 - E. Background + Site Generated Traffic Volumes (all study intersections, all analysis years)
9. Other Analysis Standards (as required by the study)
 - A. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.

- B. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.
- C. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.
- D. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.
- E. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.
- F. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.

FINDING: The applicant submitted a Traffic Impact Analysis (TIA) conducted by Lancaster Mobley, dated April 1, 2021. The TIA has been reviewed by City Engineering and found acceptable. Furthermore, City Engineering concurs with the TIA findings and recommendations.

8.2820 Access Management Standards. All land divisions shall be in compliance with the following standards.

1. Driveway spacing and corner clearance as follows:

<u>Roadway Classification</u>	<u>Minimum Access Driveway Spacing</u>	<u>Minimum Access Clearance to Corner</u>	<u>Intersection Spacing (Min.)</u>
Local Street	No restrictions	30 feet	165 feet
Minor Collector	50 feet	80 feet	330 feet
Major Collector	165 feet	165 feet	330 feet
Minor Arterial	330 feet	330 feet	¼ mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

2. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.
3. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.
4. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use process.
5. Unless adequate demonstration of site necessity, intersection safety and functionality is provided, through the land use review process, new lots and/or parcels will be limited to a single vehicular access.
6. The access management standards apply to new development, redevelopment, subdivision and partitioning of land.
7. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/intersection to centerline of access/intersection.
8. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).
9. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.
10. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the "North Redmond US 97 Interchange Area Management Plan (IAMP)" provision

of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

FINDING: Driveway locations will be determined at time of building permit submittal. All proposed lots will have direct access to local streets. Staff has reviewed Access Management Standards and have found that the proposed development complies with all applicable standards.

8.2825 Street Dedications. Any person desiring to create a street not part of a subdivision or partition shall make written application to the Community Development Department.

1. Application. Said application shall be accompanied by the required information and appropriate filing fee. In cases where such dedication would have the effect of creating a land division, the dedication shall be treated as a new subdivision or partition as applicable.
2. Minimum Design Standards. The minimum standards of design and improvements for the dedication of a street shall be in compliance with the City of Redmond Public Works Standards and Specifications and all other applicable street standards and regulations as specified in Section 8.2710.
3. Procedure.
 - A. Upon receipt of written application and appropriate filing fee for street dedication, the Community Development Director shall refer the proposal to the City Engineer or designee for review and recommendation.
 - B. The City Engineer shall report his findings and recommendations regarding the proposed dedication to the Community Development Director
 - C. Upon receipt by the Community Development Director of written findings and recommendations from the City Engineer, the proposal shall be submitted to the City Council for a public hearing, unless part of a proposed project undergoing Planning Commission review.
 - D. The only notice required for a hearing under this section shall be by publication.
 - E. Following the hearing, the Council may accept or reject the proposed dedication.

FINDING: All proposed streets will be public and dedicated with the subdivision.

8.2830 Variances.

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1. Minor Variance. A minor variance under this Chapter shall be no greater than 25% of the requirements from which the variance is sought. Upon application, the Community Development Director or Hearings Body may authorize variances from the standards of this Chapter pursuant to the criteria listed below if the applicant can establish:
 - A. More efficient use of the site.
 - B. Preservation of natural features where appropriate
 - C. Adequate provision of light, air and privacy to adjoining properties.
 - D. Adequate access.
 - E. That the variance will have minimal adverse impact on the livability, value or development potential of abutting properties and the surrounding area.
 - F. consistency with the overall objectives of the Comprehensive Plan.

FINDING: As part of the application package for the proposed master development planned subdivision, the applicant is requesting up to a 22% reduction to the minimum lot size requirement for the R-2 zoning district. The proposed development's lots range in size from 7,040 to 14,024 square feet. Fourteen of the 31 lots are smaller in size than the district's minimum lot size of 9,000 square feet. Without approval of the requested variance, the proposed development would result in less than 31 lots

and ultimately not meet the R-2 zoning district's minimum density requirement of 4 units per net acre.

The applicant argues without approval of the request variance, the minimum density cannot be met due to factors such as the need to provide large lots to address the transition from urban to rural on the westerly exterior of the subdivision, and the need to provide lots that are similar in size to existing development to the east have had an impact on the applicant's ability to reallocate the square footage necessary to provide standard lot sizes. The aforementioned factors when combined with the need to extend the existing streets in the area, significantly impact the applicant's ability to achieve the required minimum density for the R-2 zoning district.

All minor variance requests for subdivisions are evaluated using the Section 8.2830 criteria above. Approving the minor variance request, thereby allowing nearly half of the subdivision to have lot sizes up to 22% smaller than the minimum lot size allowed in R-2 will result in a more efficient use of the site given the limitations the applicant presented. As mentioned elsewhere in the staff report, the subject property does not include significant natural features aside from a number of existing trees. The developer will preserve these to the greatest extent possible and the development has proposed a 20,000 square foot open space that will include 5-10 new trees as well as other vegetation. Adequate provision of light, air, and privacy to adjoining properties will be impacted minimally as all other zoning standards will apply in full (e.g., minimum setbacks, maximum building heights, etc.) and many of the 14 lots will be considered *low*-medium density. Additionally, as the applicant had stated, to mitigate any potential impacts that could come from the reduced lot sizes, smaller lots have been positioned internal to the site, away from rural land and existing developed lots that cannot be redeveloped. Adequate access will not be impacted as a result of the approved variance. Reducing the minimum lot size for nearly half of the development will increase the range in variety of lot sizes, which is a policy of the SWAP. Additionally, the proposed variety of lot sizes offers opportunities to provide housing to a range of incomes, a policy of both the SWAP and Comprehensive Plan.

Conclusion:

Based upon the submitted plans, materials, and the proposed findings and conditions of approval included herein, staff believes that all requirements can be fulfilled to support the Master Development Plan, Tentative Subdivision, and Minor Subdivision Variance of the subject property consistent with all applicable City policies, rules, and regulations.

III. RECOMMENDATION & CONDITIONS OF APPROVAL

Recommendation:

The Redmond Area Planning Commission held a public hearing on August 16th and voted 4-1 in support of staff's recommendation. Based on the submitted plans, staff findings and conclusions, staff and the Planning Commission recommend the City Council approve the Korbin Meadows project (City Files 711-21-000107-MD, 711-21-000108-SUB, 711-21-000109-V), subject to the conditions of approval below.

Conditions of Approval:

The following conditions of approval shall be required:

1. Any substantial alteration to the approved plans, except as modified by the following conditions of approval, shall be subject to the standards and procedures in Section 8.1400 (*Modifications of Approval*) of the Redmond Development Code.

2. All land disturbed during construction shall be revegetated/landscaped immediately after construction is complete and dust created during construction shall be properly mitigated at all times, so as to not create significant impacts upon the neighboring properties.
3. A 20 foot-wide public access easement shall be created in between proposed lots 19 and 20 to provide pedestrian access to the Tract A open space.
4. The developer shall install trail identification signs and landscaping at the development's primary entrance from SW Zenith Avenue/SW 48th Street.
5. Proposed Tract A shall include the installation of public art. Additionally, a public access easement shall be over the entire Tract A and the tract shall be privately maintained.
6. A complete landscape plan for proposed Tract A shall be submitted and approved. Additionally, bark dust is not permitted as part of the landscaping.
7. The developer shall grant a public access easement for the portion(s) of the COID canal trail that traverse the subject property. Furthermore, the developer must describe how the trail will function along the irrigation canal and its final design.
8. The developer shall supply a phasing timetable projection and indicate the reasoning for the development of Tract A open space during phase 2 as opposed to phase 1.
9. A secondary fire department vehicle access will be required and must be available beginning with construction of phase 2 of the development. The secondary access shall be appropriately separated from SW Zenith Avenue and remain unobstructed during construction. Secondary access must be able to accommodate fire department equipment due to the weight of their vehicles.
10. The developer must work directly with the Central Oregon Irrigation District (COID) pertaining to the requirements and revisions needed to create a piping easement for the sub-lateral as well as a the conveyance of COID water rights (refer to COID comments in Exhibit C).
11. Transportation: All public streets shall be designed, constructed and dedicated to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards and extended to the limits of each project phase unless otherwise specified or approved. Five (5) ft. minimum width public utility easement (PUE) shall be dedicated along all street right-of-way per COR Standard Drawing 2-1. Street signage, lane striping, street lights and postal box installation shall be required. All street names shall be approved by Redmond Fire and Rescue and/or Deschutes County. The proposed master plan and public street system complies with City grid street, TSP and Southwest Area Plan standards subject to the following: *[COR Code 8.0300(3)(C)(10)] [COR Code 8.2240(1 & 4) 8.2320(2)(A) & 8.2710(1, 2, 3 & 10)] [CORPWSS Development Provisions 03]*
 - A) **SW Helmholtz Way** - minor arterial street. A paved road and sixty (60) ft. right-of-way exist, no curb or sidewalk, along property frontage. SW Helmholtz Way is planned for reconstruction and re-alignment as a 3 to 5 lane City minor arterial street along property frontage per the current TSP. Upon annexation, public right-of-way dedication which provides a minimum width of fifty (50) ft. east of street centerline shall be required to accommodate future construction of this minor arterial street along property frontage. Upon plat approval, a cash contribution for the

east half of Helmholtz Way at City local street standards shall be required in lieu of constructing street frontage improvements. Street and right-of-way centerline shall match existing.

B) **SW Zenith Ave.** - local grid street. A paved street with curb and sixty (60) ft. right-of-way exists along property frontage. New curb/ADA ramp and sidewalk improvements conforming to City standards shall be required along property frontage. A new curb/ADA ramp shall be required on the south side to match either one of ramps on the north side. Existing curb shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of construction or utility work.

C) **SW 49th St.** - local grid street. A paved street and sixty (60) ft. right-of-way exist at the south property boundary. Street improvements conforming to City local grid street standards shall be required per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. minimum right-of-way dedication. Street and right-of-way centerline shall match existing.

D) **SW 50th St.** - local/cul-de-sac street. A paved street and sixty (60) ft. right-of-way exist at the south property boundary. Street improvements conforming to City local/cul-de-sac street standards shall be required per COR Standard Drawing 2-1, 2-4 and 2-5 with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication and fifty (50) ft. cul-de-sac radius right-of-way dedication. Street and right-of-way centerline shall match existing.

E) **SW 48th St.** - local street. The future north extension of SW 48th St. where proposed at the north property boundary will conflict with the existing public stormwater infiltration basin located on neighboring City property. Therefore, 48th St. shall be moved west at the north property boundary to avoid the existing City storm basin/property or 48th St shall terminate/connect at Road 1 with a knuckle cul-de-sac. Street improvements conforming to City local/cul-de-sac street standards shall be required per COR Standard Drawing 2-1, 2-4 and 2-5 with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication and fifty (50) ft. cul-de-sac radius right-of-way dedication.

F) **Road 1** - local street. Street improvements conforming to City local street standards shall be required per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. right-of-way dedication.

G) **Street Storm Drainage:**

- 1) Stormwater drainage systems in the public right-of-way shall be subject to current City design standards. *[COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]*
- 2) New drywells shall comply with City/DEQ pretreatment and City testing requirements. Drywell drain rock shall not extend under any street pavement section. *[COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]*
- 3) The location of drywells or other UIC's within City streets shall not conflict with existing active private water wells, community water wells or existing/future municipal drinking water wells. Identify all existing water wells that are within 500 ft. or the two-year time of travel zone of subject properties. *[COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]*

H) **Lot Access:**

- 1) Vehicular access to each new lot shall conform to City access management, corner clearance, clear vision and driveway construction standards. *[COR Code 3.300, 8.0305 & 8.2820]*
- 2) Direct vehicular access to Helmholtz Way, a minor arterial street, shall not be permitted from any lot or alley except for approved emergency access connections with locked fire gate. *[COR Code 8.2820(4)]*
- 3) Corner lots and double fronting lots shall take vehicular access from the lower order street, alley or access easement. *[COR Code 8.2820(4)]*
- 4) Postal box installation shall be subject to US Postal Service standards and City Engineer approval. *[CORPWSS Design Standards II(A)(16)]*

I) Traffic Impacts: The “Talbot Subdivision Transportation Impact Analysis” (TIA) submitted by Lancaster Mobley dated 4-1-21 has been reviewed for master plan and subdivision approval per COR Code 8.0300(3)(C)(10) and 8.2815 and is acceptable. Engineering concurs with the TIA findings and recommendations. No further analysis is required.

12. Water: Eight (8) inch City water mains exist in Zenith Ave. along property frontage and in 49th and 50th Streets at the south property boundary.
- A) Subject property is located within City water pressure zone PZ1-A per draft Water System Plan (WSP) to be served by the future twelve (12) inch water main line identified as M6 in Helmholtz Way south of Wickiup Avenue. A cash contribution shall be provided for the standard eight (8) inch pipe portion of future twelve (12) inch PZ1-A City water main along Helmholtz Way property frontage in lieu of construction per draft WSP and for compliance to the City Public Facility Requirement. *[COR Code 8.2235(1)(D)] [CORPWSS Development Provisions 03]*
 - B) Connection to the City’s public water system shall be required for each new lot. *[COR Code 8.2240(5) & 8.2715(3)]*
 - C) Proposed public water system complies with City “to & through” Public Facility Requirement and City Water System Plan (WSP) standards for service to each new lot and adjacent property subject to design review of the public improvement construction plans for compliance to City standards. *[COR Code 8.0300(3)(C)(11) & CORPWSS Development Provisions 03]*
 - D) A separate domestic water service connection conforming to City standards shall be required for each new lot with meter located at the property/right-of-way line. A City approved backflow prevention device shall be required for all non-residential properties, water services larger than one (1) inch, fire sprinkler systems and irrigation systems. *[COR Code 4.200, 4.161, 8.2240(5) & 8.2715 (3 & 4(C))]*
 - E) Fire flow, fire hydrant locations and fire code requirements to be determined by Redmond Fire & Rescue (RFR).
 - 1) A water system/fire flow analysis and mitigation plan prepared by a registered professional engineer shall be provided as required by the Redmond Fire Marshal. *[CORPWSS Development Provisions 04.2.00] [CORPWSS Design Standards II(D)(1(a) & 3(a))]*
 - 2) Public water system improvements may be required as deemed necessary by the fire flow analysis mitigation plan to meet minimum fire code and fire flow requirements for the proposed development. *[COR Code 8.2235(1)(D)] [CORPWSS Design Standards II(D)(1(a) & 3(a))]*
 - F) Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations. Include plans for decommissioning the existing water well located near the border with Josie Meadows Ph1. *[CORPWSS Development Provisions 04.7.00 & 22(13)]*
13. Wastewater: Eight (8) inch City gravity sewer mains exist in Zenith Ave. along property frontage and in 50th St. at the south property boundary. An inactive/dry eight (8) inch City gravity sewer main exists in 49th St. at the south property boundary. The twelve (12) inch City gravity sewer trunk Line ‘D’ per current City Wastewater System Master Plan (WSMP) exists in 47th St. at Zenith Ave. east of subject property.
- A) Subject property is located within a sanitary sewer basin planned for gravity service by the future twelve (12) to thirty (30) inch Far West Sewer Interceptor (FWSI) to be located in Helmholtz Way along property frontage per the current Redmond Wastewater System Master Plan (RWSMP) which is currently not available. In the absence of the FWSI, connection to the existing downstream City gravity sewer system including Line D sewer

trunk main line has been approved per Infrastructure Capacity Allocation Review memo by the City Engineer dated 1-11-21 subject to the following: *[COR Code 8.0300(3)(C)(11), 8.2235(D) & 8.2240(6)]*

- 1) Sewer collection system shall be designed for both the interim connection to existing sewer and future connection to the FWSI to the extent possible. The FWSI is projected to be roughly twenty (20) plus feet deep in Helmholtz Way along property frontage per the RWSMP. A gravity sewer connection must be demonstrated from 49th St. in Josie Meadows Phase 2 north and west to the future FWSI in Helmholtz Way.
 - 2) A cash contribution shall be provided for the standard eight (8) inch pipe portion of the FWSI at ten (10) foot average depth along Helmholtz Way property frontage in lieu of construction per current RWSMP and for compliance to the City Public Facility Requirement. *[CORPWSS Development Provisions 03]*
 - B) Connection to the City's public sewer system shall be required for each new lot. *[COR Code 8.2240(5) & 8.2715(3)]*
 - C) Proposed public gravity sewer system complies with City "to & through" Public Facility Requirement and RWSMP standards for service to each new lot and adjacent property subject to: *[COR Code 8.0300(3)(C)(11) & CORPWSS Development Provisions 03]*
 - 1) An eight (8) inch public gravity sewer main shall be extended in 49th St. from Josie Meadows Phase 2 to the north property boundary consistent with the projected future FWSI gravity connection. This public sewer main is intended to ultimately gravity serve all lots west of 49th St. but will remain inactive/dry until such time the gravity connection to the FWSI is completed.
 - 2) All public gravity sewer mains shall be designed and constructed to provide a gravity service to each new lot and neighboring properties unless otherwise approved by the City Engineer.
 - 3) Sewer services shall be located to provide complete gravity service.
 - 4) Sewer manholes shall be located on street centerline whenever possible, at 400 ft. max spacing and at any main line terminus. Manholes shall be added or moved accordingly to match street alignments and to avoid conflicts with public water.
 - 5) Public sanitary sewer facilities located beyond public right-of-way will require dedication of City sewer and/or public utility easements that provide unobstructed City access and turnarounds. *[COR Code 8.2215(2)(E) & 3(B)), 8.2320(2)(B) & 8.2715(8)(4)] [CORPWSS Development Provisions 07]*
 - 6) Design review of the public improvement construction plans for compliance to City standards.
 - D) A separate sanitary sewer service conforming to City standards shall be required for each new lot with cleanout located at the property/right-of-way or easement line. All sewer services shall be connected at right angles to the sewer mainline, and not to manholes, unless otherwise approved by the City Engineer. *[COR Code 8.2240(5) & 8.2715(3 & 4(C))]*
 - E) Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations. *[COR Code 4.304(3)] [CORPWSS Development Provisions 04.7.00 & 22(13)]*
14. Subdivision Grading and Drainage: A subdivision site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase per current City standards and the following: *[COR Code 8.2720] [CORPWSS Development Provisions 23] [CORPWSS Design Standards II(B)]*
- A) Lot and Tract grading shall conform to current COR Development Code 8.2720 and shall not create steep banks, extreme cut/fills or areas unsightly to adjacent properties or lots.

- B) All storm water runoff and drainage shall be maintained on each lot or tract and shall not drain onto public streets, neighboring properties or irrigation canals/ditches except as provided for in City standards.
- C) The stormwater system shall be designed to pass up-gradient flow through the site without damage to the proposed development, public stormwater facilities or neighboring properties.
- D) Storm water runoff from private property shall not impact public right-of-way or easements unless otherwise approved by the Public Works Director or City Engineer.
- E) New on-site private drywells and other underground injection control (UIC) systems not part of the public drainage system must be registered and approved or permitted by the Oregon Department of Environmental Quality (DEQ) prior to construction or building permit issuance. Contact DEQ UIC Program Coordinator at 503-229-5945. Send copy of UIC Registration Packet to DEQ and City of Redmond, 3100 NW 19th Street, Redmond, OR, 97756.
- F) Private drywells serving paved areas may not be located within public or community wellhead protection areas or 500 ft. of existing irrigation or drinking water wells. Locate and identify existing water wells and wellhead protection zones that could affect the location of proposed drywells. *[CORPWSS Development Provisions 23] [OAR 340-044-0018]*
- G) Maintenance agreement required for any on-site private storm system.

15. Construction Plans: Upon land use approval, a separate set of construction drawings may be submitted directly to the Engineering Department for design review of all required and/or proposed public improvements, utilities and subdivision site grading. *[COR Code 8.2720 & 8.2800] [CORPWSS Development Provisions 04 & 23] [CORPWSS Design Standards]*

//////////////////// **END OF CONDITIONS** //////////////////////

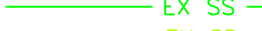
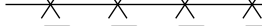
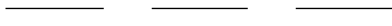
Prepared by:
 Kyle Roberts, AICP
 Senior Planner



VICINITY MAP

NTS

LEGEND

	EXISTING CABLE		SANITARY SEWER MANHOLE
	EXISTING GAS		STORM DRAIN MANHOLE, DRYWELL
	EXISTING IRRIGATION		WATER VALVE, GAS VALVE
	EXISTING OVERHEAD LINES		AIR RELEASE VALVE
	EXISTING POWER		BACKFLOW PREVENTER
	EXISTING SANITARY SEWER		WATER METER, GAS METER
	EXISTING STORM DRAIN		FIRE HYDRANT
	EXISTING TELECOMMUNICATIONS		CATCH BASIN/CURB INLET
	EXISTING WATER		CLEAN OUT
	NEW CABLE		RAIN DRAIN
	NEW GAS		STREET LIGHT, PARKING LOT LIGHT
	NEW IRRIGATION		UTILITY POLE, GUY ANCHOR
	NEW POWER		UTILITY VAULT
	NEW SANITARY SEWER		ELECTRICAL PEDESTAL
	NEW STORM DRAIN		CABLE PEDESTAL
	NEW TELECOMMUNICATIONS		TELECOMMUNICATIONS PEDESTAL
	NEW WATER		IRON ROD, IRON PIPE
	FENCE		TREES
	EXISTING RIGHT-OF-WAY		SIGN
	EXISTING EDGE OF GRAVEL		MAILBOX
	EXISTING EDGE OF PAVEMENT		
	EXISTING CURB		
	NEW RIGHT-OF-WAY		
	NEW EDGE OF GRAVEL		
	NEW EDGE OF PAVEMENT		
	NEW CURB		

SITE INFORMATION

ADDRESS: 3648 SW HELMHOLTZ WAY, REDMOND, OR 97756

TAX ASSESSORS MAP: TAX LOT 700, MAP 151330BC

PROPERTY SIZE: 9.47 ACRES

NET ACRES 7.32

ZONING: R2
PROPOSED ZONING: R2
PROPOSED DENSITY: 4.23 UNITS PER NET ACRE
MIN. ALLOWABLE DENSITY: 4 DU/ACRE

PROPOSED USE

MASTER PLAN 31-LOT SUBDIVISION FOR
SINGLE FAMILY HOMES

OWNER

ARCH HOLDING COMPANY
715 NW KINGWOOD DR
REDMOND, OR 97756

VERTICAL DATUM

ELEVATIONS ARE BASED ON TIE TO CITY OF REDMOND BENCHMARK 8-M-2 BEING A 3" BRASS DISK SET IN CONCRETE ABUTMENT OF WING WALL AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE AND NW CANAL BLVD.
ELEVATION= 2990.38' (NGVD29)

SHEET INDEX

MP1.0 COVER SHEET
MP1.1 EXISTING CONDITIONS PLAN
MP1.2 STREET AND UTILITY PLAN
MP1.3 TENTATIVE SUBDIVISION PLAN
MP1.4 HOUSING DEVELOPMENT PLAN
MP1.5 LANDSCAPE AND TREE REMOVAL PLAN

CIVIL ENGINEER/LAND SURVEYOR

H.A. M^cCOY ENGINEERING & SURVEYING
CONTACT: HAYES M^cCOY
1180 SW LAKE ROAD, SUITE 201
REDMOND, OR 97756
PH: 541-923-7554

KORBIN MEADOWS

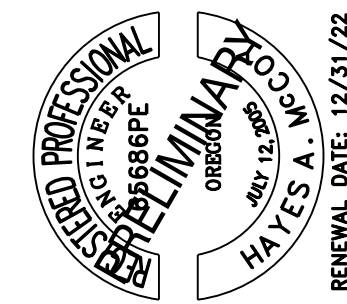
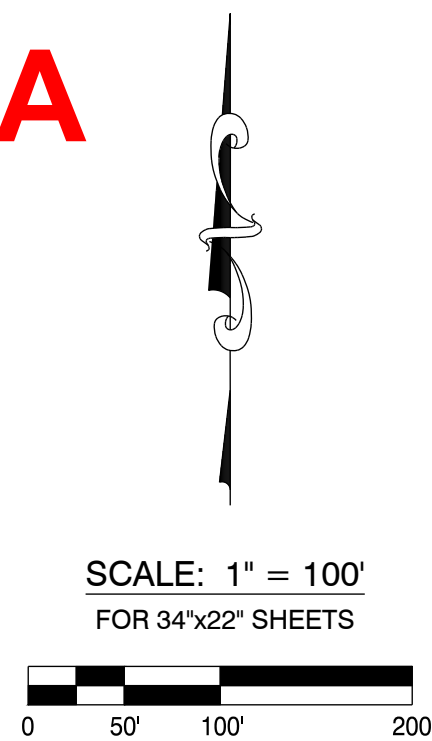
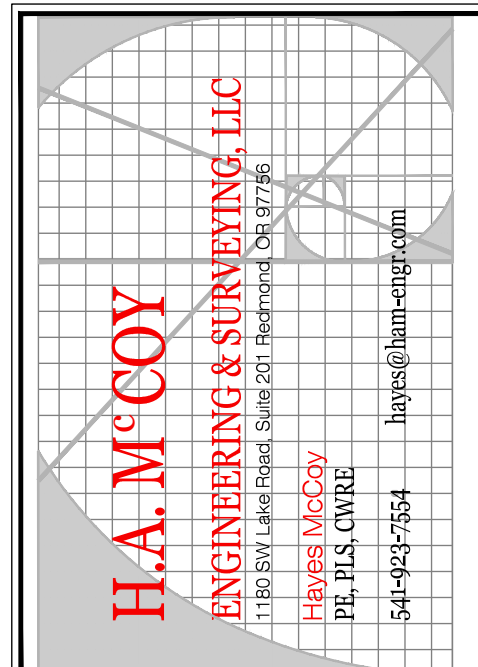
SUBDIVISION APPLICATION, MINOR VARIANCE AND MASTER PLAN

3648 SW HELMHOLTZ WAY, REDMOND, OR 97756

TAX LOT 700, MAP 151330BC

APRIL 2021

EXHIBIT A

[illegible]

PROJECT: KORBIN MEADOWS

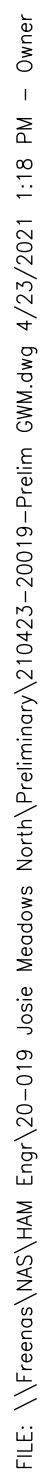
PROJECT LOCATION: REDMOND, OR

CLIENT: ARCH HOLDING COMPANY

SHEET TITLE:
COVER SHEET

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DRAWING:	

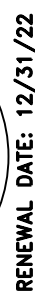
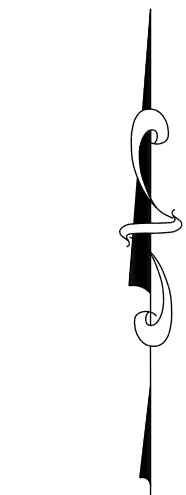
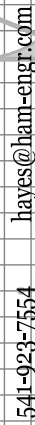
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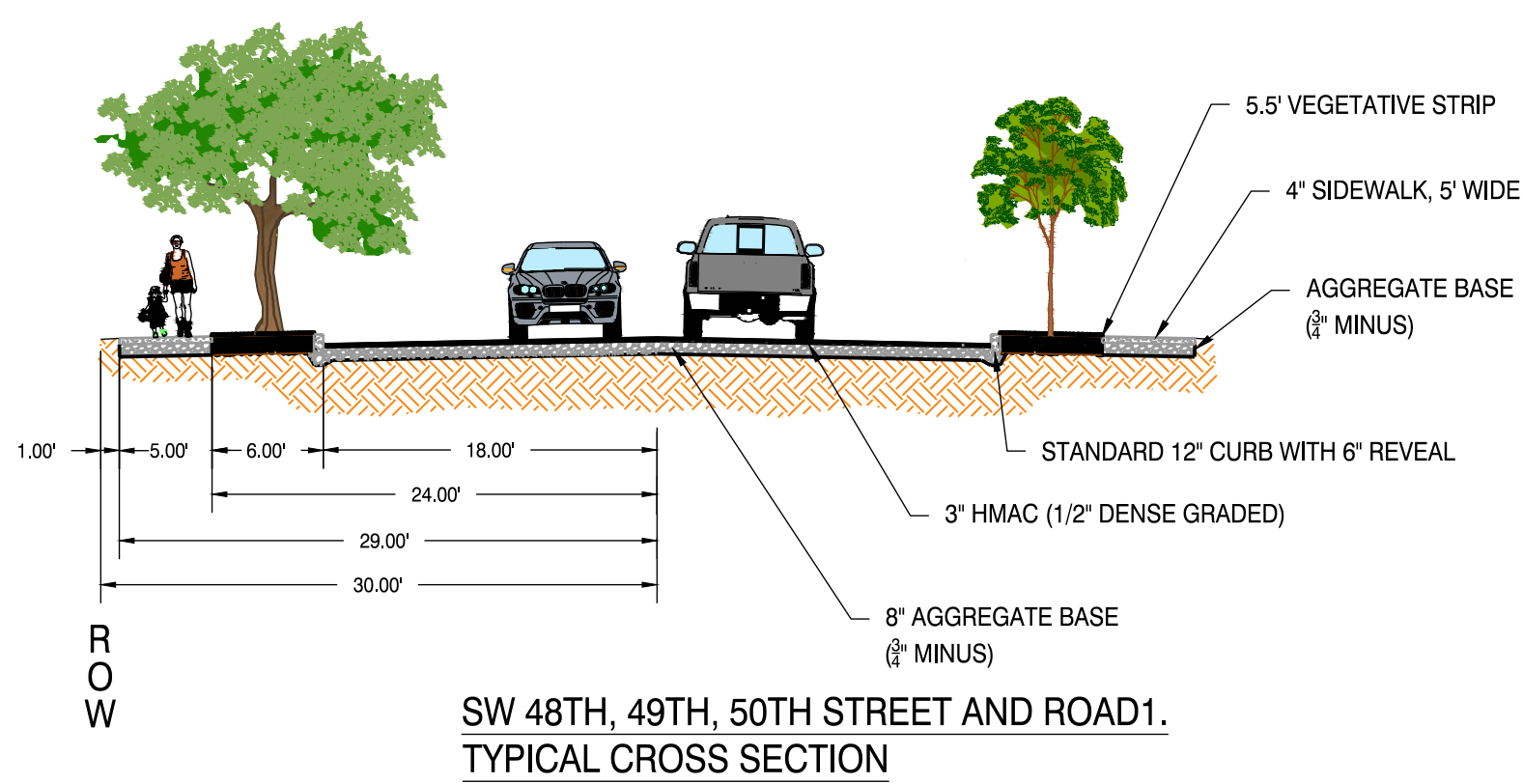
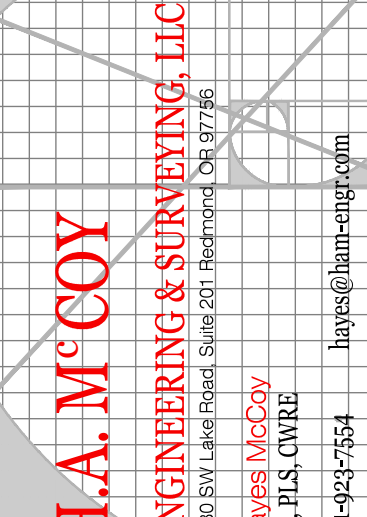
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FOR 34"x22" SHEETS



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[illegible]

ARCH HOLDING COMPANY

[illegible]

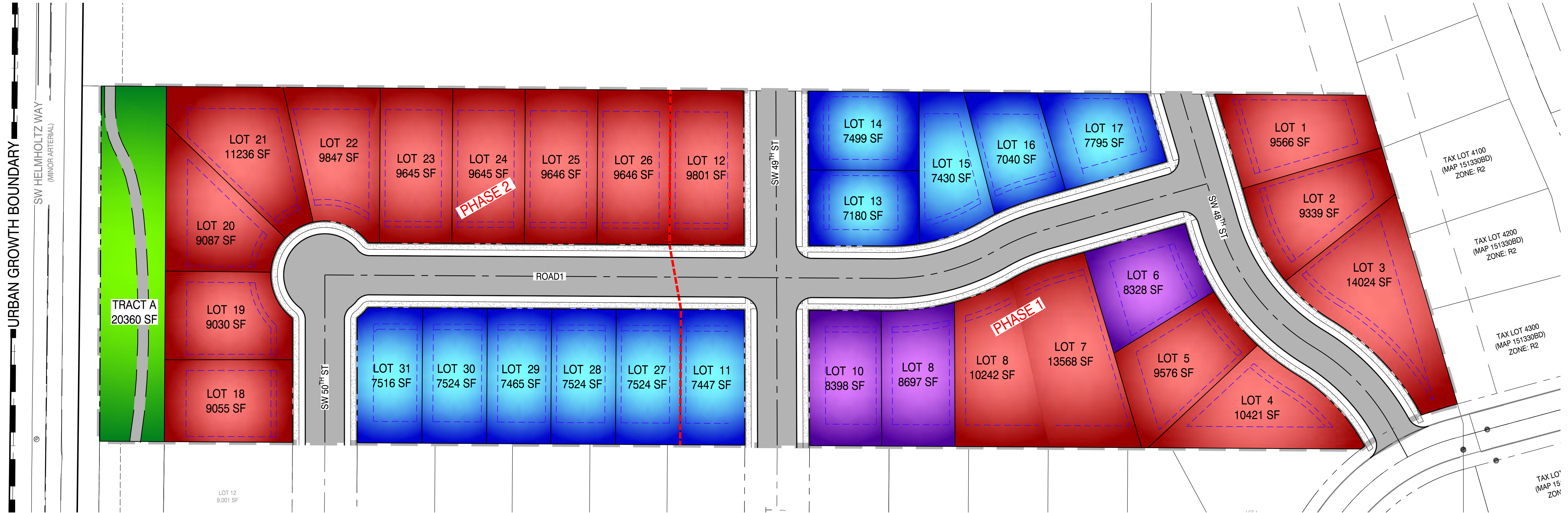
H.A. McCOY
ENGINEERING & SURVEYING, LLC
 1180 SW Lake Road, Suite 201, Richmond, Oh 47156
Hayes McCoy
 PE, BS, CWR2
 hayes@ham-engr.com
 514-923-7554

PROJECT:	KORBIN MEADOWS
PROJECT LOCATION:	REDMOND, OR
CLIENT:	ARCH HOLDING COMPANY

SHEET TITLE:
**STREET AND UTILITY
PLAN**

JOB NO.	20-019
DRAWN BY:	GWM
DRAWING:	MP1.2

FILE: \\treas\NMS\HAM Engr\20-019 Jose Meadows North\Preliminary\20422-20019-Prelim GWM.dwg 4/23/2021 1:18 PM - Owner



HOUSING TYPE A



HOUSING TYPE B



HOUSING TYPE C



HOUSING TYPE D



HOUSING TYPE E

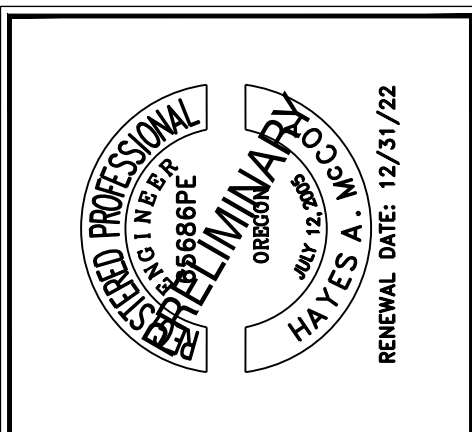


HOUSING TYPE F

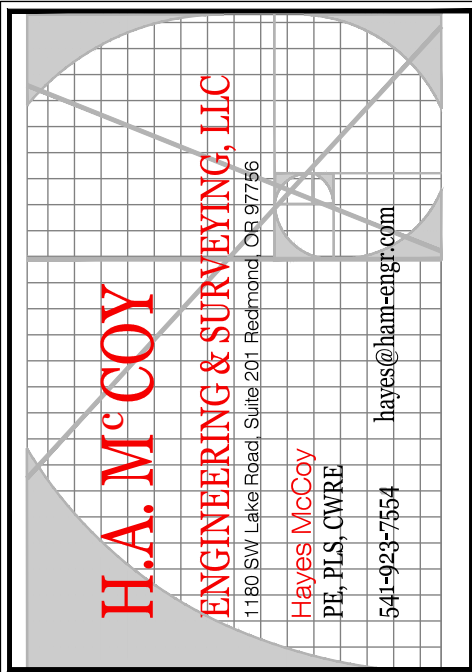
LEGEND	
	7000 - 8000 SQUARE FEET
	8000 - 9000 SQUARE FEET
	9000 - 10000+ SQUARE FEET
	OPEN SPACE

SCALE: 1" = 50'
FOR 34"x22" SHEETS

0 25' 50' 100'



DRAWING STATUS:	DATE:	REVISION:	No.
☒ PRELIM. LAYOUT	4/23/21		
☐			
☐			
☐			
☐			



PROJECT: KORBIN MEADOWS

PROJECT LOCATION: REDMOND, OR

CLIENT: ARCH HOLDING COMPANY

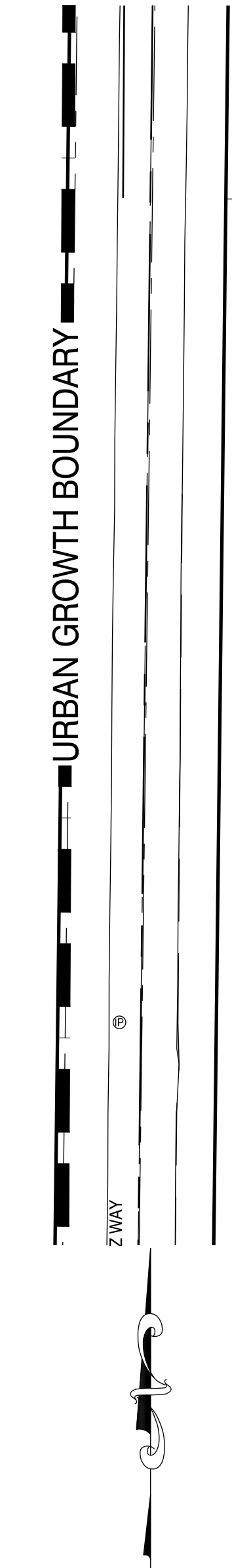
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JOB NO. 20-019

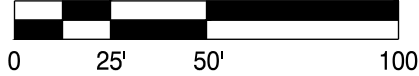
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DRAWING: MP1.4

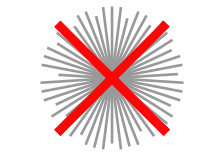
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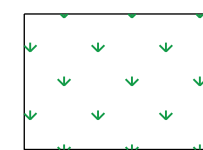
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LANDSCAPE LEDGED



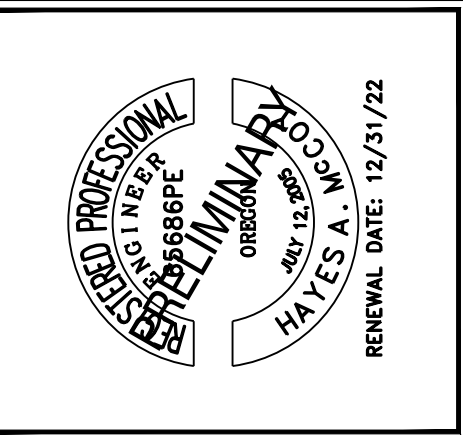
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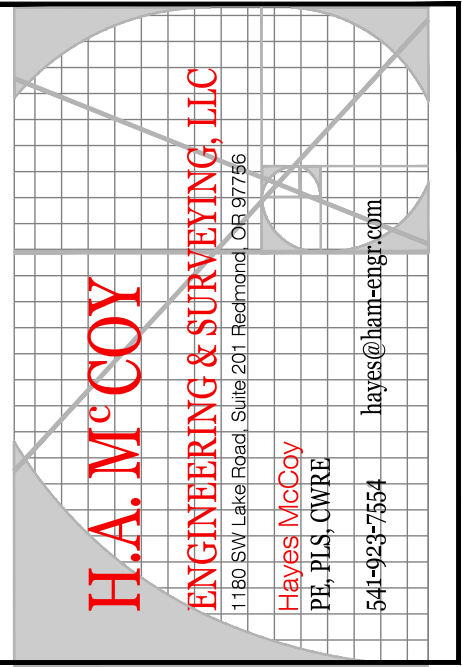
LANDSCAPE WITH NATIVE DROUGHT
RESISTANT BUNCH GRASS AND SHRUBS
COORDINATE WITH CITY ARBORIST FOR
SPECIES AND SIZE



STREET TREES (TYP)



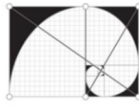
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PROJECT:	KORBIN MEADOWS
PROJECT LOCATION:	REDMOND, OR
CLIENT:	ARCH HOLDING COMPANY

SHEET TITLE:	LANDSCAPE AND TREE REMOVAL PLAN
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JOB NO.	20-019
DRAWN BY:	GWM
DRAWING:	MP1.5



H.A. McCOY
ENGINEERING & SURVEYING, LLC

PO Box 533 Redmond, OR 97756 · 541-923-7554 · www.ham-engr.com

**BURDEN OF PROOF FOR
CITY OF REDMOND APPLICATION FOR MASTER PLAN/
SUBDIVISION AND MINOR VARIANCE**

**APPLICANT/
OWNER:**

Arch Holding Company, LLC
715 NW Kingwood Ave.
Redmond, OR 97756

**SURVEYOR/
ENGINEER:**

H.A. McCoy Engineering & Surveying, LLC
1180 SW Lake Road
Suite 201
Redmond, OR 97756
(541) 923-7554

LOCATION:

3648 Helmholtz Way, Deschutes County Assessors 151330BC Tax Lot 700

REQUEST:

Master Development Plan and Tentative Subdivision Plat for a 31 lot single family subdivision on an undeveloped, 9.47 acre property zoned R-2 in the Redmond Urban Growth Boundary, including a minor variance to the lot size standards for the R-2 zone.

APPLICABLE CRITERIA:

The following are the applicable sections from The City of Redmond Urban Area Comprehensive Plan, the Northwest Area Plan (as an element of the Comprehensive Plan) and the Redmond Development Code, Chapter 8 of the Redmond Development Code:

- The City of Redmond Urban Area 2020 Comprehensive Plan.
- The City of Redmond Framework Plan
- City of Redmond Southwest Area Plan (SWAP)
- City of Redmond Transportation System Plan
- City of Redmond Public Facility Master Plans (Water, Wastewater)
- City of Redmond Park Master Plan
- Oregon Revised Statutes (ORS) – ORS 197.250
- The City of Redmond Development Code, Chapter 8;
 - Section 8.0300, Master Development Plans
 - Sections 8.0750 through 8.0775, Amendments

**Because many of the criteria are redundant in the overlap between the Statewide Planning Goals, the City of Redmond Comprehensive Plan and the Redmond Development Code, there are references to the reader within this document to the applicable section where the similar criteria has already been addressed by the proposed findings. Additionally, some of the plans and documents listed above (Transportation System Plan, Public Facility Master Plans, and Park Master Plan) are not addressed*

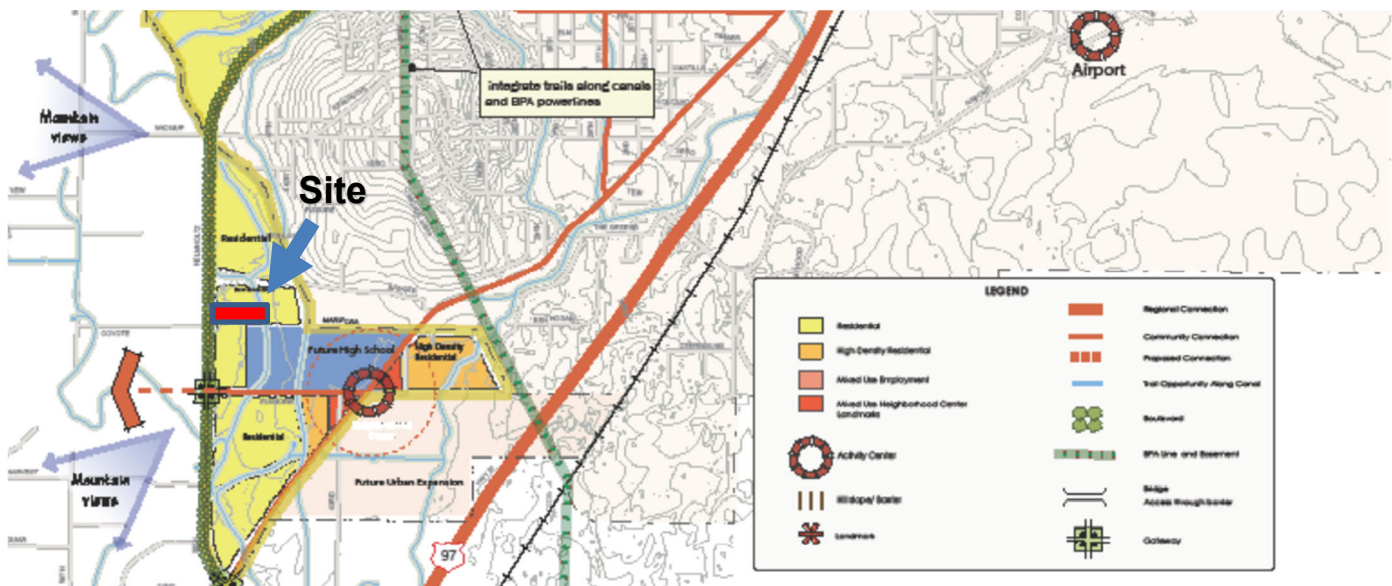
directly in this document, but are addressed as per their inclusion in and applicability to the other elements listed above.

II. BACKGROUND & HISTORY:

UGB and Special Area Plan:

In 2006, the City of Redmond added more than 2,300 acres of "urbanizable" land along the City's western boundary to its Urban Growth Boundary (UGB), including the subject parcel. At the same time, a Framework Plan was adopted by the City as part of the expanded UGB to provide general guidance for future land uses, densities, neighborhood amenities and the necessary public facilities and services to serve the 2,300 acres.

The Framework Plan envisioned a number of neighborhood centers spaced throughout the newly urbanized lands with high density residential surrounding it, then transitioning to medium and lower density residential on the periphery. Areas of mixed use employment were also proposed around Highland Avenue on the western edge of the City and in the northern and eastern parts of the City. School and park sites were also contemplated to help make the areas as self-sufficient as possible. On this site, the Framework Plan designated the area as "Residential" (see below).



Framework Plan (excerpt)

To provide more structure to future land uses in this area, the community created and adopted an Area Plan, which builds on the general Framework Plan. That plan - the Southwest Area Plan (SWAP) - was adopted in 2014 and covered area straddling US Highway 97 in the northern part of the City, generally south of Pershall Way, east of 10th Street, west of NW Canal Boulevard, and generally north of Quince Avenue (see HAP Land Use Map below).

The SWAP took the Framework Plan and refined it with a more detailed land use concept, comprehensive plan designations, and related public facilities and amenities for this area. The

SWAP was created for coordinated planning of vacant lands within the boundary (including the subject property), and was intended to be the implementing guide for compliance with the Statewide Planning Goals, the Redmond Comprehensive Plan and the Redmond Framework Plan. The ultimate goals of the SWAP were to:

- Identify general land use designations and future zoning to be applied upon final master planning and annexation;
- Indicate expected levels of residential and commercial development, including the amounts of and the expected densities of/for each;
- Identify the expected impacts to public facilities and services (i.e. transportation, water, sewer, utilities), including necessary improvements and the potential limitations to development;
- Identify the potential need for public parks, school development/expansion, as well as appropriate sites;
- Identify standards, if necessary, for the development of housing, commercial businesses and associated public infrastructure;
- Identify important issues particular to future development of the area and suggest policy direction; and
- Adopt a finished Area Plan as part of the City Comprehensive Plan that also serves as the Conceptual Master Plan for all properties in the area.

Within the SWAP, there are chapters on the Comprehensive Plan and Zoning, Neighborhood Land Use Plan, Transportation Improvements, and Public Facilities and Utilities that provide specific guidance on how parcels within the SWAP boundary are to be developed. Chapter 6 of the SWAP is entitled Development Policies and Guidelines and summarizes that guidance Chapter 6 of the SWAP in Attachment B). In addition, Chapter 6 specifically states that such policies and guidelines "shall be considered for implementation as part of the master planning and site development phases for all lands within the SWAP boundary." The applicant's proposal is consistent with SWAP elements described above.

Annexation:

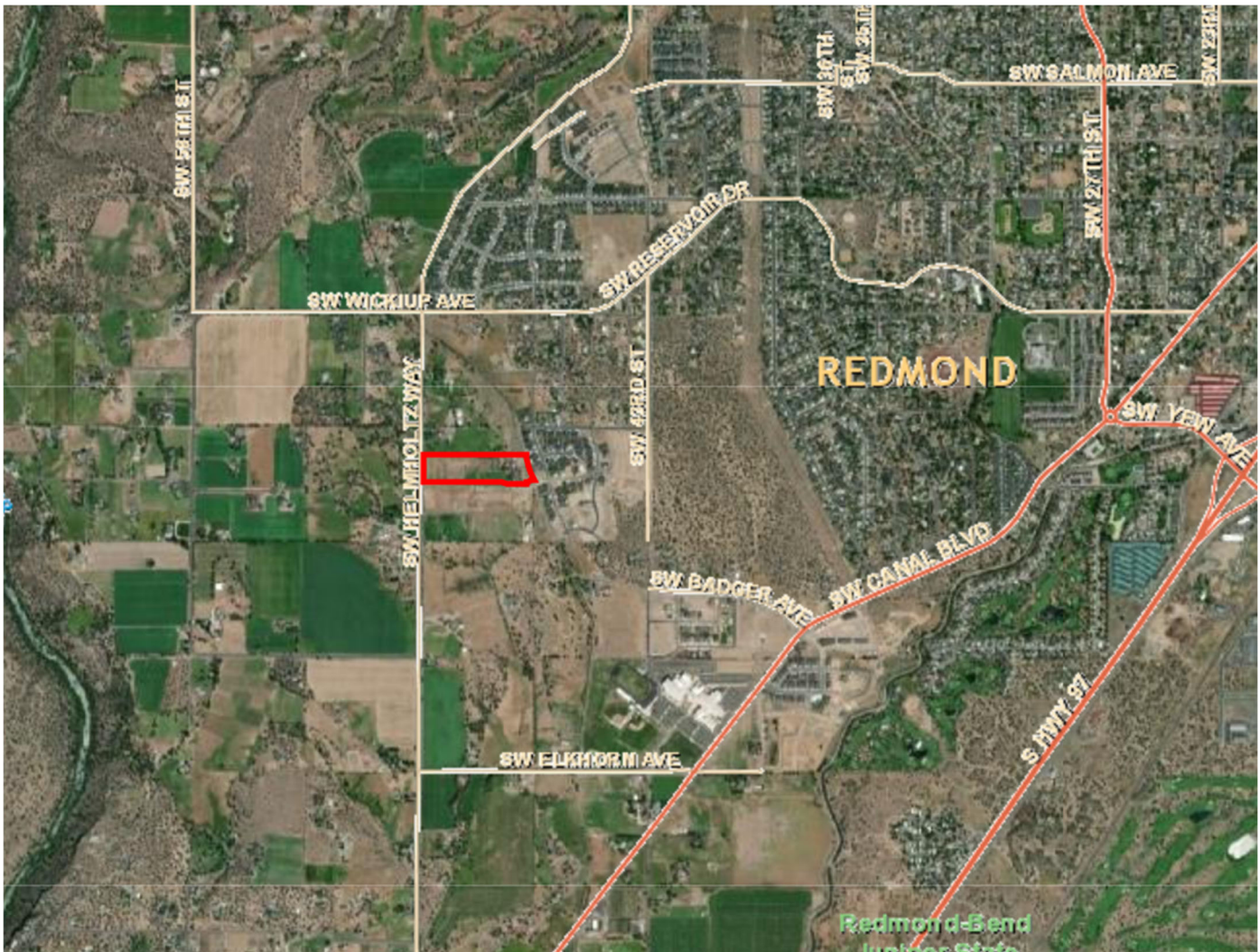
An application for an annexation has been filed with the City of Redmond and City Council recently acknowledged approval of the annexation with conditions on March 23, 2021 (Annexation agreement included as an exhibit). The agreement stipulates that the following must be completed prior to obtaining the annexation and applying the Comprehensive Plan and Zoning designations. In order to obtain annexation and the acknowledged zoning, a master plan is being submitted for approval by the City of Redmond.

Annexation Agreement:

"3. COMPREHENSIVE PLAN/ZONING: Prior to development and annexation of the property, the Owner is required to receive master plan approval for the property in compliance with the Redmond Comprehensive Plan and Redmond Development Code. The master plan will identify Comprehensive Plan and Zoning designations, subject to City Council review and approval. Upon adoption of the master plan, successful annexation, and a Comprehensive Plan Map/Zone Map adoption, the City will apply the Comprehensive Plan and Zoning designations identified in the Master Plan."

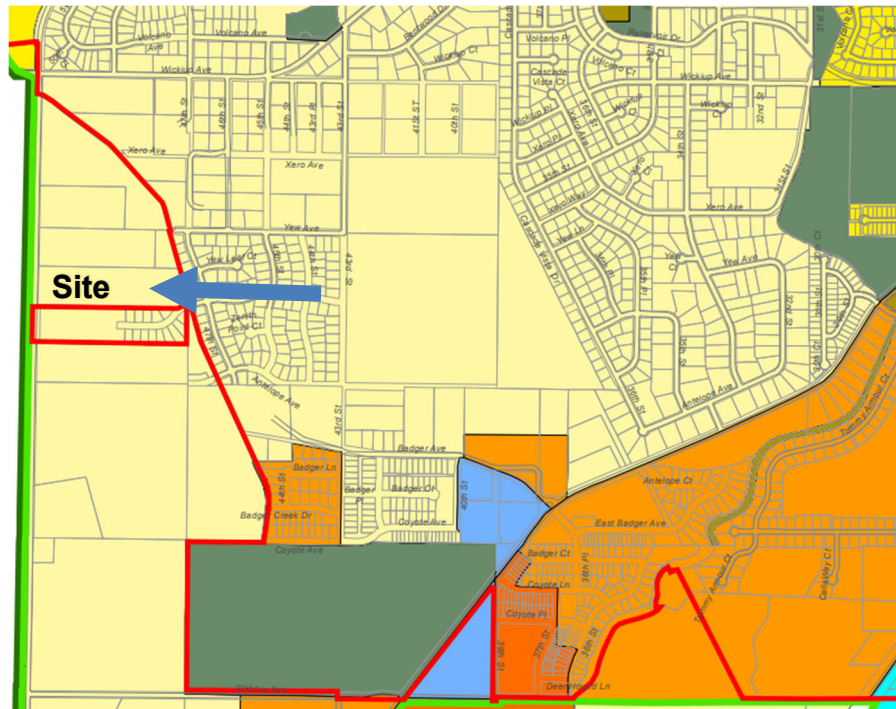
- IV. SITE DESCRIPTION:** The subject property is primarily level and has been used for pasture land in the past. An existing house exists on the east side of the property. A COID canal runs along the eastern portion of the property, with an irrigation lateral providing irrigation water to the eastern portions of the site and runs north south.

The surrounding area is a mix of existing residential development to the east, new development to the south and is generally large acre tracts to the north. Helmoholtz Way borders the property to the west with the western edge of the UGB and the Redmond City limits on the other side of the roadway.



Vicinity Map

- V. **PROPOSAL:** The Josie Meadows Master Plan and Tentative Subdivision Plat submitted by the applicant provides another level of detail by taking the SWAP designation and applying a specific zone district and lot and street layout. To accommodate the type of development the applicant desires and to meet the intent of the SWAP, the applicant, proposes to annex the parcel into the City of Redmond and rezone the parcel from the existing County zone district, UH-10 (Urban Holding-10) to the R-2 (Low Density Residential), in accordance with the SWAP Land Use Plan, and construct a 31 lot, single family subdivision (see Existing Zoning Map below):



Map of Existing and Surrounding Zoning

According to the SWAP, the R-2 zoning district (Limited Residential Zone) is a single-family residential district intended to provide lower-density residential neighborhoods for primarily single family residences on larger lots and duplexes on corner lots. Planned urban densities for the R-2 are expected to average 3 dwelling units per acre, with the overall density ranging from 2.0- 5.0 dwelling units per net acre. The R-2 district is proposed for 70% of the SWAP area.



Proposed R-2 Zoned Josie Meadows Subdivision (noted in Bold)

No pocket park or neighborhood park is being provided on the site, nor required by the Development Code. Pocket parks are only required in the Code on medium and high density zoned projects (this is considered to be "low" density). To meet the recreational needs of this property and those

adjacent to it, a future neighborhood park is planned within a half mile of the site, within the SWAP boundary (see below).



Neighborhood park location shown with green star

Vehicular access to the site will occur via the proposed 43rd street that will be accessed from the existing Zenith Avenue, and from the 48th and 50th Streets, which were originally approved as part of the subdivision to the south, (see tentative plan below). The design takes into the City's access restriction to SW Helmholtz Way. The access restriction is due to the fact that Helmholtz Way is a Minor Arterial, which is designed to carry local and regional traffic with access points limited to major street intersections.



Map showing the subject site layout in conjunction with the neighboring development

Per the Development Code, all public streets are required to be designed, constructed, dedicated and extended to current City of Redmond Standards & Specifications, Transportation System Plan (TSP) and Southwest Area Plan (SWAP) standards. Street signage, lane striping, street lights and postal box installation are required and shown in project plans. The following are required improvements to existing and proposed streets:

- A) **SW Helmholtz Way** - This is a Minor Arterial Street and is currently a paved County street with seventy (70) ft. right-of-way and no curb or sidewalks along property frontage. In the future, SW Helmholtz Way is planned for reconstruction and re-alignment as a 3 and 5 lane City Minor Arterial Street, per the current City TSP. Upon annexation, public right-of-way dedication of fifty (50) ft. east of the street centerline will be required to accommodate future construction of this street. Upon plat approval, a cash contribution for the east half of Helmholtz Way at City local street standards will be required in lieu of constructing street frontage improvements.
- B) **SW 49th St. and SW 50th Street** – These street are proposed extensions of a recently approved and constructed street that is extended from subdivision directly to the south - the location of these local north-south grid street conforms to the SWAP and City street grid and connectivity plan. Each street will be constructed to City standards and Specifications with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication.
- C) **SW 48th Street** - This is a proposed street that will extend to the north and connect to the existing\ Zenith Ave. the location of the local north-south street conforms to the SWAP and City street grid and connectivity plan. The street will be constructed to City standards and specifications with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication

VI. **PROPOSED FINDINGS:**

The findings proposed herein are intended to provide the City Planning Staff with an adequate textual description of the project so that such findings can be adopted as part of the official findings and decision

A. CONFORMANCE WITH STATEWIDE PLANNING GOALS, CITY OF REDMOND URBAN AREA 2020 COMPREHENSIVE PLAN (Comprehensive Plan) AND, CITY OF REDMOND FRAMEWORK PLAN (Framework Plan)

FINDING: The City of Redmond has an adopted and acknowledged (by LCDC) Comprehensive Plan, including a Transportation System Plan, Public Facilities Plans, and a Parks Plan as elements thereof. Together, these provide the policy basis required by State Law and the Statewide Planning Goals for necessary land use planning in the City of Redmond.

The City has adopted development requirements (the Redmond Development Code - RDC) which implement the broad goals and policies of the acknowledged Comprehensive Plan. The RDC requirements include the specific design and development elements that must be included in all development plans proposed in the City. Additionally, the City has adopted Area Plans which provide greater specificity for land within the expanded UGB that will be annexed upon completion of a Master Development Plan and Zone change approval as specified in Policy #11 of the Comprehensive Plan and Section 8.0300 of the RDC.

The adopted Southwest Area Plan (SWAP), which is specific to the area within which the project property lies, provides an intermediate step between the more generalized comprehensive and framework planning, and specific site development plans (i.e. a Master Development Plan). The SWAP includes implementation tools such as a proposed Land Use Plan map, transportation and public facility project lists and plans, and code amendments aimed at providing specific guidance for compliance with all of Redmond's land use and development planning documents. Thus, when the SWAP was adopted, it was contemplated that by demonstrating compliance with the provisions of the SWAP as listed therein and the applicable sections of the RDC, a proposed Master Development Plan and subsequent Zone change was inherently compliant with the Statewide Planning Goals, the Redmond Comprehensive Plan and the City of Redmond Framework Plan. Policy 6-C (Comprehensive Plan/Zoning Code/Application process), #1, directs the following:

1. "Develop a master plan review process for properties within the SWAP and other adopted Area Plans which acknowledge the degree of planning completed via the Area Planning process and provide incentives (i.e. reduced application fees) for certain features such as tree planting, and park and trail development."

This is further reinforced by Section 7-D of the SWAP which states:

7-D Land Use Planning (excerpted from SWAP)

'The SWAP is adopted as a specific planning element of the City of Redmond Urban Area 2020 Comprehensive Plan and is intended to implement the Great Neighborhood Principles which were adopted as guiding tenets of the Comprehensive Plan for land brought into the expanded UGB in 2006. Further, the SWAP is also based on the City of Redmond Framework Plan which established overarching land use patterns for the expanded UGB. By implementing both the Great Neighborhood Principles and the Framework Plan, the SWAP is establishing

a land use planning process to guide decision making for future development within the SWAP that has a factual basis that and implements the Comprehensive Plan."

As stated above, the applicant finds that conformance with the SWAP and Redmond Development Code then implements the Statewide Planning Goals, the Redmond Comprehensive Plan (including the Great Neighborhood Principles), and the Redmond Framework Plan, as well as all public facility and park plans, based upon the findings included therewith when the SWAP and recent amendment to the RDC regarding Master Development Plans were adopted. All of the findings and the processes that resulted in adoption of those plans and amendments are incorporated by reference herein as support for this proposed finding.

B. CITY OF REDMOND SOUTHWEST AREA PLAN (SWAP)

FINDING: Because approval of the Master Development Plan and Zone Change request are contingent upon demonstrating consistency with the SWAP, it is important that the background and purpose of the Plan be understood. A brief synopsis of the Plan and process is provided below.

The Southwest Area Plan (SWAP) was adopted by the City of Redmond in the fall, 2014, as an element of the City of Redmond Comprehensive Plan. The complete SWAP, including all graphics and policies, are included by reference herein. The SWAP map, which illustrates the intended land uses and provides the Comprehensive Plan designations for this area, is included below. As is stated in the proposed findings addressing the Redmond Framework Plan above, the SWAP is the implementation element of that Plan.

When developed, the SWAP went through a series of urban design exercises held between the Project Team, the Project Advisory Committee, the Technical Advisory Committee, and the public in order to arrive at the mix of residential, commercial, employment, and public uses represented in the SWAP Land Use Plan map. The public, government agencies, and other stakeholders were given opportunities to participate in development of the SWAP through advisory committee meetings, public forums, newsletters, mailings, and online media.

The plan for optimal relationships between residential, commercial, public and open land uses, and transportation uses is represented in the Land Use Plan map (above), which was developed as a joint effort between the project team, advisory committees, and members of the public.

A large part of the SWAP planning area is designated for residential uses including the City's low density residential zone (which are applicable to the subject property and shown on the proposed Master Development Plan). The low density residential zone, combined with the other proposed zones included in the SWAP make efficient use of the land and for more vibrant neighborhood centers and viable transportation options. The desired mix of land uses was integrated with a transportation system that provides internal circulation as well as connections to surrounding areas, and supports the use of transportation options.

Urban services will be provided according to City public facility master plans as well as to project lists, conceptual plans, and code amendments adopted as part of the

SWAP. Annexation and development are not be permitted without provision of these urban services.

The transportation system in Redmond includes roadway, sidewalk, and trail/path facilities. These facilities provide viable transportation options and connections throughout the area, between community destinations, as well as to adjacent areas. Street cross-sections proposed in the SWAP support safety in the transportation system.

Notwithstanding the higher degree of specificity that the SWAP provides over the Comprehensive Plan and Framework Plan, both the SWAP text and the findings adopted to support the SWAP indicate that refinements during the formal Master Planning are expected and permitted in order to encourage good design and to account for practical factors. The "Findings" adopted in support of the SWAP include the following language:

'The Comprehensive Plan designation and zoning designation boundaries may be slightly modified during the SWAP implementation (e.g. the final master planning, development review and permitting process) to account for practical factors such as rights of way, physical constraints, property boundaries, etc., as long as such modifications do not significantly alter the mix of land uses and densities indicated, and are consistent with the goals and objectives of this plan and the City's Comprehensive Plan.'

"However, during land use review and permitting processes (including the master planning, rezoning, subdivision, and site development processes), the Development Policies and Guidelines included in Section 6 of the SWAP (subject to the implementation language listed therein) shall be included and considered as part of the master plan and development designs as applicable design and review criteria."

FINDING: Specific elements of the SWAP, including elements of the map (land use designations, boundaries, street designs and extensions, trails, parks, etc.) and the guiding policies in Chapter 6 of the Plan are addressed below as applicable to the proposed Master Development Plan.

C. SWAP CHAPTER 6 POLICIES

Finding; The SWAP discusses the review process for Master Development Plans, including the criteria in the Redmond Development Code, and specifies how the policies in this Chapter are intended to be used. This section states:

"As stated herein, no new land use/zoning districts are proposed within the SWAP boundary - all land use designations shown on the Comprehensive Plan map (Figure 2.1), are included in the existing City of Redmond Development Code. The existing Code requirements (and

any subsequent amendments thereto) pertaining to permitted land uses, development standards and development review criteria will govern future proposals within each district as established in the Development Code. Additionally, all Development Code requirements for master planning and zoning map amendments included therein also apply. Notwithstanding these basic requirements of the Redmond Development Code for development within each district, the specific Development Policies and Guidelines listed below shall be considered for implementation as part of development plans during the master planning and site development phases required for all lands within the SWAP boundary. These Policies and Guidelines are intended to compliment the already adopted City Master Plans (Parks, Facilities, etc.), as well as the figures included herein, and shall be applicable to and used as criteria during the review of all final land use master plans and site specific development proposals within the SWAP."

The applicable elements of Chapter 6 of the SWAP are addressed below:

R-2 District

- 1. Encourage a variety of lot sizes within the density range established for this zone.**

FINDING: The proposed subdivision includes 31 lots in the R-2 zone on 9.47 acres. Due to the required position of the proposed street and the configuration of the property, there are limited opportunities for a variety of lot size. Of the 31 lots, 20-21 lots are generally rectangular and similarly aligned. However, in areas where there is a curvature in the streets, lots are irregular in shape

- 2. Encourage a variety of single family housing types and designs that are affordable to people with a wide range of incomes - disperse such housing types throughout the planning area.**

FINDING: The proposed development is in the R-2 zone, which requires single family dwellings. The applicant proposes to build a number of different single family dwellings with a variety of facades and architectural features. Some of these examples are included in the development plans as attached. The variety of lot sizes offers opportunities to provide housing to a range of incomes. All homes will undergo residential design review before a building permit is issued.

- 3. Allow average density calculations for subdivision of properties with multiple residential zoning designations to encourage a greater mix of housing types and creative subdivision design - with respect to the transition of densities and buffering of housing types described herein.**

FINDING: The entire property is designated to be R-2; therefore this policy is not applicable.

D. HOUSING

1. Housing should be oriented to maximize solar access.

FINDING: The orientation of the parent parcel maximizes solar access. Nearly all lots are oriented in a north-south direction which maximizes solar access. The westerly and easterly extents of the property requires some lots to be oriented in a more east-west direction; however, these lots are larger and provide opportunities for greater separation between future dwellings.

2. Housing density should be minimized, with larger lots created, on the sloped properties having views of the Cascade Mountains.

FINDING: The site is flat and is not on a slope; therefore this policy is not applicable.

3. Housing on lots located on streets which front public parks shall be oriented so that the front of the house faces the street/park.

FINDING: No public parks are proposed with this development; therefore this policy is not applicable.

4. All housing shall comply with the City Residential Design Standards as established in the Development Code, with multiple designs encouraged and repetitive designs highly discouraged.

FINDING: This standard is not applicable at this time. The Residential Design standards as listed in the City of Redmond Development Code are administered for conformance when individual plans are submitted for home construction. Nonetheless, the application includes examples of homes built by the applicant, who will also develop and build the future dwellings.

E. STREETS

1. All local, collector and arterial streets (including all grid streets) shall be extended as shown on Figure 3.1.

FINDING: None of the streets proposed as part of the master plan are identified as grid streets in the SWAP grid street plan. However, it shall be noted that the street layout as proposed build upon an existing approved grid network, demonstrating consistency with intent of the street grid pattern established as part of the SWAP.

2. Encourage alley development for new single-family residential neighborhoods.

FINDING: The configuration of the property does not encourage alley- loaded development. Insufficient width of the property requires most of the dwellings oriented to the proposed streets.

3. Update the City Transportation System Plan (TSP) and Capital Improvement Program (CIP) to ensure implementation of the transportation

improvements and elements included in the SWAP. All transportation elements specifically noted herein for additional study and design shall be considered in such updates.

FINDING: This policy is not applicable to Master Development Plan proposals. Rather, when the SWAP was adopted, it was specific direction by the City to itself to consider such factors when the TSP is updated in the future.

4. Street extension and circulation plans shall be consistent with the street network identified in the SWAP.

FINDING: The proposed Master Development Plan includes a proposed street grid for the subject site and surrounding areas, which is consistent with the street network identified in the SWAP. Local streets are extended through the center of the property allowing complete construction of local streets, including sidewalks and street trees. The primary east west road within the subdivision is not proposed to connect to SW Helmholtz Way in the SWAP as City Street Standards discourage access onto an arterial. A local streets will be stubbed to the north and south providing additional circulation for future development.

5. Locate and orient more intensive land uses along and toward Arterial and Collector streets.

FINDING: The site is adjacent to SW Helmholtz Way, classified as a minor arterial in the City's TSP. The SWAP designated this area to be developed according to R-2 zoning. Furthermore, the westerly extent of this property is the UGB, which requires a buffer transition from rural to urban uses. Due to the smaller size of the property, its configuration, the buffer between rural and urban uses, and proposed zoning, it is not possible to propose more intensive land uses along SW Helmholtz Way.

6. Incorporate opportunities for future transit service and use into the design of the street system and private development as provided in the Comprehensive Plan.

FINDING: The project provides a right-of-way dedication for SW Helmholtz Way consistent with Minor Arterial City standards. Additionally, the location of the property is adjacent to the UGB and must provide a buffer between rural and urban uses. The buffer shall be designated as a Tract, includes development of a multi-use pedestrian trail, which will have a pedestrian easement on top it to allow public use. The remaining area and landscaping shall be maintained by the applicant. A future transit service could have stops along SW Helmholtz Way and the future Tract has ample space for a transit stop, when needed in the future.

7. All streets shall be developed to City Standards and Specifications, unless otherwise approved during the land use master planning and review processes.

FINDING: The new local streets shall be developed as local streets according to City standards. Right-of-way shall be dedicated along SW Helmholtz Way consistent with

minor arterial standards. The right of way dedication for Helmholtz Way will provide the right of way needed to perform the necessary improvements in the future as development continues in the area, and demand is placed on the facility.

- 8. Allow flexibility in street designs where enhancements to bicycle and pedestrian facilities are incorporated, and where improved aesthetic components of the street (i.e. street trees, landscaping, and street lighting) are included.**

FINDING: All proposed local streets shall include street trees; and, lighting where approved by the City Engineer. The rural-urban buffer shall include a multi- use pedestrian/bicycle trail and landscaping.

- 9. Allow flexibility in on-street parking designs on Arterial and Collector streets in relation to improved safety for bike lanes and sidewalks.**

FINDING: The subject property only has ~330 feet of frontage along SW Helmholtz Way. Parking along SW Helmholtz Way is not advisable due to present high vehicular speeds. However, the rural-urban tract proposes a multi-use pedestrian/bicycle trail the parallels SW Helmholtz Way. Ideally, this trail could serve as a safe route for bicycles when extended with future development.

Local Streets

- 1. Local streets (including all grid streets) that "stub" into the boundary of the SWAP, shall be extended as new development occurs.**

FINDING: The property does not include the extension of any stubbed roads that were developed prior to the adoption of the SWAP. Therefore, no extensions were contemplated as part of the SWAP. However, it should be noted that the master plan will include road extensions that will continue the grid pattern that was established with the prior development to the south.

- 2. The existing rights-of-way for SW 39th Street and SW 43rd Street may be considered for vacation with the City update of the TSP and/or master planning of the adjoining properties, with such vacation dependent upon the City's determination of their need and value to the overall plan at such time, and their contribution toward development within the area.**

FINDING: SW 39th Street and SW 43rd Street do not abut the subject property; therefore this policy is not applicable.

Collector and Arterial Streets

- 1. The intersection of SW Canal Boulevard and SW Elkhorn Avenue will be an area of special consideration as the City TSP is updated. A design that takes into consideration the potential for adjoining commercial development and the existing high school (for pedestrian and bicycle crossing) shall be considered. A specific design shall be developed and included in the TSP.**

FINDING: This intersection does not abut the subject property; therefore this policy is not applicable.

2. **The intersection of SW Canal Boulevard and SW Helmhtz Way will be an area of special consideration as the City TSP is updated. A specific design shall be developed and included in the TSP.**

FINDING: This intersection does not abut the subject property; therefore this policy is not applicable.

3. **A reduced speed zone along SW Canal Boulevard between SW Elkhorn Avenue and SW Badger Avenue should be considered as road improvements are made and further development occurs in this area.**

FINDING: These streets do not abut the subject property; therefore this policy is not applicable.

Sidewalks

1. **Include wider sidewalks in lieu of off-street trails along street corridors between public destinations (i.e. schools, parks, commercial areas and connector trails) where such trails are not possible.**

FINDING: The applicant has proposed a multi-purpose pedestrian/bicycle trail that parallels SW Helmholtz Way. Ideally, this trail will be extended with future development.

2. **Sidewalks shall be allowed and encouraged to meander within the public right of way or public easements to allow for preservation of trees or other natural features as necessary.**

FINDING: There is native vegetation is located along SW Helmholtz Avenue. The applicant will attempt to preserve the trees to the greatest extent practical. This approach shall be coordinated with City engineering to determine the feasibility of preserving such vegetation.

Trails

1. **Trail development shall be consistent with the City Trail Master Plan (including design), with specific enhancements herein incorporated into such designs.**

FINDING: The SWAP trail plan does not propose any trails that are associated with the subject property.

2. **Trail corridors should be landscaped when possible, or retain significant native vegetation (trees) to the greatest extent possible.**

FINDING: The proposed pedestrian/bicycle trail will be located in a Tract. Existing vegetation in this area of the trail will be preserved to the greatest extent possible.

3. **Trails should include other amenities (such as benches and signage) as**

appropriate for the intended use, but not to the degree where such amenities cause loitering or gathering.

FINDING: The applicant has stated he is willing to include such amenities in appropriate locations, including along the pedestrian/bicycle trail as shown. The applicant shall provide a listing of these amenities for review before installation.

4. Locate primary and connector trails in public right of way or dedicated public easements.

FINDING: All primary and connector trails will be located within dedicated right of way of public easements (dedicated to the public). Landscaped areas will be maintained by the applicant and later the Homeowners Association.

5. Develop a separated greenway/trail connection along the north side of SW Elkhorn Avenue, between SW Helmholtz Way and SW Canal Boulevard to provide an east/west pedestrian/bicycle facility through the center of the project area.

FINDING: This policy is not applicable to this project.

6. Connector trails shall ensure connectivity between residential areas and primary trails, and public gathering areas, such as schools, parks and commercial development.

FINDING: The project does not include a connection since one exists as part of the subdivision to the south. However, the applicant has proposed sidewalks along the local streets to allow access to the nearby connection point, Therefore meeting the intent of the policy.

7. Multi-purpose trails shall be allowed in place of public sidewalks when deemed an appropriate design based on public benefit as approved through the master planning process.

FINDING: Substitution of a multi-purpose trail for sidewalks is proposed along SW Helmholtz Way. All local streets will have sidewalks per City of Redmond standards.

8. Update the City Transportation System Plan (TSP) and Capital Improvement Program (CIP) to ensure implementation of the trail improvement projects and elements included in the SWAP.

FINDING: This is not a policy that is intended to be addressed or fulfilled by the applicant. The City is tasked with update of these documents.

9. Provide for safe trail crossings of arterial and collector streets through the use of clearly marked facilities (painted, signalized, grade-separated, etc.) as appropriate for the site that are consistent with City standards and regulations, and with this Plan.

FINDING: There are no direct trail crossings that are part of this proposal. Thus, this

policy is not applicable.

F. PUBLIC AMENITIES

- 1. Funding methods for public amenities (including acquisition of park land and trail easements), should be considered and prioritized with annual budgeting and capital facilities planning as the SWAP develops.**

FINDING: This is not a policy that is intended to be addressed or fulfilled by the applicant.

- 2. The need for and development of public amenities should take into consideration the timing and potential for development as influenced by the three subareas shown in Figure 3.2.**

FINDING: All public amenities necessary to support the various stages of development are proposed for construction at such time as the corresponding phase in which they are located is developed. Engineered plans for the public infrastructure will be submitted for review to the City of Redmond Engineering Division at that time.

G. BUILDING DESIGN

- 1. Building design elements for the MUN district shall be as established in the City of Redmond Development Code.**

FINDING: No MUN property is proposed as part of this development; therefore this policy is not applicable. However, it should be noted that the residential design review process will occur during Building Permit review.

H. LANDSCAPING, GRADING, AND NATIVE VEGETATION

- 1. Allow thinning of native vegetation (juniper trees) with new development, but not clear cutting - especially on slopes. The "value" (intrinsic) of juniper (individually and as grouped) needs to be evaluated and determined during design.**

FINDING: The property has been 95% cleared of native vegetation in the past and converted to irrigated agricultural land. Thus, there is no native vegetation to be retained that adds intrinsic value to the project.

- 2. Grading of slopes for new development, including subdivision design, should take into consideration scenic views of the Cascade Mountains from such areas - grading shall occur so that scenic views are retained from the sloped areas to the greatest extent possible.**

FINDING: The property is generally flat and does not contain any slopes offering such views. Homes can be staggered to obtain some view access from upper stories or in other orientations.

- 3. Subdivision design should orient streets and lots to take maximize solar exposure to the greatest extent practicable.**

FINDING: The property has a unique orientation that allows streets and lots to maximize solar exposure. The east-west configuration of the property requires most lots to be oriented north-south, which allows equal solar orientation between lots.

I. SWAP CHAPTER 7 POLICIES

In addition to the policies in Chapter 6 that relate to the overall elements of the Master Development Plan, there are specific policies in Chapter 7 for transportation elements. These are listed and addressed below.

7-L Transportation

To address the general transportation needs described within the City's Transportation System Plan and amend the TSP to incorporate policies that address the higher densities and additional lands, the following policies are recommended:

Development of the City's TSP update and supporting land use models should incorporate the increased density assumptions from the SWAP lands to ensure that the regional impacts are adequately mitigated. Specific analysis of collector and arterial intersections along the SWAP boundaries will be required to appropriately assess the impacts.

FINDING: This policy provides direction to the City of Redmond to consider the impacts of the build-out of the SWAP when updating its TSP. It is not specific direction to property owners when proposing a Master Development Plan.

Transportation infrastructure supporting the SWAP lands should be designed to reduce reliance on US 97. This should include limited connections from the SWAP lands to the highway and supporting investments in the parallel system. The connectivity to US 97 should be balanced with the ability of the Yew Avenue interchange to serve the additional trips.

FINDING: The proposed development will be accessed from SW Zenith Avenue, which ultimately accesses SW Wickiup Avenue.

Consistent with the current TSP, Elkhorn Avenue should be improved to urban standards and considered as a priority east-west connection from Helmholtz east to SW 19th Street. Improvements at the Airport Way/19th Street intersection and the Helmholtz intersection will help to develop a southern arterial roadway system.

FINDING: The proposed development is not adjacent to these intersections or SW Elkhorn Avenue; therefore this policy is not applicable.

Helmholtz Way should be improved to City standards to provide multimodal infrastructure to the area supporting its rural to urban transition. The adopted City of Redmond Transportation System Plan has identified this connection as

the Westside Arterial with a three- to five-lane section. The need for extending the five- lane section should be assessed within the City's update to the TSP.

FINDING: SW Helmholtz Way is proposed to be improved as a minor arterial. The proposed plans dedicate sufficient right-of-way for widening of SW Helmholtz Way. The applicant requests that the Improvements be deferred and that a cash deposit (or equivalent) shall be submitted to the City in lieu of improvements.

Canal Boulevard should be improved to urban standards consistent with the adopted TSP. Additional improvements outside the City boundary may be desirable to coordinate with Deschutes County that would allow this route to serve as an alternative connection south to Bend.

FINDING: The proposed site is not adjacent to SW Canal Boulevard; therefore this section is not applicable

Infrastructure and supporting facilities for transit service, pedestrians, and cyclists should be incorporated into the SWAP design standards. This may require updates to the pedestrian and bicycle master plans within the TSP to reflect the proposed connections.

FINDING: The proposed plans incorporate a pedestrian/bicycle trail and a tract for a buffer between rural and urban uses - all built to City standards. This tract provides opportunities for transit service in the future.

Existing skewed intersection approach angles should be reconfigured with conventional (orthogonal) angles to improve visibility and provide consistent turning speeds.

FINDING: No skewed intersections are adjacent to the property; therefore this section is not applicable.

Existing roadways and trails along the SWAP boundaries should be extended into the SWAP lands to connect the existing and future neighborhoods.

FINDING: No existing trails are along the property boundary. All existing roadways that abut the property are being extended as appropriate.

J. CITY OF REDMOND DEVELOPMENT CODE (RDC)

FINDING: As a condition of approval for annexation a master plan is required to be reviewed by the City and approved by City Council. The Master Development Plan sections are addressed separately below.

K. 8.0120 Limited Residential R-2 Zone.

8.0138 Standards. Except as provided for in Section 8.0137 and 8.0615, the standards and criteria for development in the R-3 zone shall apply to development in the R-3A zone.

8.0140 Table B, Minimum Standards. The following minimum standards apply in each of the Residential zones as follows:

Zone:					
Standard:	R-1	R-2	R-3	R-4	R-5
Minimum Lot size - Square Feet					
Single Family	9,000	9,000	7,500	5,500	5,500
Duplex	NA	10,000	8,000	7,500	7,500
Duplex Lot			4,250	3,750	3,750
Townhouse			E	E	E
Multi-family Dwelling	NA	NA	NA	F	F
Multi-family Complex	NA	NA		F	F
Maximum Density/Gross Acre	4	4	5	10	15
Minimum Setback Distance – See C, F, and H below					
Front Façade, excluding garage which must be 20 feet back from property line	15	15	15	10	10
Interior Side	B 5/10	B 5/10	B 5/10	B 5/10	5
Street Side	15	15	15	15	15
Rear	20	20	20	20	5
Garage	20	20	20	20	20
Maximum Building Height _F	32	32	32	40,E	40,E
Minimum Street Frontage					
Standard Street	50	50	50	50	50
Cul-de-sac	30	30	30	30	30
Flag Lot	20	20	20	20	20
Duplex lot (non flag or cul de sac)	N/A	N/A	25	25	25
Townhouse				E	E

FINDING: Above is the table as present in the current Redmond Development Code. According the above table density limits maximum density with the density calculation being on gross acres. However, it has been discovered the RDC contains a scrivener's error and does not reflect the language approved as part of ordinance 2020-15. The ordinance set a limit based on achieving minimum density of 4 units per acres. Therefore, the density is a minimum is 4 units per acre. In addition to the density limits, both the ordinance and development code states that density calculations are based on gross acreage. However, it has been discovered that the that the RDC defines density as:

***“Density(ies).** A measurement of the number of dwelling units in relationship to a specified amount of land; density excludes land devoted to street right of way.”*

City Staff has indicated that the while the language conflicts, the more restrictive shall govern per Section. 8.0040 of the RDC:

RDC 8.0040

“Interpretation. *Where the conditions imposed by any provision of these standards are less restrictive than comparable conditions imposed by any other provisions of these standards or by any ordinance, resolution, or regulation, the provisions which are more restrictive shall govern.”*

Based on the City’s interpretation the applicant has calculated the density based on acres remaining after the streets are excluded. The calculation revealed a density of 4.23 acres per unit. However, in order to meet the minimum standards for density the applicant needed to propose lots that were below the minimum 9,000 square foot lot size. The applicant has requested a variance to allow 14 of the 31 lots to be sized below the minimum standards. The criteria related to the variance are addressed immediately below.

All other standards related to the subdivision have been satisfied and can be satisfied with the development of each lot.

Therefore, based on the findings above and the applicants ability to receive variance approval, this criterion has been satisfied.

L. Variances

8.0710 Standards Required to Grant Minor Variances to On-Site Requirements. A minor variance under this section shall be no greater than 25% of the requirement from which the variance is sought. The Community Development Director may consider a variance from these standards relating to on site requirements.

- 3. For variances to other on site requirements of 25% or less the applicant shall show that approval of the variance will be consistent with the overall objectives of the Comprehensive Plan and zoning standards where applicable and that the variance will have a minimal adverse impact on the livability, value or development of abutting properties and the surrounding area.**

FINDING: The requested variance is for lot size related the Korbin Meadows subdivision. The subdivision as proposed will have lots ranging in size from 14,024 to 7,180 square feet in size. While the minimum lot size is 9,000 square feet for the R-2 zone, due to the parcel configuration and other circumstances related to the urban interface and need to meet density, the applicant is requesting a variance of less than 25% to the lot size standards of the R-2 zone.

Based on the most recent ordinance (2020-15) that adopted changes to chapter 8 of the Redmond Development Code, the required density is based on achieving a minimum density. The ordinance, which was adopted in late 2020, was not accurately codified, the leaving section 8.0140 Table B to read maximum density, instead of the minimum density. However, in order to comply with the adopted code language, the applicant must provide a minimum of 4 units per acre.

Factors such as the need to provide large lots to address the transition from urban to rural on the westerly exterior of the subdivision, and the needs to provide lots that are similar in size to existing development to the east, have had an impact on the applicant’s the ability to reallocate the square footage necessary to provide standard lot sizes. The existing limitations, when combined with the need to extend the existing roadways in the area, significantly impact the applicant’s ability to achieve the contemplated density for the R-2 zone.

Based on the requirement to calculate density on the net acreage, as defined in the term “density” in the RDC, standard lots development would only achieve a density of 3.8 units per acre, which would not meet the requirement of the code. Therefore, in order to meet all code requirements, the applicant will need to reduce lot size for a particular number of lots. As proposed, the applicant is proposing 14 lots to be below the standard 9,000 square foot size, ranging from 8,607-7,180 square feet. By allowing a deviation to the lot size standards, the applicant is able to meet the standards by achieving a density of 4.23 units per acre. In order to mitigate any potential impacts that could come from the reduced lot sizes, the applicant has positioned the smaller lots so that they are internal to the site, away from rural land and existing developed lots that cannot be redeveloped.

According to the recent annexation agreement that was approved for the property, the subdivision must go through a Master Plan process with the City. The process assures that the development will be in compliance with Master Plan criteria, comprehensive plan and any applicable area plans. The proposed subdivision is located within the area identified as the Southwest Area Plan. The area plan has been included within the Comprehensive Plan and establishes goals and policies that are aimed at guiding development that will enhance livability within the area plan boundaries. The variance applies primarily to the housing section of the SWAP, where the following policies and guidelines are identified for the R-2 zone:

6-B Policies and Guidelines by Land Use District

- *R-2 District*

- 1. Encourage a variety of lot sizes within the density range established for this zone.*
- 2. Encourage a variety of single family housing types and designs that are affordable to people with a wide range of incomes – disperse such housing types throughout the planning area.*
- 3. Allow average density calculations for subdivision of properties with multiple residential zoning designations to encourage a greater mix of housing types and creative subdivision design – with respect to the transition of densities and buffering of housing types described herein.*

The proposed request is aimed at meeting the goals and policies established by providing a mix of lot sizes and housing types throughout the subdivision, while meeting density requirements established within the development code. The listed guidelines and policies support the variance request, further justifying the approval of the variance. In addition, it can be found that the proposed variance is consistent with the overall objectives of the Comprehensive Plan and zoning standards.

As noted earlier, the subdivision is required to go through a Master Plan process and as part of the process the applicant is required to address section 8.0300 of the RDC. The applicant would argue that the Master Plan section of the code allows for lot size deviations without needing to go through a variance process as the RDC 8.0300 speaks to need to provide a variety of housing types to meet or exceed the density for the area.

RDC section 8.0300(3)(C)(8)

“8. 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.”

However, the City of Redmond has disagreed with idea of allowing deviations through the Master Plan process and has required a variance to allow lots to fall below the minimum lot size standards of the zone. Nonetheless, the proposed deviation to lot standards demonstrates compliance with zoning regulations by provide a housing development that identifies a mix of housing types necessary to meet the density requirements of the zone and area plan.

It has been demonstrated that the proposal as requested is consistent with the overall objectives of the Comprehensive Plan and zoning standards, by providing densities that fall within the density identified in the SWAP (2.0-5.0 units per acres) and the development code where a minimum of 4 units per acres is required. Further, the proposed distribution of the smaller lots will ensure that livability is maintained within the area as it continues to develop.

M. MASTER DEVELOPMENT PLANS

8.0300 Master Development Plans. A Master Development Plan is required prior to annexation 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 Master Development Plan shall not create excessive demand on public facilities and services required to serve the development area, and shall not conflict with existing public access easements within or adjacent to the development area. The specific requirements for a Master Development Plan are as follows:

- 1. Applicability. This section applies to all properties proposed for annexation and/or rezoning from Urban Holding-10 on or after the date of the adoption of this ordinance.**
- 2. Purpose. The purpose of Master Development Plan is to provide:**
 - A. Orderly and efficient development of the City consistent with Urban Framework Plans and an adopted Area Plan.**
 - B. Compatibility and/or transitions with adjacent developments and the character of the area.**
 - C. A compatible mix of uses and activities.**
 - D. An interconnected transportation network - grid 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 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 the Great Neighborhood Planning Principles in described below in 3 (C)(13) below:

3. Procedures for Review.

A. General.

Master Development Plans (MOP 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 shall inform the applicant during the mandatory pre-application stage if the proposed Master Development Plan area appropriately includes all contiguous UH-10 zoned properties in the plan area. The Community Development Director shall base the determination for the proposed plan area utilizing the following factors:

- (i) whether there are UH-10 properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;
- (ii) whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting UH-10 properties;
- (iii) whether the total acreage of abutting or enclave UH-10 zoned properties is less than the acreage in the proposed plan area; and
- (iv) 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 or Partial Master Development Plans

1. General. In the review of any application for a 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 and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space.

FINDING: As stated elsewhere in this document and included by reference herein, the proposal is consistent with the SWAP as the implementing element for the Comprehensive Plan and Framework Plan for the area (including the subject property).

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.

FINDING: As stated elsewhere in this document and included by reference herein, the proposal is consistent with the SWAP as the implementing element for the Comprehensive Plan and Framework Plan for the area (including the subject property).

c. Whether the proposed Plan is functionally integrated with developed or planned areas.

FINDING: Again, by demonstrating compliance with the SWAP as the implementing element of the Comprehensive Plan and Framework Plan (these proposed findings incorporated by reference herein), this policy is satisfied.

d. The proposed plan meets the applicable Great Neighborhood Principles in Section 8.3050.

FINDING: Each element of the Great Neighborhood Principles is addressed below. The proposed findings are included by reference herein. Based on the satisfactory compliance with the Principles as discussed therein, this policy is satisfied

C. Master Development Plan (MOP) 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. 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.
- 3. 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.
- 4. 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;
- 5. 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, SOC credits, dedication, and

other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use;

6. **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.
7. **Natural Hazard Areas.** Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas;
8. **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.
9. **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.
10. **Transportation Analysis and Diagram.** Prepare a transportation impact analysis including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan* (TSP) and adopted Area Plans. Show the proposed classification for all streets down to collector roadways. Show the location of approved TSP improvement projects and any capital improvements that may need to be added to the TSP in order to serve the plan area. Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.
11. **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.

12. 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:
 - 1) Direct Access to a local public street other than a state highway consistent with the Local Street Connectivity Plan; and,
 - 2) 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).

FINDING: The application materials submitted in support of the proposed Master Development Plan include applicable elements listed above.

13. Great Neighborhood Principles. Master Development Plans shall address applicable Redmond Great Neighborhood Principles described below.

In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

FINDING: Per the specific direction of this subsection 13 (see bold, italicized text above), the Great Neighborhood principles listed below are addressed individually per the specific design and policy direction as provided in the SWAP.

- 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.

FINDING: Local streets provide access for bikes and pedestrians to conveniently access the nearby areas. Additionally, a paved path is shown as part of open space improvements. This path is accessible to all those in the neighborhood and as the surrounding areas develop it will facilitate the connection of people and places through a permanent and safe means.

- b. **Housing.** A mix of housing types and densities should be integrated into the design of new neighborhoods.

FINDING: The subject property is small at just under 10 acres and proposed to be developed with larger lot housing on lots ranging from 7,400-13,500 square feet. Housing will be single family dwellings as generally shown in the submittal. Lots that can accommodate executive homes is a desired outcome and Council goal.

According to the Southwest Area Plan, this property is proposed to be zoned R-2, which provides a more specific type of use for the subject property. However, within the entire Southwest Area Plan, there is a variety of types and density of housing.

- c. Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be shown in appropriate locations consistent with policies in Redmond's Parks Master Plan.**

FINDING: Along the west edge of the parent property is a proposed 100 foot wide open space buffer area containing a multi-purpose path. This open space serves as a buffer to the adjacent rural lands and will eventually provide recreation and art opportunities for those within the subdivision and beyond. The SWAP did not contemplate a park on this small parcel and the R-2 zone does not require tot lots as a condition of development given the Development code and low density. The above criteria was designed to apply to much larger developments but SWAP did examine this area as part of a much larger development and did not require a park in this area. See SWAP map above.

- d. Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the Master Development Plan. Plans may integrate design themes with adjacent developed or planned areas.**

FINDING: The project will have single family homes, with sloped roofs in a varied Pacific Northwest style common in other areas of Redmond. Earth tones and either single story or multiple story options are available. All designs will require residential design review follow City standards before a building permit will be issued. All homes within the development will be constructed by one builder with the architecture the same or very similar to the illustrations shown on the submitted plans - the individual home plans vary to avoid a monotonous feel, but relate in theme, color and external fixtures in order to give the neighborhood a distinct character. The infrastructure (streets, sidewalks, street trees, street lights) will all be developed according to City standards and specifications which will provide continuity throughout the development. The developer will also provide trail identification signs and landscaping at the primary entrance from SW Zenith Avenue.

- e. Diverse mix of activities. A variety of uses is encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes.**

FINDING: This criterion is best suited to larger more complex developments. However, this parcel was analyzed in a much larger context when one considers the study that went into the SWAP. SWAP considered that this area will eventually benefit from a mix of activities since there will be, over time, many activities within the SWAP. Moreover, it is less than 5 miles from downtown Redmond which also provides residents a variety of activities within 10 minutes of home. The paved trail

along Helmholtz way will eventually allow for walkable and bikeable access to the surrounding areas as other properties develop.

- f. Public art. Public art is encouraged at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.**

FINDING: The open space area along Helmholtz provides an opportunity for public art.

- g. Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter within scenic corridors.**

FINDING: The existing property's configuration is long and narrow, which limits the number of individual lots view opportunities. However, the proposed public street does provide an opportunity for shared view during commuting, walking, and bicycling. Varied housing types and upper story development may also offer view opportunities.

- h. Urban - rural interface. Urban development shall interface with rural areas through open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.**

FINDING: An urban-rural buffer of 100' is shown on the submitted plans. The rural area is buffered by a large open space area and paved multi-purpose paved trail adjacent to SW Helmholtz Way.

... Criterion "I" is a duplicate of "d" above.

- j. Canal trails. If canals or laterals are present, multi-use trails at least 10 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.**

FINDING: A minor COID Sub-Lateral flows through the neighborhood at the eastern portion of the site. This sub-lateral will be piped consistent with COiD standards. The SWAP identifies a proposed trail along the primary COID lateral, which is mostly on adjacent property. It is possible to grant an easement to accommodate a future trail along a small section of the subject property to assist with development of the proposed trail. This will be made a condition of approval along with necessary crossing signage.

- k. Green Design. Environmentally friendly and energy efficient**

design is encouraged for public and private infrastructure, architecture and building orientation, open spaces and natural areas and

transportation facilities. In addition, the planting of native, drought- resistant trees is encouraged to provide shade and to minimize water usage.

FINDING: The existing property's configuration allows for improved solar access which is intended to minimize energy use. The proposed open space is intended to be planted with drought tolerant species, shrubs, trees, and ground covers thus reducing water use. A full species list will need to be submitted to the City for review prior to approval of the tentative plat.

N. Tentative Subdivision Plat

8.2235 Required Findings for Tentative Subdivision Approval.

1. The Hearings Body shall approve no application for a subdivision unless the following requirements are met:

A. Proposal is in compliance with ORS Chapter 92, the Comprehensive Plan, the Transportation System Plan (TSP) and applicable zoning.

FINDING: The proposed subdivision complies with ORS Chapter 92, meets the standards in the comprehensive plan, and is consistent with the City's TSP and zoning for this property.

B. Proposal does not conflict with acquired public access easements within or adjacent to the subdivision.

FINDING: There are no public access easements on the property.

C. Each lot is suited for the use intended or offered.

FINDING: Each lot is adequately sized for R-2 development and able to be served by public utilities

D. The subdivision will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.

FINDING: The subdivision will require the extension of public streets and public utilities, which are proposed with the development of the property. Adequate sewer and water is available to serve this property.

E. A water rights division plan has been approved by the applicable irrigation district.

FINDING: Water rights shall be transferred prior to recordation of the final plat.

- F. The subdivision contributes to orderly development and land use patterns in the area, and provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.**

FINDING: The proposed subdivision includes the extension of 49th and 50th, which are streets that were originally approved as part of the approved subdivision immediately to the south. Due to the existing site's agricultural uses, natural features are not existent. There are no unique natural features on the property.

- 2. Access Management proposals comply with the standards set forth in Section 8.2820 and all other applicable standards.**

FINDING: The proposed access to the property is via the proposed local streets, 48th, 49th and 50th. No direct access onto SW Helmholtz Way is proposed.

8.2236 Subdivisions may be created following two tracks: Track 1 (General Criteria) and Track 2 (Clear and Objective Standards)

- 1. Track 1 – General Criteria. Subdivision Tentative Plans (No Needed Housing). The City shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions shall be based on compliance with the following criteria:**

A. The proposed subdivision will:

- 1. Not create risk of fire, flood, geological hazards, or other public health and safety concerns;**
- 2. Provide adequate transportation systems, water supply sewage disposal, drainage, and other public utilities consistent with City Standards and Specification;**
- 3. The proposed subdivision provides direct bicycle and pedestrian access to any adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment areas.**

FINDING: Based on the findings below, it has been demonstrated that the subdivision has been designed in manner that will avoid the risk of flood, fire geological , or other public health and safety concerns. Further improvements to the transportation system, along with all other public facilities and services, will ensure that the subdivision contributes to the orderly development of surrounding area and the City of Redmond.

- B. Approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto, based on the provisions of this land use code.**

FINDING: The subdivision design includes the development of the entire property, while taking into consideration the development pattern on adjacent lands. The proposed subdivision will allow for the orderly extension of services as other properties develop.

Therefore, it can be found that the subdivision proposal does not adversely affect the development of the remainder or any adjoining land or access thereto.

- C. Any existing improvements on the proposed lots are consistent with the provisions of this land use code.**

FINDING: The subdivision has been designed in accordance with the requirements of the provision of the applicable land use codes

- D. The proposed subdivision will be consistent with the property's designation in the comprehensive plan map.**

FINDING: The property is zoned R-5 and all aspects of the subdivision have been designed to meet both the zone and plan designations

- E. Show compliance with the Great Neighborhood Principles.**

FINDING: The proposed subdivision and off-site improvements were designed to ensure that the Great Neighborhood principles can be complied with the greatest extent practical. Based on the finding included within it can be found that the applicable criterion has been satisfied.

- F. The proposed subdivision provides safe, convenient, and direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient, and direct transit circulation, provided the city makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians and uses within 2 miles that can reasonably be expected to be used by bicyclists.**

FINDING: The proposed subdivision includes off site improvements that will enhance facilities for used by pedestrians and bicyclist to access the nearby commercial centers, schools, parks and surrounding residential areas. The proposed improvements include sidewalks and a multi-use path along the Helmholtz Way frontage, along with roadway connection to other subdivisions that have existing or proposed local streets that provide alternative access for pedestrians and bicyclist, via local streets and sidewalks.

- G. The proposed subdivision is designed and sited such that roads, infrastructure, utilities, and future development of proposed lots will minimize impacts to the natural environment by addressing the following:**

- 1. Protection of Natural Features.**

- a. For areas not included on the city's acknowledged Goal 5 inventory, the preservation of significant natural features to the greatest degree attainable or feasibly, including:**
 - i. Significant on-site vegetation, including rare plants (those that are proposed for listing or are listed under state or federal law), and native plant communities.**
 - ii. Prominent topographic features, such as ridgelines and rock outcrops.**

- iii. Natural resource areas designated in the comprehensive plan diagram as “Natural Resource” and areas identified in any city-adopted natural resource inventory.
 - b. For areas included on the city’s acknowledged Goal 5 inventory, the preservation of natural features shall be consistent with the acknowledged level of preservation provided for the area.
- 2. **Tree Preservation.** The proposed project shall be designed and sited to preserve significant trees to the greatest degree attainable or feasible, with trees having the following characteristics given the highest priority for preservation.
 - a. Healthy trees that have a reasonable chance of survival considering the base zone or special area zone designation and other applicable approval criteria;
 - b. Trees located within vegetated corridors and stands rather than individual isolated trees subject to windthrow;
 - c. Trees that fulfill a screening function, provide relief from glare, or shade expansive areas of pavement;
 - d. Trees that provide a buffer between potentially incompatible land uses;
 - e. Trees located along the perimeter of the lot(s) and within building setback areas;
 - f. Trees and stands of trees located along ridgelines and within view corridors;
 - g. Trees with significant habitat value;
 - h. Trees adjacent to public parks, open space and streets;
 - i. Trees along water features;
 - j. Heritage Trees.
- 3. **Restoration or Replacement.**
 - a. For areas not included on the city’s acknowledged Goal 5 inventory, the proposal mitigates, to the greatest degree attainable or feasible, the loss of significant natural features described in criteria (1) and (2) above, though the restoration or replacement of natural features such as:
 - i. Planting of replacement trees within common areas; or
 - ii. Re-vegetation of slopes, ridgelines, and street corridors; or
 - b. **Restoration of native plant habitat.** **Street Trees.** If the proposal includes removal of any street tree(s), removal of those street tree(s) has been approved or approved with conditions imposed by the City.

FINDING: The subject property does not contain any goals 5 resources, but contains some mature trees at the easterly portion of the site. The applicant will work to preserve the trees, however, the need to provide needed housing, along with the need to installed City infrastructure will result in the removal of trees. Coordination related to preservation will part pf the Engineering plan submittal for the infrastructure. Therefore, it can be found that the applicant is trying to preserve trees to the greatest extent practical, meeting the criterion

- H. On R-1 zoned property, if the subdivision results in a lot greater than 13,500 square feet in size the application shall indicate the location of lot lines and other details of layout that show future division of the lot may be made without violating the requirements of this land use code and without interfering with the orderly extension of adjacent streets, bicycle paths, and accessways. If the City deems it necessary for the purpose of future land division, any restriction of buildings within future street, bicycle path, and accessway locations shall be made a matter of record in the tentative plan approval.

FINDING: The property zoned R-2, therefore this criterion does not apply.

- I. As far as is practicable, lot side lines shall run at right angles to the street upon which the lots face, except that on curved streets they shall be radial to the curve.
- J. The proposed subdivision supplies all of the following:
1. Geological and Geotechnical Analysis.
 2. Pedestrian Circulation On-Site.
 3. Public Access Required.
 4. Special Setback Standards.
 5. Underground Utilities.
 6. Vision Clearance Areas.
 7. Stormwater flood control, quality, oil and pollution control, source control, easements, and operation and maintenance.
 8. The proposed subdivision complies with other applicable development standards for features explicitly included in the application.

FINDING: As outlined in the findings below, this criterion has been met.

- K. The proposal complies with the Traffic Impact Analysis Review provisions.

FINDING: As outlined in the findings below, this criterion has been met.

- L. Urban – rural interface. Urban development shall interface with rural areas (rural areas are those that lie within areas outside of the UGB or UAR) through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban – rural interface, or utilize other appropriate and equivalent transitional elements.

FINDING: The property is located in the Southwest Area Plan (SWAP), where it was designated R-2 zoning. The designation was intentionally chosen as a way to provide a transition between the area within the UGB to areas outside the UGB, by allowing larger lots with densities at the lower end of the density range. Based on the fact that the R-2 zoning is a lower density zone, it can be found that the subdivision has been designed to appropriately interface with areas that are located outside the UGB, meeting the criterion.

- M. 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 twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include turf areas for at least 50% of the lot, benches, trees, shrubs, and other landscape features.

FINDING: The property is zoned R-2, which is considered a low density and does not fit the description for medium or high density. Therefore, according to the City of Redmond this criterion does not apply.

N. No site grading of the site shall occur until the City has approved the subdivision application.

FINDING: No grading is being proposed at this time. The applicant understands that all future grading will require a grading and drainage plan to be submitted to the City for review and approval.

DESIGN STANDARDS AND IMPROVEMENTS

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.***

FINDING: All block lengths within the proposed development conform with these standards as shown on the submitted plans.
 - 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 10 feet wide, with an all weather surface a minimum of 5 feet wide, constructed and centered within the right-of-way.***

FINDING: Helmholtz Way, an Arterial Street, abuts the entire western boundary of the property. The proposal intends to take direct access via extensions of 48th, 49th and 50th and not access Helmholtz as directed by the City. A Pedestrian access point is being installed with the subdivision to the south, providing the necessary access to the right of way. The location of the pedestrian accessway will satisfy the section of the code and eliminate the need to supply such a connection with the proposed subdivision.
 - c. ***A block shall have sufficient width to provide for 2 tiers of lots unless topography, the location of adjoining streets, or adjacency to an arterial street justifies an exception.***

FINDING: The subject property is long and narrow and precludes the applicant from providing 2 tiers of the lots and providing a reasonable grid layout. As proposed, the entire development meets this criterion to the greatest degree practicable.

- 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 Community Development Director or Hearings Body 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% or where path grade would exceed 12% 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 Community Development Director or Hearings Body when it is determined that the City's grid street standards should not be applied to the industrial development.***

FINDING: The project does not include any cul-de-sacs, but does have continuous streets with knuckles. The design was established as part of the Master Plan to the south, when the City required that the applicant provide a larger road layout for the area to adequately address access to Helmholtz Way. Further, it was required through the Master Plan that the street network as proposed would be required to be built as properties to the north continued to develop for the subject property. Stubbed streets to the north and south as originally shown will provide access to the abutting properties. In order to address pedestrian access to the Helmholtz right of way, the property to the south was required to provide a pedestrian accessway from 50th Street to Helmholtz Way. The pedestrian accessway as approved will allow for residents of the surrounding subdivision to access the pathway that run alongside of ROW, satisfying the standard.

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 County sanitarian, 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.***
- B. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted by the Community Development Director or Hearings Body. 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.

FINDING: As noted above the Based on the properties existing shape and topography, the lots as proposed are adequate in size and design for the use contemplated. The submitted plans demonstrate compliance with above criteria

3. **Frontage.** *Each newly created lot and parcel shall abut upon a public street other than an alley for at least 50 feet, except for lots fronting on the bulb of a cul-de-sac, then the minimum frontage shall be 30 feet. Flag lots shall have no less than 20' of street frontage measured at the property line. Lots created as part of a Planned Unit Development shall meet the same frontage requirements listed herein, except such frontage may be allowed along private streets. 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.*

FINDING: The submitted plans demonstrate compliance with above criteria as each of the lots have at least 50 feet of frontage.

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.*

FINDING: The submitted plans demonstrate compliance with the above provisions to the greatest degree as all side lot lines are right angle and radial.

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.*

FINDING: The lots that run along the western boundary, do not abut upon the Helmholtz right a way, and rather abut upon a buffer tract. Therefore, there are no double frontage lots as part of the subdivision, As proposed, the entire development meets this criterion to the greatest degree practicable.

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.*

FINDING: The intent of this provision when adopted was to provide a degree of active development adjacent to the street, and to prevent a continuous line of fences and degraded landscaping in the right of way. An additional intended result of this design includes traffic calming along the corridor. As stated above, there are 3 SFR lots that indirectly abut Helmholtz Way (arterial) as there is a buffer strip that is located between the lots and ROW. It is applicant contention that the inclusion of the buffer strip allows for a separation between

the lots and ROW, eliminating the potential for a double frontage lot. However, in the instance the City does not agree, it can be found that by meeting all other requirements of the RDC, including the Master Development Plan criteria, Great Neighborhood Principles and SWAP policies, the basis of the overall design was to provide a project that satisfies the intent of all such overarching criteria in a combined manner (with the intent to create a cohesive, well thought out neighborhood) while taking into account the physical features that limit the ability to practically meet all the standards of the RDC (such as this requirement). Based on the design, which includes the buffer it can be found that the lots as proposed meet the criteria.

- 7. Corner Lots and Parcels.** *Corner lots and parcels shall be 5 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.*

PROPOSED FINDING: All such lots will conform with these standards, with lots ranging from 97 to 58 feet in width.

- 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.*

FINDING: No special building setback lines are proposed. The applicant is proposing a buffer that will be placed in aspirate tract.

- 9. Large Building Lots; Re-division.** *In the case where lots or parcels are of a size and shape that future re-division is possible, the Community Development Director or Hearings Body may require that the blocks be of a size and shape so that they may be re-divided 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.*

FINDING: No such lots exist as part of this proposal. Thus, this criterion is not applicable.

- 10. Solar Access.** *As much solar access as feasible shall be provided each lot and parcel in every new subdivision or partition considering topography, development pattern, and existing vegetation. The boundary lines of lots and parcels, as far as feasible, shall be oriented to provide solar access at ground level at the southern building line of the adjoining lot to the north two hours before and after the solar zenith from September 22 to March 21. If it is not feasible to provide solar access to the southern building line the solar access, if feasible, shall be provided at 10 feet above ground level at the southern boundary line two hours before and after the solar zenith from September 22 to March 21, and three hours before and after the solar zenith from March 22 to September 21. This solar access shall be protected by solar height restrictions on burdened properties for the benefit of lots receiving the solar access pursuant to Section 8.0370, of the City of Redmond Development Code, Solar Access Standards. If the solar access for any lot, either at the southern building line or at 10 feet above the southern building line, is not feasible, supporting information may be required with the application.*

FINDING: The submitted plans demonstrate compliance with this criterion. The vast majority of the proposed single family residential lots are oriented in a north-south solar access favorable setting. Those that are not, are constrained by adjacent streets and the COID Canal.

11. 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.*

FINDING: The blocks are laid out in a grid pattern to the greatest degree practical given that Helmholtz Way restricts direct access and the existing development pattern in the area, requires street alignments that need to be curved for a short distance.

12. 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:*

- A. Flag poles shall be no less than 20’ wide.*
- B. Flag lot development, if allowed by the zone, is limited to one duplex or single family dwelling per lot. 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 16’ 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 10’ 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 designate. 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.*
- G. The “pole” of the flag lot shall be no longer than 150’ 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’ or greater.*
- J. Flag lots are prohibited along or abutting the Dry Canyon Rim.*
- K. Two off-street parking spaces shall be provided for each dwelling unit on a flag lot.*

FINDING: The proposal does not include any flag lots. Thus, this criterion is not applicable.

8.2710 Streets.

1. General. *Streets shall be in conformance with the City of Redmond Transportation System Plan as specified herein.*

- A. Except along Arterial Street, public streets shall be spaced a maximum of 660 feet between centerlines. The purpose is to provide a street grid pattern of through streets to facilitate traffic movement. Street designs shall conform to topography and other existing natural and man-made conditions. Illustrative examples of other conditions include the dry canyon, main COI canal, Highway 97, and the Burlington Northern Railroad tracks.*

FINDING: The submitted Plans demonstrate compliance with the above criterion – no internal streets exceed a 660 foot block length between centerlines.

- B. All proposed streets, sidewalks, bike lanes and pedestrian pathways shall connect to other streets, sidewalks bike lanes and pedestrian pathways within a development and to existing and planned streets, sidewalks, bike lanes and pedestrian pathways outside the development.*

Such facilities shall serve existing and planned parks, schools or other public lands within a neighborhood.

FINDING: The submitted Plans demonstrate compliance with all the above listed criteria. Previous findings included in this document address these standards in detail and are incorporated by reference herein.

- C. To the maximum extent possible, new local streets shall align and connect with existing local streets and collectors, and in certain special cases arterial streets. Cul-de-sac streets shall be permitted only where no feasible connection with an adjacent street exists, or if the local street connection would be to an arterial street and the function of the arterial street may be diminished as determined through the land use review process, or the block length would be less than that which is permitted by Section 8.2705(1)(B).***

FINDING: The submitted Plans demonstrate compliance with all the above criteria. Additionally, the street design includes a stubbed streets to the adjacent property to the north to facilitate future development and interconnectivity between neighborhoods. Also, in this development, the streets extended from stubbed streets to the property boundary match the design as originally approved with the original Josie meadows Master Plan and subdivision 711-15-161 .

- D. Consideration should be given to alternative street designs other than required herein in the City's non-residential land use zones to allow for more effective developments. Such designs may be considered and approved during the subdivision or partition process without need for variance.***

FINDING: There are no non-residential zoned areas, therefore, this criterion does not apply.

- E. All proposed or required streets and alleys shall comply with Section 8.2820 Access Management Standards, the Transportation System Plan, and with Local Street Connectivity Plans adopted as part of the transportation element of the Comprehensive Plan.***

FINDING: The submitted Plans demonstrate compliance with all the above criteria. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting.

- 2. Existing Streets. Whenever existing streets, adjacent to or within a tract, are of inadequate width to accommodate the increase in traffic expected from the land division or by the City's transportation policies as determined through a transportation impact analysis, additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Hearings Body shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision. Notwithstanding these provisions, off-site improvements to streets not within or adjacent to the development may be required when impacts resulting from the development necessitate such improvements as demonstrated through a transportation impact analysis.***

FINDING: The project intends to construct planned grid streets and improve the arterial street (Helmholtz Way) through and adjacent to the property. Such construction includes the dedication of the necessary right of way as required by the City. The submitted Transportation Plans demonstrate proposed street widening and improvements on the adjacent existing streets to meet the improvement standards specified elsewhere in the RDC.

3. Minimum Right-of-Way and Roadway Width. The street right-of-way and roadway surfacing widths shall be in conformance with the standards as specified in Table 1 below:

Table 1 - City of Redmond Right of Way and Roadway Design and Cross-Section Standards

Functional Class	Width (ft)		Right-of-Way	Travel Lanes	Sidewalks	Bike Lanes**	Parking**
	Pavement Standard	Pavement (minimum)					
Residential Alley	16 ft		20 ft	n/a	none	shared	none
Commercial Alley	20 ft		20 ft	n/a	none	shared	none
Local Residential*****	36 ft		60 ft	2***	5 ft	shared	both sides (unstriped)
	28 ft*		60 ft	2***	5 ft	shared	one side (unstriped)
	24 ft*		60 ft	2***	5 ft	shared	none
Local Industrial	40 ft	38 ft	60 ft	2***	5 ft	shared	optional (unstriped)
Industrial Collector	40 ft	38 ft	80 ft	2	5 ft	6 ft	none
Minor Collector	40 ft	36 ft****	60 ft	2	5 ft	shared	both sides (8 ft)
Major Collector	36-50 ft	36 ft****	80 ft	2	5 ft	6 ft	none
Minor Arterial (3-lane)	50 ft	48 ft	100 ft	3	7 ft	6 ft	none
Minor Arterial (5-lane)	74 ft	72 ft	100 ft	5	7 ft	6 ft	none

Notes:

*May be constructed only in conjunction with the creation of covenants, conditions and restrictions (CCR's) and the establishment of a homeowners association (HOA) for the development. The CCR's shall provide that the primary responsibility for parking enforcement shall be the HOA, with the City of Redmond also being acknowledged in the CCR's as a beneficiary for such parking enforcement as a violation of the land use decision and/or city code.

**In certain cases, bike lanes may be reduced to 5 ft, parking may be reduced to 7 ft, and travel lanes to 11 ft at the discretion of the City Engineer.

***Unstriped travel lanes

****36 ft in existing built-out areas

*****All streets less than 28 feet wide shall be no longer than 300 feet in length, unless such streets include at least one (1) parking bay per lot, located along each lot frontage for the entire length of such street, up to the maximum block length. Streets 300 feet or less in length shall not have any direct driveway access. In no case shall any street less than 28 feet wide intersect with any other street less than 28 feet wide.

FINDING: The streets will be dedicated to the public and all streets will be constructed to the required minimum standards. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting.

4. Future Extension of Streets. When necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a permanent turn around if they are 150 feet or less in length, although, an adequate temporary turn around to ensure emergency vehicle access must be provided if such streets are greater than 150 feet in length.

FINDING: The submitted plans show stubbed streets to the adjoining property to the north. The streets will be extended in the future to facilitate interconnectivity between neighborhoods upon development of that parcel as intended by this criterion. The proposed dead end streets are less than 150 feet in length, therefore, a turnaround is not required.

5. Collector and Arterial Street Access. Notwithstanding the provisions of Section 8.2705 of this Chapter, if a land division abuts or contains an existing or proposed collector or arterial street, the Community Development Director or Hearings Body may require other treatments, including but not limited to frontage roads, necessary for adequate protection of residential properties and to afford separation of through and local traffic. Provision may be made for emergency access. All frontage roads shall comply with the City of Redmond Transportation System Plan.

FINDING: The project does not propose any direct lot access to any Collector or Arterial

Street. The submitted plans demonstrate a significant proposed buffer abutting the Arterial Streets adjacent the subject property., providing adequate separation.

- 6. Streets Adjacent to Railroads, Freeways and Parkways.** *When the area to be subdivided or partitioned is residentially zoned and abuts a railroad, freeway, or parkway, a provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for use of the land between the street and railroad, freeway or parkway. In the case of a railroad, there shall be a land strip of not less than 25 feet in width adjacent and along the railroad right-of-way for screen planting between the railroad right-of-way and residential property. If the intervening property between such parallel streets and a freeway or a parkway is less than 80 feet in width, such intervening property shall be dedicated to park or thoroughfare use. The intersections of such parallel streets, where they intersect with streets that cross a railroad, shall be determined with due consideration as cross streets of a minimum distance required for approach grades to a future grade separation and right-of-way widths of the cross street.*

FINDING: The subject property does not abut any railroad alignments this criterion is not applicable.

- 7. Continuation of Streets.** *Subdivision or partition streets which constitute the continuation of streets in contiguous territory shall be aligned so that their center lines coincide. Where straight line continuations are not possible, such center lines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Community Development Director or Hearings Body where such continuation is necessary to maintain the function of the street or desirable in the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern may be started that is solar oriented.*

FINDING: The proposed designs of all extended streets will align as required by this criterion. It will be incumbent on future adjacent to development to also extend such streets as intended. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting.

- 8. Lot Layout.** *Local residential streets should be oriented on an east/west axis to the greatest possible extent to insure solar access for lots within the subdivision or partition.*

FINDING: As discussed herein under other sections, the internal local residential streets are oriented on an east-west axis to the greatest extent practical. Existing development and arterial roadways preclude all roads from being on a east west axis.

- 9. Street Names.** *Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street in a nearby city or in the county. Street names and numbers shall conform to the established pattern in the City, including the continuation of street names across intersecting streets, and shall be subject to the approval of the Fire Department or the responsible agency.*

FINDING: The applicant will designate street names with the final plat. The applicant agrees to comply with this criterion as part of the final plat approval process.

- 10. Sidewalks.** *Sidewalks are required to be installed on both sides of a public street and in any special pedestrian way within the subdivision or partition except that in the case of collectors, arterials, special industrial districts or in steep terrain, the Hearings Body may approve a subdivision or partition without sidewalk if alternative pedestrian routes are available or provided by the developer. Sidewalks shall be required along routes to existing or future school and park sites.*

FINDING: Sidewalks will be installed on both sides of all new streets as proposed herein, The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting of phase 1.

11. Bicycle Routes. *If appropriate to the extension of a system of bicycle routes, existing or planned pursuant to the City of Redmond Bicycle Refinement Plan, the Community Development Director or the Hearings Body may require the installation of separate bicycle lanes within streets and/or separate bicycle paths.*

FINDING: As stated above, the applicant will construct a multi purpose trail along the property boundary with Helmholtz way. This trail is consistent with the SWAP and the City of Redmond Parks Master Plan and Bicycle Refinement Plan. The trail will be constructed to City of Redmond standards and specifications. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting.

12. Intersection Angles. *Street intersections shall be as near right angles as possible except where topography or existing conditions requires a lesser angle, but in no case shall the acute angle be less than as permitted by the adopted City of Redmond Public Works Standards and Specifications.*

FINDING: The submitted plans demonstrate conformance with this criterion. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and the platting.

13. Alignment. *Staggered street alignment shall whenever possible leave a minimum of 200 feet distance between the center line of the streets, but in no case be less than as permitted by Standards and Specifications.*

FINDING: The submitted plans demonstrate conformance with this criterion, there are no such staggered street alignments either within or adjacent to the project.

14. Narrow Streets. *Local residential grid streets designed at widths less than 36 feet as described in Section 8.2710(3)(Table 1), shall be permitted when the subdivision design is found to be in compliance with the following:*

- A. Narrow streets may only be permitted for continuous full length blocks internal to a Subdivision or Planned Unit Development with street connections at both ends.*
- B. Lots adjoining the narrow streets shall be a minimum of 5000 square feet and have a street minimum 50 feet of frontage.*
- C. Sidewalks shall be separated from the curb by a landscape strip with street trees conforming with Public Works Standards and Specifications.*
- D. Curb cuts along the narrow street shall not be less than the minimum width required within the adopted City of Redmond Public Works Standards and Specifications.*

FINDING: As shown on the submitted Plans all proposed Local residential grid streets have proposed paved widths of 36 feet, so none would be considered “narrow streets” per this criterion.

8.2715 Fundamental Design Elements.

1. ***Lighting. The subdivider or partitioner shall provide underground wiring to the City standards and a base for any proposed ornamental street lights at locations approved by the affected utility company.***

FINDING: The applicant will provide wiring and bases for street lights as required herein. No ornamental lights are proposed at this time.

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.***

FINDING: The submitted Plans demonstrate multiple access points to the development.

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.***

FINDING: The submitted Public Facility Plans demonstrate anticipated water and sanitary sewer mains to be constructed within the proposed Tentative Plan. All lots will be provided with water and sewer service. The applicant is aware that engineered plans for all infrastructure will be required to be submitted to the City of Redmond Engineering Department for review and approval prior to any construction and platting.

4. ***Underground Utilities. All permanent utility 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 CDD Director or Hearings Body. The subdivider or partitioner or developer shall be responsible for complying with requirements of this section and shall:***

- A. ***Obtain a permit from the Public Works Director or designee 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.***

FINDING: The applicant will underground new utility services and new minor power transmission lines to serve the development.

5. ***Preservation of Natural Features. Existing trees, vegetation and natural features (i.e. rock outcrops) add character to the development and shall be preserved to the greatest extent practicable. All trees over 8 inches d.b.h. shall be noted and shown on the tentative plat.***

FINDING: There are no significant natural features inherent to the site. The property was previously utilized for agricultural purposes and has been cleared and planted with pasture grasses. A few juniper and deciduous trees remain in the proposed buffer and along the existing home. The trees will be retained to the greatest extent practical.

6. ***Scenic Views. Significant views shall be taken into consideration during subdivision design. The establishment of view corridors, building envelopes, building height restrictions or similar methods***

shall be employed for the retention and protection of views from individual lots and from public spaces to the greatest degree practicable as determined through the land use review process. Such measures shall be shown on the final plat and included in deed restrictions.

FINDING: This criterion was addressed under the Great Neighborhood Principles above – those proposed findings are incorporated by reference herein.

7. Land for Public Purposes.

- A. If the City has an interest in acquiring a portion of a proposed development for a public purpose, it shall notify the property owner as soon as the City Council authorizes the transaction to proceed.**
- B. Within a development, or adjacent to a development in contiguous property owned by the developer, a parcel of land of not more than 5% of the gross area of the development may be required to be set aside and dedicated to the public for parks and recreation purposes by the developer. The parcel of land, if required, shall be determined to be suitable for the park and/or recreation purpose(s) intended, and the city may require the development of the land for the park or recreation use intended or identified as a need within the community.**
- C. In the event no such area is available that is found to be suitable for parks and/or recreation uses, the developer may be required, in lieu of setting aside land to pay to the appropriate parks and recreation agency a sum of money equal to the market value of the area required for dedication, plus the additional funds necessary for the development thereof if so required; if such is required, the money may only be utilized for capital improvements by the appropriate parks and recreation agency.**
- D. The foregoing land and development or money dedication (if require) may be provided for in lieu of an equal value of systems development charge assessment for parks if so approved by the collecting agency in accordance with the applicable provisions of the system development charge ordinance. If the collecting agency will not permit the land or money dedication in lieu of an applicable systems development charge, then the land and development or money dedication shall not be required.**
- E. If the nature and design, or approval, of a development is such that over 30% of the tract of land to be developed is dedicated to public uses such as streets, water or sewer system facilities and the like, then the requirements of this subsection shall be reduced so that the total obligation of the developer to the public does not exceed 30%.**

FINDING: As noted above the property is no identified as a property for park use in the SWAP. Therefore, the development of a park at this location is not required.

8. 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 10 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.**

FINDING: Any utility easement needs for the development are anticipated to be accommodated in the street rights-of-way. The subject property is not subject to any drainage course or drainage way that would necessitate any drainage easement under these criteria. Notwithstanding, a COID canal crosses the property. The applicant will pipe this canal.

8.2720 Grading of Building Sites. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

- 1. Cut slope ratios shall not exceed one foot vertically to one and one-half feet horizontally.**
- 2. Fill slope ratios shall not exceed one foot vertically to two feet horizontally.**
- 3. The composition of soil for fill and the characteristics of lots and parcels made useable by fill shall be suitable for the purpose intended.**
- 4. When filling or grading is contemplated by the subdivider or partitioner, they shall submit plans showing existing and finished grades for the approval of the City Engineer. In reviewing these plans, the City Engineer shall consider the need for drainage and effect of filling an adjacent property. Grading shall be finished in such a manner as not to create steep banks or unsightly areas to adjacent property.**
- 5. Any land that requires engineered fill shall be so noted on the plat. Design and placement of engineered fill shall be under the direction of a licensed professional engineer.**

FINDING: The applicant is agreeable to conditions of approval regarding the above criteria. The applicant suggests the appropriate time for submittal and review of any such grading plans is at construction plan review, in conjunction with detailed infrastructure design and construction plan preparation. The submitted Preliminary Grading and Drainage Plan for all phases demonstrates that anticipated grades for the project are relatively mild, and given the relatively mild natural grade of the site, any grading of building sites will likely be mild and relatively benign as well.

8.2815 Transportation Impact Analysis. It shall be the burden of the developer to evaluate transportation system impacts through studies prepared by a qualified registered professional engineer. When a transportation impact analysis is required it must demonstrate that the following standards are met:

- 1. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.**
- 2. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.**
- 3. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer and pursuant to the adopted City of Redmond Transportation System Plan. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.**
- 4. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute of Transportation Engineers manual, Trip Generation, 8th edition (or subsequent document updates), or local trip generation studies prepared by a qualified registered professional engineer and approved**

by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.

A. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.

B. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer or designee, shall determine the scope of this analysis.

C. A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.

5. The impact analysis area shall include at a minimum, the following intersections:

A. All site access intersections

B. Nearest intersecting collector or arterial street upstream and downstream of the development.

C. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.

D. Additional intersections requested by staff in the basis of anticipated impacts resulting from the development.

6. The analysis shall include the following study time frames:

A. Existing conditions.

B. Completion year of each significant phase of development.

C. Five year forecast beyond final phase

7. The following Tables are required in the TIA:

A. Trip Generation (including phase breakdown if applicable)

B. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, V/C ratio, 95% vehicle queue, and any additional pertinent analysis results)

8. The following Figures are required in the TIA:

A. Vicinity Map

B. Site or Tentative Plan Map

C. Background Traffic Volumes (all study intersections, all analysis years)

D. Trip Distribution and Assignment

E. Background + Site Generated Traffic Volumes (all study intersections, all analysis years)

9. Other Analysis Standards (as required by the study)

A. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.

B. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.

C. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.

D. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.

E. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.

F. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.

FINDING: The applicant has submitted a Transportation Impact Analysis prepared by Lancaster Engineering which includes and addresses all the requirements of this criterion. The submitted analysis includes a scope and study area that was approved by the City of Redmond Engineering Division. As pointed out in the analysis, the surrounding streets, when built to City of Redmond standards and specifications have adequate capacity to accommodate the anticipated trips from the development. This is also predicated upon the future improvements anticipated by the City of Redmond TSP to serve the area as development of surrounding lands occurs. The findings and recommendations of the traffic analysis are included by reference herein as support for conformance

with these criteria.

8.2820 Access Management Standards. *All land divisions shall be in compliance with the following standards.*

1. Driveway spacing and corner clearance as follows:

<u>Roadway Classification</u>	<u>Minimum Access Driveway Spacing</u>	<u>Minimum Access Clearance to Corner</u>	<u>Intersection Spacing (Min.)</u>
Local Street	No restrictions	30 feet	165 feet
Minor Collector	50 feet	80 feet	330 feet
Major Collector	165 feet	165 feet	330 feet
Minor Arterial	330 feet	330 feet	¼ mile
Major Arterial	ODOTStds	ODOTStds	ODOTStds

- 1. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.*
- 3. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.*
- 4. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use process.*
- 5. Unless adequate demonstration of site necessity, intersection safety and functionality is provided, through the land use review process, new lots and/or parcels will be limited to a single vehicular access.*
- 6. The access management standards apply to new development, redevelopment, subdivision and partitioning of land.*
- 7. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/intersection to centerline of access/intersection.*
- 8. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).*
- 9. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.*

FINDING: The submitted Plans and materials demonstrate compliance with the above criteria. Additionally, the findings and recommendations of the traffic analysis are included by reference herein as support for conformance with these criteria.

CONCLUSION: Based upon the submitted Master Development Plan and Tentative Subdivision Plan, Transportation Impact Analysis, and the proposed findings included herein, the applicant believes that all requirements have been fulfilled. The applicant respectfully requests approval of the project.

June 21, 2021

Kyle Roberts
411 SW 9th Street
Redmond, OR 97756

Re: Korbin Meadows 711-21-00107-109

Dear Mr. Roberts,

After reviewing the Redmond Development code (RDC) in more detail, I noticed that the code has two Variance sections; one for the zoning portion of the code and the other for the subdivision portion of the code. As part of the application for Korbin Meadows Master Plan and Subdivision we filed a variance to the lot size standards. Seeing that the lot size standards are regulated under the zone itself, we addressed the criteria listed under 8.0700 Variance.

In the event that the City finds that the Variance criteria found under the subdivision section of the code (RDC 8.2830) is the most appropriate Variance section for the request, we request that the findings made as part of the application be applied to the applicable Variance section. Based on the fact the Variance sections and their criteria are essentially the same, it is reasonable to conclude that the proposed findings meet both Variance section of the code and can be used interchangeably.

Should you have any questions please free to reach out.

Sincerely,



Craig Chenoweth
Project Manager

From: [Leslie, Brent C \(BPA\) - TERR-REDMOND](#)
To: [Kyle Roberts](#)
Cc: [Sarah Vowell](#)
Subject: RE: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows
Date: Wednesday, July 07, 2021 2:33:58 PM
Attachments: [image002.png](#)
[image003.png](#)

[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.

Thank you for reaching out to the U.S. Department of Energy, Bonneville Power Administration (BPA). Based on the attached plans it does not appear that there will be an encroachment on BPA's transmission line easement.

Please be aware that applications must be submitted for any proposed use within a BPA right-of-way. The application can be found at the following link:
https://www.bpa.gov/PublicInvolvement/LandsCommunity/RealProperty/Application_for_use_of_BPA_Right_of_Way.pdf

Kind Regards,

Brent Leslie

Realty Specialist
 Bonneville Power Administration | Department of Energy
 Real Property Field Services | TERR-REDMOND
 3655 SW Highland Ave
 Redmond, OR 97756
 Office: 541-516-3257
 Mobile: 541-316-9731
bcleslie@bpa.gov
[Landowner Use and Safety Information](#)
<https://www.bpa.gov/PublicInvolvement/LandsCommunity/Pages/default.aspx>



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From: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Sent: Friday, July 2, 2021 9:05 AM
To: Andrea Breault <abreault@coic.org>; Kelley O'Rourke <landuse@coid.org>; ddingman@cec.coop; Shoemaker, Deanna L (CONTR) - TERR-REDMOND <dldshoemaker@bpa.gov>; Leslie, Brent C (BPA) - TERR-REDMOND <bcleslie@bpa.gov>; Treadway, Ian (PacifiCorp) <Ian.Treadway@pacificorp.com>; Fleming, Keven (PacifiCorp) <Keven.Fleming@PacifiCorp.com>; donna.herman@cngc.com; Burkus, Albert <ABurkus@republicservices.com>; robert.watters@centurylink.com; sosanna.mchugh@tdstelecom.com; Harsh, Scott D - Redmond, OR <scott.d.harsh@usps.gov>; anthony.pupo@redmondschools.org; Tracy Griffin <Tracy.Griffin@deschutes.org>; peter.gutowsky@deschutes.org; credelings@lsnetworks.net
Cc: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Subject: [EXTERNAL] REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows

Dear Reviewer(s),

The Redmond Planning Division has received an application that is ready for your review. Please see the routing letter and attachments for the project below:

Project Number/Name:	711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) / Korbin Meadows
Applicant/Owner:	Bruce Dunlap / Arch Holding Company LLC
Request:	Master Development Plan for tentative 31 lot subdivision with a variance request for reduced lot sizes below 9,000 SF
Location:	3648 SW Helmholtz Way Redmond, OR 97756
Tax Lot Number(s):	151330BC00700
Applicable Criteria:	Redmond Code, Chapter 8 Developmental Regulations, Article I – Zoning Standards, Master Development Plans, Variances; Article II – Land Use Procedures; and Article III – Land Division Standards, Subdivision
Staff Contact:	Kyle Roberts – 541.923.7758 or kyle.roberts@redmondoregon.gov

Please email comments by **July 16th, 2021** and any questions to the Senior Planner, Kyle Roberts (cc'd in email).

We look forward to your comments.

Thank you,

Sarah

Contact Information & Resources:

Questions: 541-923-7721 or cddcounter@ci.redmond.or.us.

Schedule Inspections: www.buildingpermits.oregon.gov or 1-888-299-2821.

From: [Kelley O'Rourke](#)
To: [Kyle Roberts](#)
Cc: [LeslieClark](#); [KelleyHamby](#)
Subject: FW: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows
Date: Friday, July 16, 2021 8:33:51 AM
Attachments: [image001.png](#)

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July 16, 2021

Sent Via Email Only

Re: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) / Korbin Meadows (151330BC00700)

Please be advised that Central Oregon Irrigation District (COID) has reviewed the provided application received email for the above referenced project. The subject property is located at 3648 SW Helmholtz Way Redmond, OR 97756. The applicant requests approval for Master Development Plan for tentative 31 lot subdivision with a variance request for reduced lot sizes below 9,000 SF.

COID's B-2-4-2 lateral traverse the subject property and has an easement of 40-feet. Tax Map 151330BC00700 has 8.95 acres of appurtenant COID water right. Please review the comments below.

Listed below are COID's initial comments to the provided preliminary plans. All development affecting irrigation facilities shall be in accordance with COID's Development Handbook and/or as otherwise approved by the District.

- Any irrigation conveyance, District or private, which passes through the subject property shall not be encroached upon without written permission from this office.
- No structures of any kind, including fence, are permitted within COID property/easement/right of way.
- Irrigation infrastructure and rights-of-way are required to be identified on all maps and plans.
- A piping easement will be required; contact COID for information on process, timing, fees and site-specific requirements. Please contact COID regarding the proposed easement location depicted on the tentative plan. In reviewing the plans, COID has determined that it will not provide sufficient access and should be located within a green space. As a note, the COID easement is unique in that the access is also for patrons to get their water from the South irrigated property outside of the subdivision during the irrigation season. Normally one day a week, but potentially every day. Additionally, no large vehicles or trailers, which also means no obstructions through the access. Only grass or gravel and no fencing across the easement.
- Tax Map 151330BC00700 has 8.95 acres of appurtenant COID water right. Of those rights, approximately 6.36 acres is eligible for transfer off the property while the remaining approximate 2.59 acres is subject to cancellation due to nonuse. Property owner must convey the 8.95 acres of COID water right prior to COID approval of this land use action. COID requests property owner contact COID immediately to remove the water right.

Our comments are based on the information provided, which we understand to be preliminary nature at this time. Our comments are subject to change and additional requirements may be made as site planning progresses and additional information becomes available. Please provide updated documents to COID for review as they become available. Policies, standards and requirements set forth in the COID Developer Handbook must be complied with.

Central Oregon Irrigation District
1055 SW Lake Court
Redmond OR 97756

From: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Sent: Friday, July 2, 2021 9:05 AM
To: Andrea Breault <abreault@coic.org>; Kelley O'Rourke <landuse@coic.org>; ddingman@cec.coop; dlshoemaker@bpa.gov; Brent Leslie BPA <bcleslie@bpa.gov>; Treadway, Ian (PacifiCorp) <Ian.Treadway@pacifiCorp.com>; Fleming, Keven (PacifiCorp) <Keven.Fleming@PacifiCorp.com>; donna.herman@cngc.com; Burkus, Albert <ABurkus@republicservices.com>; robert.watters@centurylink.com; sosanna.mchugh@tdstelecom.com; Harsh, Scott D - Redmond, OR <scott.d.harsh@usps.gov>; anthony.pupo@redmondschools.org; Tracy Griffin <Tracy.Griffin@deschutes.org>; peter.gutowsky@deschutes.org; credelings@lsnetworks.net
Cc: Kyle Roberts <kyle.roberts@redmondoregon.gov>
Subject: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows

Dear Reviewer(s),

The Redmond Planning Division has received an application that is ready for your review. Please see the routing letter and attachments for the project below:

Project Number/Name:	711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) / Korbin Meadows
Applicant/Owner:	Bruce Dunlap / Arch Holding Company LLC
Request:	Master Development Plan for tentative 31 lot subdivision with a variance request for reduced lot sizes below 9,000 SF
Location:	3648 SW Helmholtz Way Redmond, OR 97756
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Staff Contact:	Kyle Roberts – 541.923.7758 or kyle.roberts@redmondoregon.gov

Please email comments by **July 16th, 2021** and any questions to the Senior Planner, Kyle Roberts (cc'd in email).

We look forward to your comments.

Thank you,

Sarah

Contact Information & Resources:

Questions: 541-923-7721 or cddcounter@ci.redmond.or.us.



CITY OF REDMOND
Engineering Department

243 East Antler Avenue, Suite 100
Redmond, OR 97756-0100

(541) 504-2002
Fax: (541) 548-0253
www.redmondoregon.gov

TO: KYLE ROBERTS, *Planning Division/Community Development Dept.*

FROM: DAVID PILLING, *Engineering Dept.*

DATE: July 28, 2021

SUBJECT: **711-21-000107-PLNG-MD & 108PLNG-SUB: Korbin Meadows Phase 1-2 Master Plan**
Bruce Dunlap/Arch Holding Company LLC/H.A. McCoy Engineering & Surveying LLC
Tax Lots 15-13-30BC-700

Subject property located east of SW Helmholtz Way and north of Zenith Avenue. 3648 SW Helmholtz Way. The Engineering Department provides the following recommendations based on the master plan and tentative subdivision plan dated 4-23-21 per Redmond Development (COR) Code Section 8.0300(3)(C)(10, 11 & 12), 8.0305 and 8.2000-2835 and City of Redmond Public Works Standards and Specifications (CORPWSS):

1. Transportation: All public streets shall be designed, constructed and dedicated to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards and extended to the limits of each project phase unless otherwise specified or approved. Five (5) ft. minimum width public utility easement (PUE) shall be dedicated along all street right-of-way per COR Standard Drawing 2-1. Street signage, lane striping, street lights and postal box installation shall be required. All street names shall be approved by Redmond Fire and Rescue and/or Deschutes County. The proposed master plan and public street system complies with City grid street, TSP and Southwest Area Plan standards subject to the following: [COR Code 8.0300(3)(C)(10)] [COR Code 8.2240(1 & 4) 8.2320(2)(A) & 8.2710(1, 2, 3 & 10)] [CORPWSS Development Provisions 03]

A) **SW Helmholtz Way** - minor arterial street. A paved road and sixty (60) ft. right-of-way exist, no curb or sidewalk, along property frontage. SW Helmholtz Way is planned for reconstruction and re-alignment as a 3 to 5 lane City minor arterial street along property frontage per the current TSP. Upon annexation, public right-of-way dedication which provides a minimum width of fifty (50) ft. east of street centerline shall be required to accommodate future construction of this minor arterial street along property frontage. Upon plat approval, a cash contribution for the east half of Helmholtz Way at City local street standards shall be required in lieu of constructing street frontage improvements. Street and right-of-way centerline shall match existing.

B) **SW Zenith Ave.** - local grid street. A paved street with curb and sixty (60) ft. right-of-way exists along property frontage. New curb/ADA ramp and sidewalk improvements conforming to City standards shall be required along property frontage. A new curb/ADA ramp shall be required on the south side to match either one of ramps on the north side. Existing curb shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of construction or utility work.

C) **SW 49th St.** - local grid street. A paved street and sixty (60) ft. right-of-way exist at the south property boundary. Street improvements conforming to City local grid street standards shall be required per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. minimum right-of-way dedication. Street and right-of-way centerline shall match existing.

D) **SW 50th St.** - local/cul-de-sac street. A paved street and sixty (60) ft. right-of-way exist at the south property boundary. Street improvements conforming to City local/cul-de-sac street standards shall be required per COR Standard Drawing 2-1, 2-4 and 2-5 with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication and fifty (50) ft. cul-de-sac radius right-of-way dedication. Street and right-of-way centerline shall match existing.

E) **SW 48th St.** - local street. The future north extension of SW 48th St. where proposed at the north property boundary will conflict with the existing public stormwater infiltration basin located on neighboring City property. Therefore, 48th St. shall be moved west at the north property boundary to avoid the existing City storm basin/property or 48th St shall terminate/connect at Road 1 with a knuckle cul-de-sac. Street improvements conforming to City local/cul-de-sac street standards shall be required per COR Standard Drawing 2-1, 2-4 and 2-5 with new pavement, curb, sidewalk, storm drainage, sixty (60) ft. right-of-way dedication and fifty (50) ft. cul-de-sac radius right-of-way dedication.

F) **Road 1** - local street. Street improvements conforming to City local street standards shall be required per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. right-of-way dedication.

G) Street Storm Drainage:

1) Stormwater drainage systems in the public right-of-way shall be subject to current City design standards. [COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]

- 2) New drywells shall comply with City/DEQ pretreatment and City testing requirements. Drywell drain rock shall not extend under any street pavement section. *[COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]*
- 3) The location of drywells or other UIC's within City streets shall not conflict with existing active private water wells, community water wells or existing/future municipal drinking water wells. Identify all existing water wells that are within 500 ft. or the two-year time of travel zone of subject properties. *[COR Code 8.2825(2)] [CORPWSS Design Standards II(B)]*

H) Lot Access:

- 1) Vehicular access to each new lot shall conform to City access management, corner clearance, clear vision and driveway construction standards. *[COR Code 3.300, 8.0305 & 8.2820]*
- 2) Direct vehicular access to Helmholtz Way, a minor arterial street, shall not be permitted from any lot or alley except for approved emergency access connections with locked fire gate. *[COR Code 8.2820(4)]*
- 3) Corner lots and double fronting lots shall take vehicular access from the lower order street, alley or access easement. *[COR Code 8.2820(4)]*
- 4) Postal box installation shall be subject to US Postal Service standards and City Engineer approval. *[CORPWSS Design Standards II(A)(16)]*

I) Traffic Impacts: The "Talbot Subdivision Transportation Impact Analysis" (TIA) submitted by Lancaster Mobley dated 4-1-21 has been reviewed for master plan and subdivision approval per COR Code 8.0300(3)(C)(10) and 8.2815 and is acceptable. Engineering concurs with the TIA findings and recommendations. No further analysis is required.

2. Water: Eight (8) inch City water mains exist in Zenith Ave. along property frontage and in 49th and 50th Streets at the south property boundary.

A) Subject property is located within City water pressure zone PZ1-A per draft Water System Plan (WSP) to be served by the future twelve (12) inch water main line identified as M6 in Helmholtz Way south of Wickiup Avenue. A cash contribution shall be provided for the standard eight (8) inch pipe portion of future twelve (12) inch PZ1-A City water main along Helmholtz Way property frontage in lieu of construction per draft WSP and for compliance to the City Public Facility Requirement. *[COR Code 8.2235(1)(D)] [CORPWSS Development Provisions 03]*

B) Connection to the City's public water system shall be required for each new lot. *[COR Code 8.2240(5) & 8.2715(3)]*

C) Proposed public water system complies with City "to & through" Public Facility Requirement and City Water System Plan (WSP) standards for service to each new lot and adjacent property subject to design review of the public improvement construction plans for compliance to City standards. *[COR Code 8.0300(3)(C)(11) & CORPWSS Development Provisions 03]*

D) A separate domestic water service connection conforming to City standards shall be required for each new lot with meter located at the property/right-of-way line. A City approved backflow prevention device shall be required for all non-residential properties, water services larger than one (1) inch, fire sprinkler systems and irrigation systems. *[COR Code 4.200, 4.161, 8.2240(5) & 8.2715 (3 & 4(C))]*

E) Fire flow, fire hydrant locations and fire code requirements to be determined by Redmond Fire & Rescue (RFR).

1) A water system/fire flow analysis and mitigation plan prepared by a registered professional engineer shall be provided as required by the Redmond Fire Marshal. *[CORPWSS Development Provisions 04.2.00] [CORPWSS Design Standards II(D)(1(a) & 3(a))]*

2) Public water system improvements may be required as deemed necessary by the fire flow analysis mitigation plan to meet minimum fire code and fire flow requirements for the proposed development. *[COR Code 8.2235(1)(D)] [CORPWSS Design Standards II(D)(1(a) & 3(a))]*

F) Abandonment of any existing water well, cistern or other private water facility located on subject properties shall be in accordance with Oregon Water Resource Department regulations. Include plans for decommissioning the existing water well located near the border with Josie Meadows Ph1. *[CORPWSS Development Provisions 04.7.00 & 22(13)]*

3. Wastewater: Eight (8) inch City gravity sewer mains exist in Zenith Ave. along property frontage and in 50th St. at the south property boundary. An inactive/dry eight (8) inch City gravity sewer main exists in 49th St. at the south property boundary. The twelve (12) inch City gravity sewer trunk Line 'D' per current City Wastewater System Master Plan (WSMP) exists in 47th St. at Zenith Ave. east of subject property.

A) Subject property is located within a sanitary sewer basin planned for gravity service by the future twelve (12) to thirty (30) inch Far West Sewer Interceptor (FWSI) to be located in Helmholtz Way along property frontage per the current Redmond Wastewater System Master Plan (RWSMP) which is currently not available. In the absence of the FWSI, connection to the existing downstream City gravity sewer system including Line D sewer trunk main line has been approved per Infrastructure Capacity Allocation Review memo by the City Engineer dated 1-11-21 subject to the following: *[COR Code 8.0300(3)(C)(11), 8.2235(D) & 8.2240(6)]*

1) Sewer collection system shall be designed for both the interim connection to existing sewer and future connection to the FWSI to the extent possible. The FWSI is projected to be roughly twenty (20) plus feet deep in Helmholtz Way along property frontage per the RWSMP. A gravity sewer connection must be demonstrated from 49th St. in Josie Meadows Phase 2 north and west to the future FWSI in Helmholtz Way.

2) A cash contribution shall be provided for the standard eight (8) inch pipe portion of the FWSI at ten (10) foot average depth along Helmholtz Way property frontage in lieu of construction per current RWSMP and for compliance to the City Public Facility Requirement. [CORPWSS Development Provisions 03]

B) Connection to the City's public sewer system shall be required for each new lot. [COR Code 8.2240(5) & 8.2715(3)]

C) Proposed public gravity sewer system complies with City "to & through" Public Facility Requirement and RWSMP standards for service to each new lot and adjacent property subject to: [COR Code 8.0300(3)(C)(11) & CORPWSS Development Provisions 03]

1) An eight (8) inch public gravity sewer main shall be extended in 49th St. from Josie Meadows Phase 2 to the north property boundary consistent with the projected future FWSI gravity connection. This public sewer main is intended to ultimately gravity serve all lots west of 49th St. but will remain inactive/dry until such time the gravity connection to the FWSI is completed.

2) All public gravity sewer mains shall be designed and constructed to provide a gravity service to each new lot and neighboring properties unless otherwise approved by the City Engineer.

3) Sewer services shall be located to provide complete gravity service.

4) Sewer manholes shall be located on street centerline whenever possible, at 400 ft. max spacing and at any main line terminus. Manholes shall be added or moved accordingly to match street alignments and to avoid conflicts with public water.

5) Public sanitary sewer facilities located beyond public right-of-way will require dedication of City sewer and/or public utility easements that provide unobstructed City access and turnarounds. [COR Code 8.2215(2)(E) & 3(B)), 8.2320(2)(B) & 8.2715(8)(4)] [CORPWSS Development Provisions 07]

6) Design review of the public improvement construction plans for compliance to City standards.

D) A separate sanitary sewer service conforming to City standards shall be required for each new lot with cleanout located at the property/right-of-way or easement line. All sewer services shall be connected at right angles to the sewer mainline, and not to manholes, unless otherwise approved by the City Engineer. [COR Code 8.2240(5) & 8.2715(3) & 4(C)]

E) Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations. [COR Code 4.304(3)] [CORPWSS Development Provisions 04.7.00 & 22(13)]

4. Subdivision Grading and Drainage: A subdivision site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase per current City standards and the following: [COR Code 8.2720] [CORPWSS Development Provisions 23] [CORPWSS Design Standards II(B)]

A) Lot and Tract grading shall conform to current COR Development Code 8.2720 and shall not create steep banks, extreme cut/fills or areas unsightly to adjacent properties or lots.

B) All storm water runoff and drainage shall be maintained on each lot or tract and shall not drain onto public streets, neighboring properties or irrigation canals/ditches except as provided for in City standards.

C) The stormwater system shall be designed to pass up-gradient flow through the site without damage to the proposed development, public stormwater facilities or neighboring properties.

D) Storm water runoff from private property shall not impact public right-of-way or easements unless otherwise approved by the Public Works Director or City Engineer.

E) New on-site private drywells and other underground injection control (UIC) systems not part of the public drainage system must be registered and approved or permitted by the Oregon Department of Environmental Quality (DEQ) prior to construction or building permit issuance. Contact DEQ UIC Program Coordinator at 503-229-5945. Send copy of UIC Registration Packet to DEQ and City of Redmond, 3100 NW 19th Street, Redmond, OR, 97756.

F) Private drywells serving paved areas may not be located within public or community wellhead protection areas or 500 ft. of existing irrigation or drinking water wells. Locate and identify existing water wells and wellhead protection zones that could affect the location of proposed drywells. [CORPWSS Development Provisions 23] [OAR 340-044-0018]

G) Maintenance agreement required for any on-site private storm system.

5. Construction Plans: Upon land use approval, a separate set of construction drawings may be submitted directly to the Engineering Department for design review of all required and/or proposed public improvements, utilities and subdivision site grading. [COR Code 8.2720 & 8.2800] [CORPWSS Development Provisions 04 & 23] [CORPWSS Design Standards]

From: [Sarah Vowell](#)
To: [Kyle Roberts](#)
Subject: FW: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows
Date: Friday, July 2, 2021 9:09:39 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

From: Katharine Colvin <katharine.colvin@redmondoregon.gov>
Sent: Friday, July 02, 2021 9:07 AM
To: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Subject: RE: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows

Finance department no comment.

Thank you,



Katharine Colvin | City of Redmond
Billing and Collections Specialist

**Hours of operation Monday thru Friday 8:00am. To
4:00 pm.
Closed on Holidays**

phone 541.923.7716
email katharine.colvin@redmondoregon.gov

411 SW 9TH Street Redmond, Oregon 97756



www.redmondoregon.gov

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REDMOND FIRE & RESCUE

341 NW Dogwood Ave
Redmond, OR 97756
PHONE: (541) 504-5000
FAX: (541) 526-1254

Date: 7/6/2021
From: Redmond Fire & Rescue

Regarding: Korbin Meadows
711-21-000107, 000108, 000109-PLNG
3648 SW Helmholtz Way, Redmond, OR

Comments:

The proposed subdivision includes over 30 dwelling units and will require two means of emergency access. The proposed subdivision will be approximately **5** miles away from the nearest fire station with a response time of approximately **8** minutes. The fire department can support the proposed subdivision with the following conditions:

- Fire Apparatus Access:
A secondary fire department vehicle access will be required and must be available starting with phase 2. This access shall conform to the applicable requirements of the Oregon Fire Code (OFC) appendix "D" and section D107. This secondary fire access shall be appropriately separated from SW Zenith Ave and remain unobstructed during construction. Additional fire lane signage, curb markings, and/or bollards may be required, as determined by the site field inspection.
- Fire Fighting Water Supply:
The Architect of record shall provide documentation of the hydrant water flow available for this subdivision. Fire hydrants shall meet the minimum fire flow requirements of the OFC appendix B105. At least one fire hydrant shall be within 600 feet along approved roadways of each residential dwelling unit with hydrant spacing meeting the requirements of OFC appendix "C".

Compliance with the above conditions shall be shown on final construction plans prior to fire department approval of the subdivision final plat for phase 1. Final site approval will be subject to satisfactory field inspection by the Redmond Fire & Rescue field inspector.

Regards,

Redmond Fire & Rescue
Plan Review
341 NW Dogwood Ave, Redmond, OR 97756
Phone: (541) 504-5000 / scott@fccnwi.com

From: [Sarah Vowell](#)
To: [Kyle Roberts](#)
Subject: FW: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows
Date: Monday, July 12, 2021 8:25:40 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

From: Dave Tarbet <Dave.Tarbet@redmondoregon.gov>
Sent: Wednesday, July 07, 2021 8:25 AM
To: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Subject: RE: REVIEW: 711-21-000107-PLNG (MD), 711-21-000108-PLNG (SUB), 711-21-000109-PLNG (V) | Korbin Meadows

No issues from PD.

Dave Tarbet

Chief of Police | *Redmond Police Department*

phone 541.504.3419

dispatch 541.693.6911

777 SW Deschutes Redmond, Oregon 97756



WWW.CI.REDMOND.OR.US

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From: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Sent: Friday, July 2, 2021 9:05 AM
To: David Pilling <David.Pilling@redmondoregon.gov>; Wade Gibson <Wade.gibson@redmondfireandrescue.org>; Tom Walsh <tom@fccnwi.com>; Scott Arellano

Kyle Roberts

From: Jim Wurm <jimwurm@eaca.com>
Sent: Monday, August 09, 2021 3:26 PM
To: Kyle Roberts
Subject: Bruce Dunlap/ Arch Holding Master Development application

Mr. Roberts

I, along with a number of other residents of Josie Meadows, plan to attend next week's hearing for the application indicated in your letter of July 15. We have several concerns that we plan to raise at the hearing and have one concern that I believe can be better understood with visuals.

This particular concern is the developer's concept of Common Space, particularly as compared to other developments in the area.

This is the Common Space that is in the Pahlisch development on S. Canal Blvd. across from Ridgeview HS.



Here is the Common Space in the development across S. Canal Blvd and just to the North of Ridgeview HS.





And, here is the Common Space (to date) which is indicative of the intentions in the Master Development application of Dunlap/Arch Holding. Please note this “space” is situated along Helmholtz which, as you know, is a busy arterial that would never be suitable for use by family residents - particularly those with children.



We believe that Dunlap can, and should, do much better in a more appropriate setting. Thanks in advance for your review of these materials. We will have a number of additional questions at the hearing.

Best regards,

Jim Wurm, Executive Director



4879 SW Zenith Ave.
Redmond, OR. 97756

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Talbott Subdivision
Transportation Impact
Analysis
Redmond, Oregon



EXPIRATION DATE: 10/30/2022

Date:

April 1, 2021

Prepared for:

Bruce Dunlap

Prepared by:

Melissa Webb, PE

Daniel Stumpf, PE

Table of Contents

Executive Summary	3
Project Description	4
Introduction	4
Location Description	4
Vicinity Streets	5
Study Intersections	5
Transit	6
Site Trips	8
Trip Generation	8
Trip Distribution	8
Traffic Volumes	10
Existing Conditions	10
Background Conditions	11
Buildout Conditions	11
Safety Analysis	15
Crash History Review	15
Sight Distance Evaluation	16
Warrant Analysis	16
Left-Turn Lane Warrants	16
Preliminary Traffic Signal Warrants	17
Operational Analysis	17
Intersection Capacity Analysis	17
Performance Standards	17
Delay & Capacity Analysis	17
Conclusions	19



List of Appendices

Appendix A

- Site Plan
- Trip Generation Calculations
- Left-Turn Lane Warrant Analysis
- Preliminary Signal Warrant Analysis

Appendix B

- Traffic Counts

Appendix C

- Crash History Data
- In-Process Trips

Appendix D

- Synchro Reports

List of Figures

Figure 1: Project Location (image from Google Earth)	5
Figure 2: Vicinity Map	7
Figure 3: Trip Distribution & Assignment	9
Figure 4: Existing Traffic Volumes	12
Figure 5: Year 2024 Background Conditions	13
Figure 6: Year 2024 Buildout Conditions	14

List of Tables

Table 1: Vicinity Roadway Descriptions	5
Table 2: Study Intersection Descriptions	6
Table 3: Trip Generation Summary	8
Table 4: Crash Type Summary	15
Table 5: Crash Severity and Rate Summary	16
Table 6: Capacity Analysis Summary	18



Executive Summary

1. The proposed Talbott Subdivision is located in southwest Redmond, Oregon. The development will include the construction of 30 single-family detached dwellings, while retaining one existing single-family dwelling unit.
2. The trip generation calculations show that the proposed development is projected to generate an additional 30 evening peak hour trips and 284 average weekday trips.
3. Based on a review of the available crash data, all intersections are expected to operate relatively safely with regard to the crash data analysis. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
4. Adequate sight distances are available at the proposed site access intersection to ensure safe operation along SW Zenith Avenue. No sight distance mitigation is necessary or recommended.
5. Due to insufficient traffic volumes, left-turn lane warrants are not projected to be met at the study intersections of SW 43rd Street at SW Reservoir Drive and SW 43rd Street at SW Zenith Avenue under any of the analysis scenarios.
6. Due to insufficient traffic volumes, traffic signal warrants are not projected to be met at any of the study intersections under any of the analysis scenarios.
7. All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 buildout year, regardless of the potential increase in site trip generation upon development of the site. No operational mitigation is necessary or recommended at these intersections.



Project Description

Introduction

The proposed Talbott Subdivision will include the construction of 30 single-family detached dwellings located on one parcel in southwest Redmond, Oregon, while retaining one existing single-family dwelling. Based on comments from City of Redmond staff, this report conducts safety and capacity/level of service analyses at the following intersections:

1. SW 43rd Street at SW Reservoir Drive;
2. SW 43rd Street at SW Zenith Avenue;
3. SW 48th Street at SW Zenith Avenue (new site access);
4. SW 43rd Street at SW Badger Avenue; and
5. SW Badger Avenue at S Canal Boulevard

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendices to this report.

Location Description

The project site is located north of SW Zenith Avenue, east of SW Helmholtz Way, and west of SW 47th Street in Redmond, Oregon. The site consists of a single tax lot (lot 1001) which encompasses an approximate total of 9.47 acres. The site currently has a single-family home on the property, which will remain following construction of the proposed development.

Figure 1 presents an aerial image of the nearby vicinity with the project site outline in yellow.





Figure 1: Project Location (image from Google Earth)

Vicinity Streets

The proposed development is expected to impact five roadways near the site. Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Functional Classification	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SW Reservoir Drive	Major Collector	2 Lanes	35 mph Posted	Partial Both Sides	Not Permitted	Partial Both Sides
SW 43 rd Street	Minor Collector	2 Lanes	25 mph Statutory	Partial Both Sides	Partially Permitted	None
SW Zenith Avenue	Local Street	2 Lanes	25 mph Statutory	Both Sides	Permitted	None
SW Badger Avenue	Minor Collector*	2-3 Lanes	25 mph Statutory	Partial Both Sides	Partially Permitted	None
S Canal Boulevard	Minor Arterial	2-3 Lanes	20/35/45 mph Posted	Partial Both Sides	Not Permitted	Both Sides

Table Notes: *SW Badger Ave becomes a Local Road west of SW 43rd Street

Study Intersections

Based on coordination with City of Redmond staff, five intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

Number	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	SW 43 rd Street at SW Reservoir Drive	Four-Legged	Stop-Controlled	NB/SB Stop-Controlled
2	SW 43 rd Street at SW Zenith Avenue	Three-Legged	Stop-Controlled	EB Stop-Controlled
3	SW 48 th Street at SW Zenith Avenue (new site access)	Three-Legged	Stop-Controlled	SB Stop-Controlled
4	SW 43 rd Street at SW Badger Avenue*	Four-Legged	Stop-Controlled	NB/SB Stop-Controlled
5	SW Badger Avenue at S Canal Boulevard	Four-Legged	Stop-Controlled	EB/WB Stop-Controlled

Table Notes: SW 43rd Street at SW Badger Avenue is currently a three-legged intersection with a NB stop-controlled approach. Future plans call for an extension of SW 43rd Street from SW Antelope Avenue to SW Badger Avenue. This extension would result in a four-legged intersection with NB and SB stop-controlled approaches.

Transit

There are no transit lines located near the project site. The City of Redmond offers a Rural Dial-A-Ride service through Cascades East Transit.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.

LEGEND

○ STUDY INTERSECTION

⊥ STOP SIGN

🚲 BIKE LANE

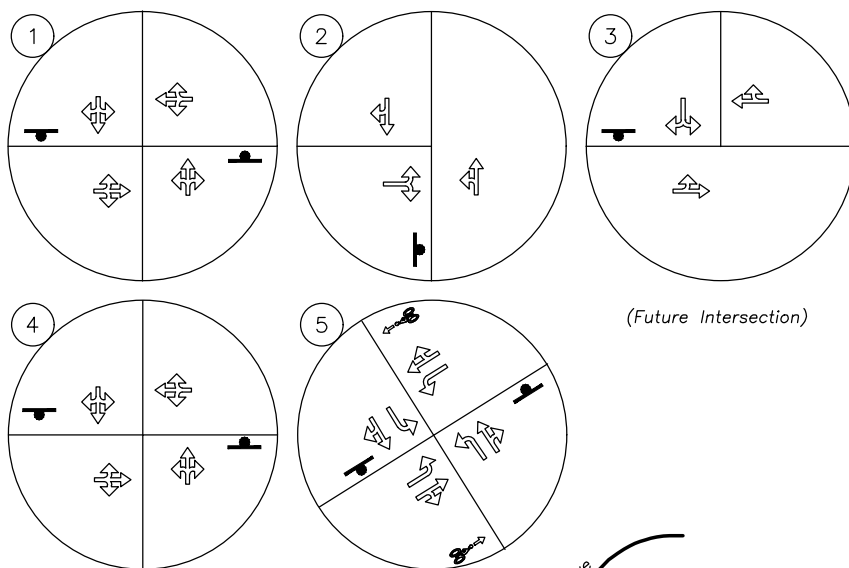
▨ PROJECT SITE

— ARTERIAL ROADWAY

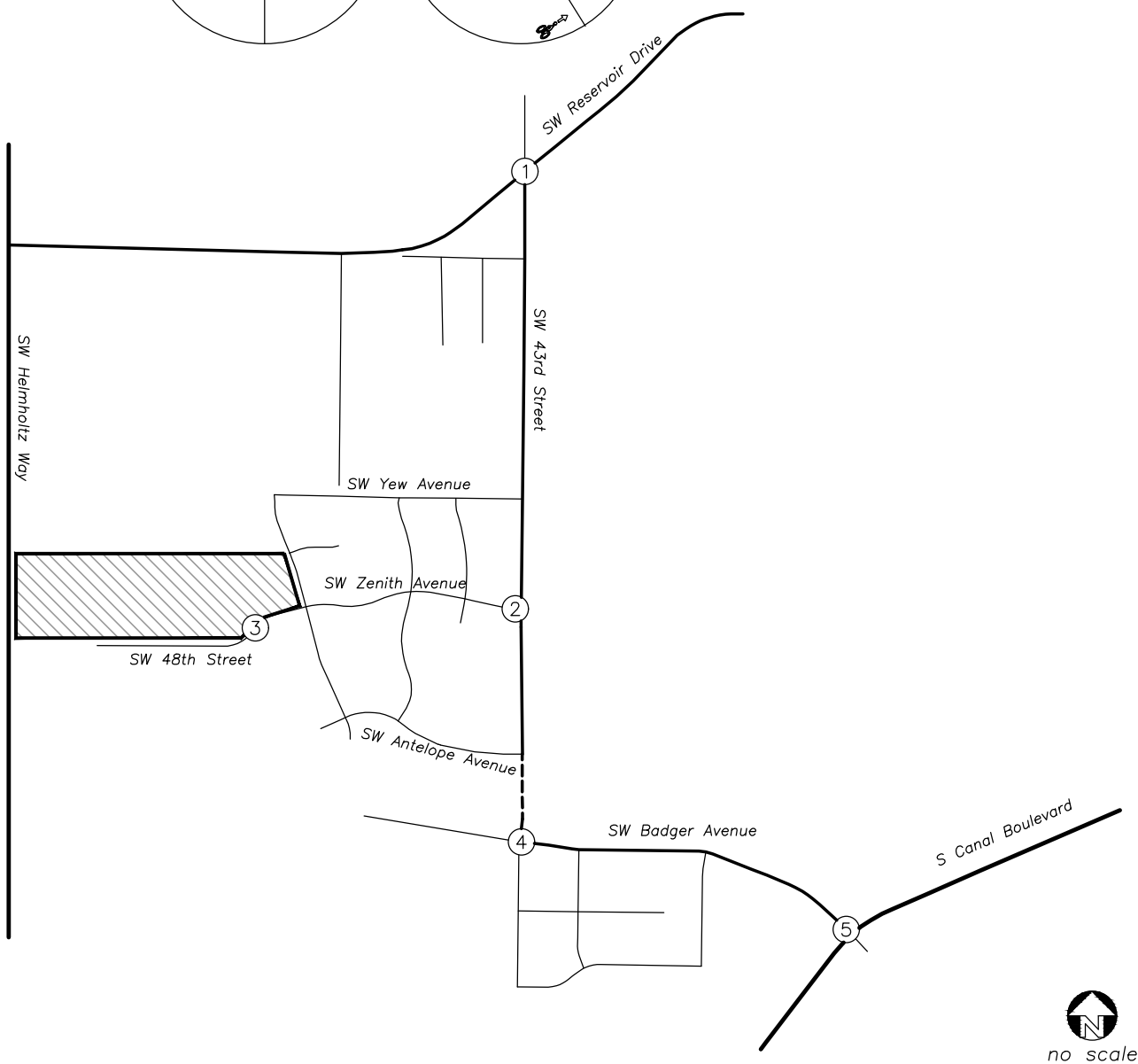
— COLLECTOR ROADWAY

— LOCAL ROADWAY

-- FUTURE CONNECTION



(Future Intersection)



Site Trips

Trip Generation

To determine the anticipated increase in trip generation due to the proposed development, the existing and proposed site trip generation were evaluated. The site currently has a single-family dwelling located on it.

To estimate the number of trips that will be generated by the existing single-family dwelling unit and the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Data from land use code 210, *Single-Family Detached Housing*, was used to estimate trip generation of both the existing single-family dwelling unit and the proposed development based on the number of dwelling units.

The trip generation calculations show that the proposed development is projected to generate an additional 30 evening peak hour trips and 284 average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in Appendix B.

Table 3: Trip Generation Summary

Land Use	ITE Code	Size/Rate	Evening Peak Hour			Weekday Total
			In	Out	Total	
Existing Single-Family Dwelling	210	1 unit	1	0	1	10
Proposed Development						
Existing Single-Family Dwelling	210	1 unit	1	0	1	10
New Single-Family Dwelling	210	30 units	19	11	30	284
Total Proposed Development			20	11	31	294
Net Increase in Site Trips			19	11	30	284

Trip Distribution

The directional distribution of site trips to and from the proposed site was estimated based on area travel patterns as determined per other area traffic studies. For the purpose of this analysis, it was assumed that the connection of SW 43rd Street to SW Badger Avenue is complete. The following trip distribution was estimated and used for analysis:

- Approximately 70 percent of site trips will travel to/from the north along S Canal Boulevard;
- Approximately 10 percent of site trips will travel to/from the south along S Canal Boulevard;
- Approximately 10 percent of site trips will travel to/from the east along SW Reservoir Drive; and
- Approximately 10 percent of site trips will travel to/from the west along SW Reservoir Drive.

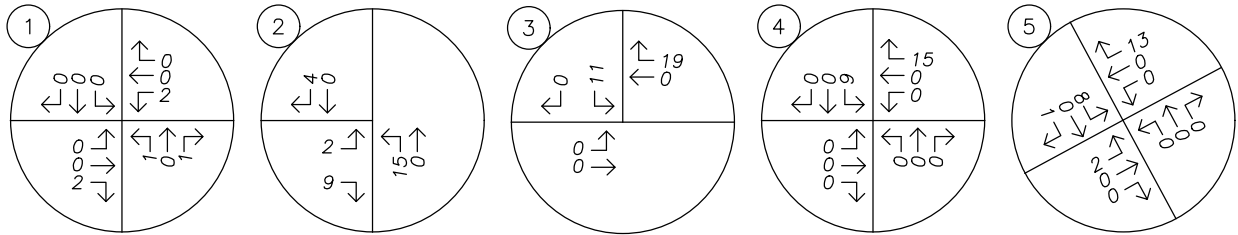
The trip distribution and assignment for the net additional site trips generated during the evening peak hour is shown in Figure 3.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

LEGEND

XX%
PERCENT OF PROJECT TRIPS

TRIP GENERATION			
	IN	OUT	TOTAL
PM	19	11	30



Traffic Volumes

Existing Conditions

Due to the ongoing COVID-19 viral pandemic, as of mid-March 2020, traffic volumes have been depressed relative to normal conditions. Under these conditions, traditional traffic count data collection methods are not recommended. Therefore, the following methodology was used to adjust recently collected traffic counts at the study intersections to estimate year 2021 traffic conditions without the influence of COVID-19:

- Existing traffic volumes along SW Zenith Avenue (west of SW 47th Street) were determined by referencing the trip distribution and assignment calculated for the adjacent Josie Meadows subdivision².
- Historical count data for the evening peak hour was obtained for the study intersection of SW Badger Avenue at SW Canal Boulevard. These counts were utilized for analysis whereby no COVID-19 adjustment factor was applied to this intersection. Historical counts were collected on the following dates:
 - Wednesday, March 4th, 2020, from 4:00 PM to 6:00 PM
 - Wednesday, October 11th, 2017, from 4:00 PM to 6:00 PM
- For the study intersection of SW Badger Avenue at SW Canal Boulevard, the historical count data taken on March 4th, 2020, was grown to reflect 2021 traffic conditions without the influence of COVID-19 by applying a two percent per year compounded growth factor to the counts over a one-year period.
- To determine existing volumes at the other study intersections, traffic counts were conducted at all study intersections on Wednesday, February 3rd, 2021, from 4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hour.
- COVID-19 adjustment factors were calculated by comparing the 2017, 2020, and 2021 evening peak period traffic counts collected at the intersection of SW Badger Avenue at SW Canal Boulevard. Year 2017 and year 2020 traffic counts were grown to reflect 2021 traffic conditions without the influence of COVID-19 by applying a two percent per year compounded growth factor to the counts over a four-year period and over a one-year period, respectively. Based on the difference in volumes, the following COVID-19 adjustment factors were calculated:
 - Evening peak hour (2017 volumes compared to 2021 volumes): 1.34
 - Evening peak hour (2020 volumes compared to 2021 volumes): 1.10

For a conservative analysis, a COVID-19 adjustment factor of 1.34 was applied to all study intersection turning movements for the evening peak hour volumes.

Figure 4 shows the existing traffic volumes at the study intersections during the evening peak hour.

² Lancaster Engineering, *Dunlap Annexation*, September 24th, 2015 (traffic impact study)

Background Conditions

To provide analysis of the impact of the proposed development, an estimate of future traffic volumes is required. A growth rate must be applied to recorded traffic volumes to calculate future volumes. A compounded growth rate of two percent per year was applied to the existing traffic volumes over a three-year period to determine year 2024 background volumes.

In addition to the expected background traffic growth in the site vicinity, the nearby Kinton Estates and Summit Crest Phase 5 subdivisions will impact future traffic volumes at the study intersections. The Kinton Estates development will be constructed at a location west of the Prairie Crossing subdivision and will include 65 single-family homes. The Summit Crest Phase 5 development will be constructed at a location east of SW Helmholtz Way and north of SW Wickiup Avenue and will include 42 single-family homes. Since these in-process developments will likely be contributing trips to the transportation system by 2024, additional in-process trips associated with the projects were included in the 2024 background traffic volumes. A figure showing the in-process trips generated by these developments that are expected to impact the study intersections is provided in Appendix C.

The roadway extension of SW 43rd Street between SW Antelope Avenue and SW Badger Avenue is anticipated to be completed by 2024 and will be designated as a minor collector according to the *Redmond Transportation System Plan*³. As a result, traffic patterns to and from the proposed development are likely to be different than what was reported from the 2021 traffic counts at the study intersections. In order to account for the roadway extension, the year 2024 background volumes were redistributed based on the estimated trip distribution described in the *Site Trips* section. Figures showing the year 2024 background volumes before and after the redistribution are provided in Appendix C.

To provide a conservative analysis of operation at the intersection of SW 43rd Street at SW Zenith Avenue, it was assumed that all trips traveling to/from the existing land uses to the west of SW 43rd Street developments utilize SW Zenith Avenue, although alternative travel routes such as SW Yew Avenue and SW Antelope Avenue are available (excluding SW Badger Avenue). At the intersection of SW 43rd Avenue at SW Badger Avenue it was assumed all trips accessing land uses to the south of SW Badger Avenue would utilize SW 43rd Avenue.

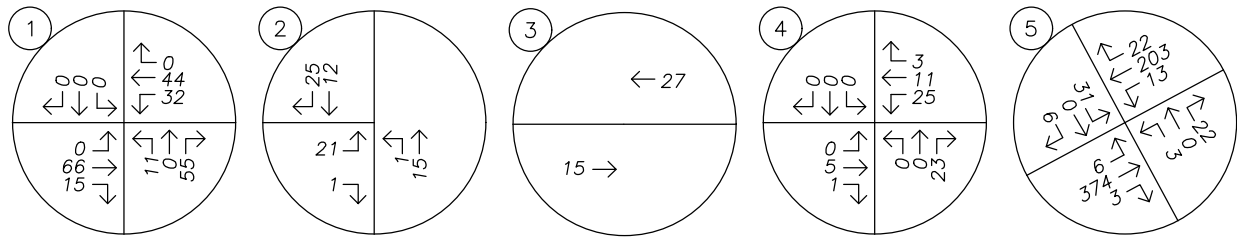
Figure 5 shows the projected year 2024 background traffic volumes at the study intersections during the evening peak hour. Figures A, B, and C present the 2024 background volumes (without in-process trips and rerouted volumes), in-process trips, and redistributed volumes, respectively.

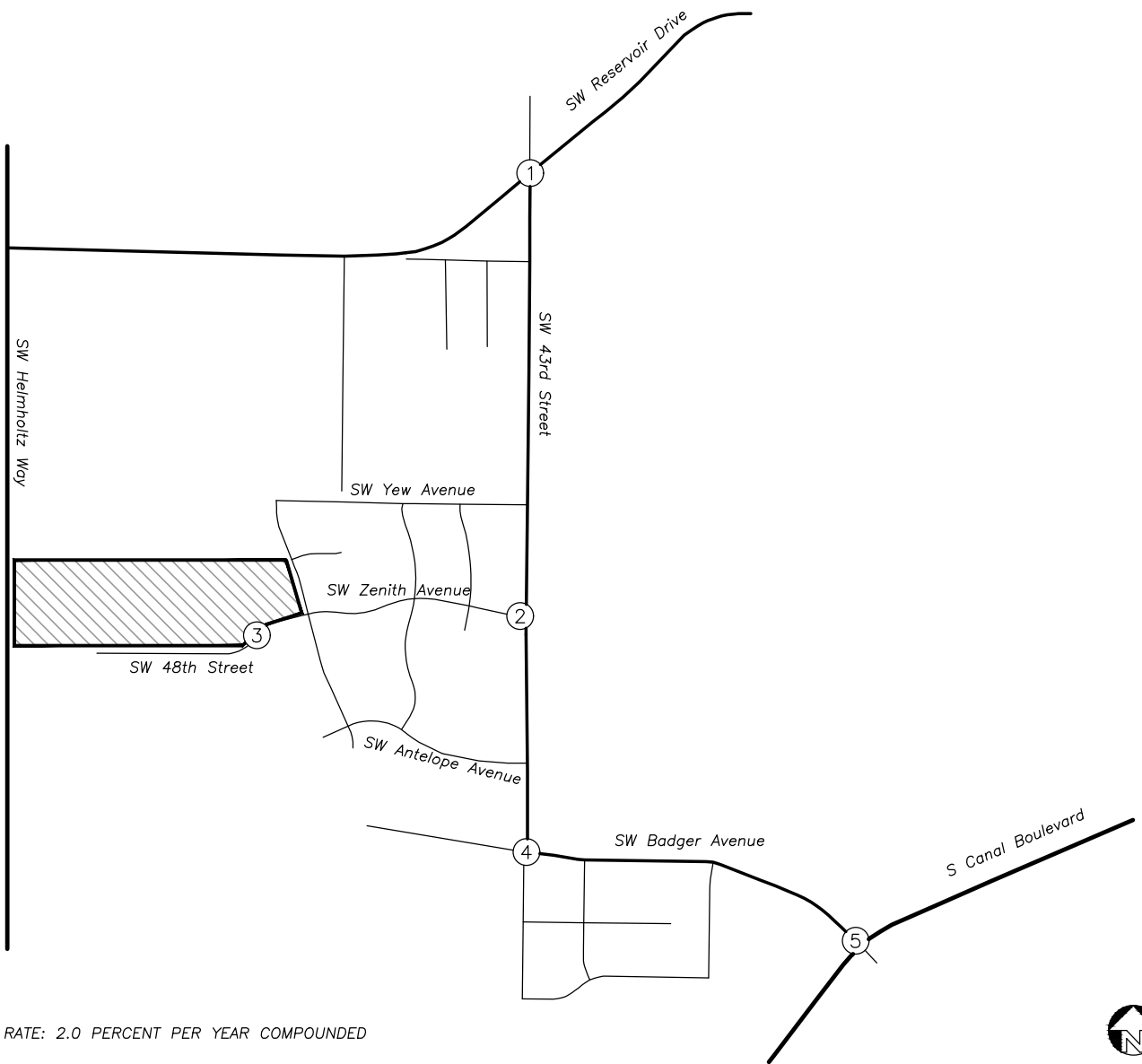
Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2024 background traffic volumes to obtain the expected year 2024 buildout volumes.

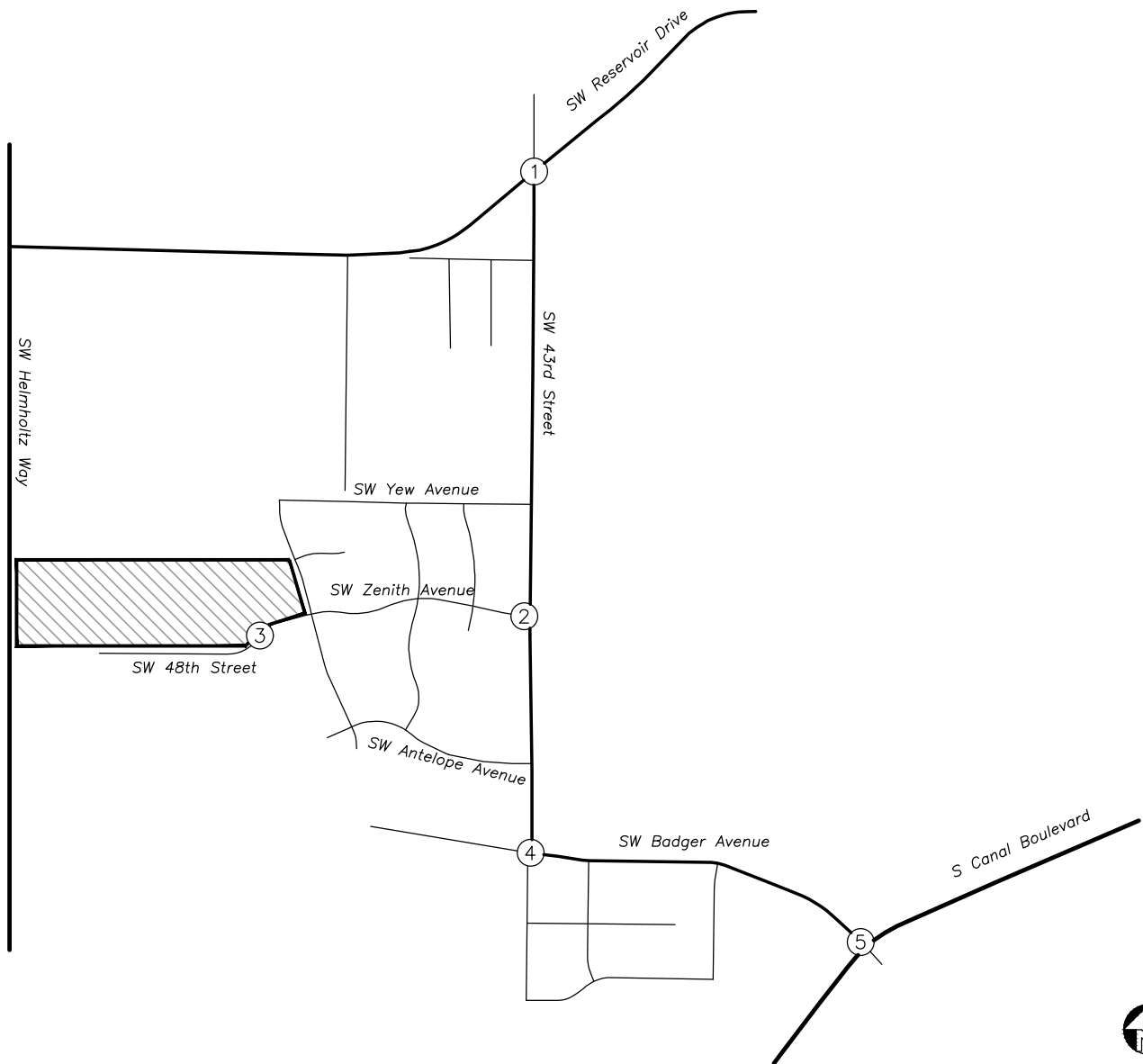
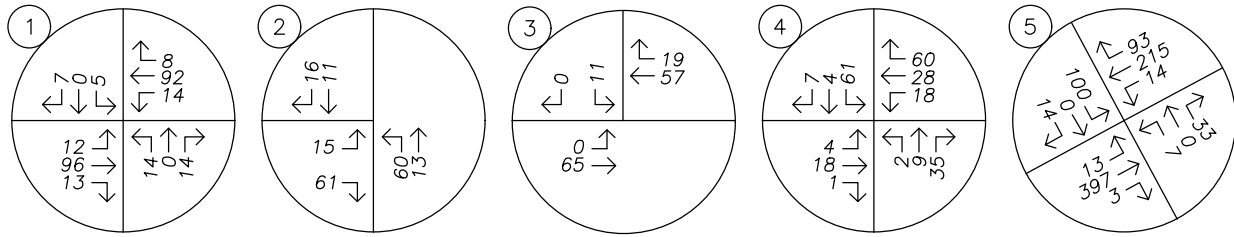
Figure 6 shows year 2024 buildout traffic volumes at the study intersections during the evening peak hour.

³ DKA Associates, *Redmond Transportation System Plan*, June 2008 (Figure 9-1)





no scale



Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2014 through December 2018) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- *PDO* – Property Damage Only;
- *Injury C* – Possible Injury;
- *Injury B* – Suspected Minor Injury;
- *Injury A* – Suspected Serious Injury; and
- *Fatality*

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.00 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in Appendix C.

Table 4: Crash Type Summary

Intersection		Crash Type							Total Crashes
		Turn	Rear End	Angle	Fixed Object	Side swipe	Ped/ Bike	Backing	
1	SW 43 rd Street at SW Reservoir Drive	0	0	0	0	0	0	0	0
2	SW 43 rd Street at SW Zenith Avenue	0	0	0	0	0	0	0	0
4	SW 43 rd Street at SW Badger Avenue	0	0	0	0	0	0	0	0
5	SW Badger Avenue at S Canal Boulevard	1	1	0	0	0	0	0	2

Table 5: Crash Severity and Rate Summary

Intersection		Severity					Total Crashes	AADT	Crash Rate
		PDO	C	B	A	Fatality			
1	SW 43 rd Street at SW Reservoir Drive	0	0	0	0	0	0	1,660	0.00
2	SW 43 rd Street at SW Zenith Avenue	0	0	0	0	0	0	570	0.00
4	SW 43 rd Street at SW Badger Avenue	0	0	0	0	0	0	510	0.00
5	SW Badger Avenue at S Canal Boulevard	1	0	1	0	0	2	6,200	0.18

Based on an analysis of the available crash data, all intersections are expected to operate relatively safely regarding the crash data analysis. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.

Sight Distance Evaluation

Intersection sight distance was measured for the proposed site access intersection on SW Zenith Avenue. Sight distance was measured and evaluated in accordance with standards established in *A Policy of Geometric Design of Highways and Streets*⁴. According to AASHTO, the driver's eye is assumed to be 15 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on a statutory speed of 25 mph along SW Zenith Avenue, the minimum recommended intersection sight distance is 280 feet. Sight distance to the east was measured to be greater than 300 feet, past the intersection of SW Zenith Avenue at SW 47th Street. Sight distance to the west was measured to be greater than 300 feet.

Adequate sight distances are available at the proposed site access intersection to ensure safe operation along SW Zenith Avenue. No sight distance mitigation is necessary or recommended.

Warrant Analysis

Left-Turn Lane Warrants

A left-turn refuge lane is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the *National Cooperative Highway Research Project's* (NCHRP) *Report 457*. Left-turn warrants were evaluated based on the number of advancing and opposing vehicles, number of turning vehicles, travel speed, and the number of through lanes.

⁴ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

Due to insufficient traffic volumes, left-turn lane warrants are not projected to be met at the study intersections of SW 43rd Street at SW Reservoir Drive and SW 43rd Street at SW Zenith Avenue under any of the analysis scenarios.

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for all unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections upon completion of the proposed development.

Due to insufficient traffic volumes, traffic signal warrants are not projected to be met at any of the study intersections under any of the analysis scenarios.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)⁵. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

All study intersections are under the jurisdiction of the City of Redmond. The City of Redmond Development Code 8.2815(1) contains the operational requirements for intersections, and performance standards for city streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.

Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 6 for the evening peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in Appendix D.

⁵ Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

Table 6: Capacity Analysis Summary

Intersection & Condition	PM Peak Hour		
	LOS	Delay (s)	V/C
1. SW 43 rd Street at SW Reservoir Drive			
2021 Existing Conditions	A	10	0.08
2024 Background Conditions	A	10	0.04
2024 Buildout Conditions	A	10	0.04
2. SW 43 rd Street at SW Zenith Avenue			
2021 Existing Conditions	A	9	0.03
2024 Background Conditions	A	9	0.10
2024 Buildout Conditions	A	9	0.12
3. SW 48 th Street at SW Zenith Avenue (new site access)			
2021 Existing Conditions	-	-	-
2024 Background Conditions	-	-	-
2024 Buildout Conditions	A	9	0.02
4. SW 43 rd Street at SW Badger Avenue			
2021 Existing Conditions	A	9	0.04
2024 Background Conditions	B	11	0.13
2024 Buildout Conditions	B	11	0.15
5. SW Badger Avenue at S Canal Boulevard			
2021 Existing Conditions	C	17	0.10
2024 Background Conditions	C	25	0.36
2024 Buildout Conditions	D	26	0.39

All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 buildout year, regardless of the potential increase in site trip generation upon development of the site. No operational mitigation is necessary or recommended at these intersections.

Conclusions

Based on an analysis of the available crash data, all intersections are expected to operate relatively safely regarding the crash data analysis. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.

Adequate sight distances are available at the proposed site access intersection to ensure safe operation along SW Zenith Avenue. No sight distance mitigation is necessary or recommended.

Due to insufficient traffic volumes, left-turn lane warrants are not projected to be met at the study intersections of SW 43rd Street at SW Reservoir Drive and SW 43rd Street at SW Zenith Avenue under any of the analysis scenarios.

Due to insufficient traffic volumes, traffic signal warrants are not projected to be met at any of the study intersections under any of the analysis scenarios.

All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 buildout year, regardless of the potential increase in site trip generation upon development of the site. No operational mitigation is necessary or recommended at these intersections.



Appendix A

Site Plan

Trip Generation Calculations

Left-Turn Lane Warrant Analysis

Preliminary Signal Warrant Analysis





TRIP GENERATION CALCULATIONS

Existing Single-Family Dwelling

Land Use: Single-Family Detached Housing

Land Use Code: 210

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Variable Value: 1

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	0	1	1

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	1	0	1

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

Source: Trip Generation Manual, Tenth Edition



TRIP GENERATION CALCULATIONS Proposed Development

Land Use: Single-Family Detached Housing

Land Use Code: 210

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Variable Value: 30

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	6	16	22

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	19	11	30

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	142	142	284

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	143	143	286

Source: Trip Generation Manual, Tenth Edition

Left-Turn Lane Warrant Analysis



Project: 21018 Talbott Subdivision
 Intersection: SW Reservoir Drive at SW 43rd Street
 Date: 3/18/2021
 Scenario: 2024 Buildout - PM Peak Hour (WB)

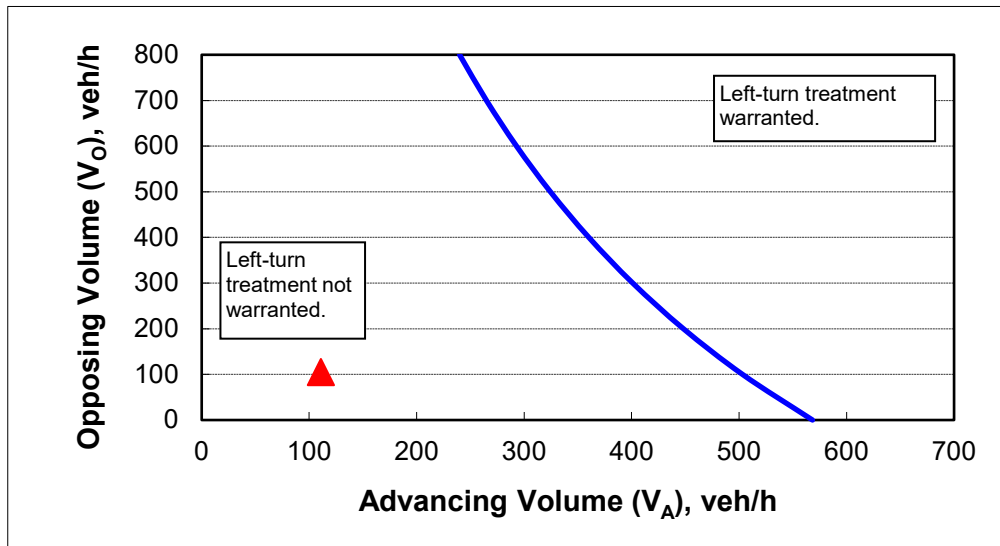
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	12%
Advancing volume (V_A), veh/h:	111
Opposing volume (V_O), veh/h:	105

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	500
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 21018 Talbott Subdivision
 Intersection: SW 43rd Street at SW Zenith Avenue
 Date: 3/18/2021
 Scenario: 2024 Buildout - PM Peak Hour (NB)

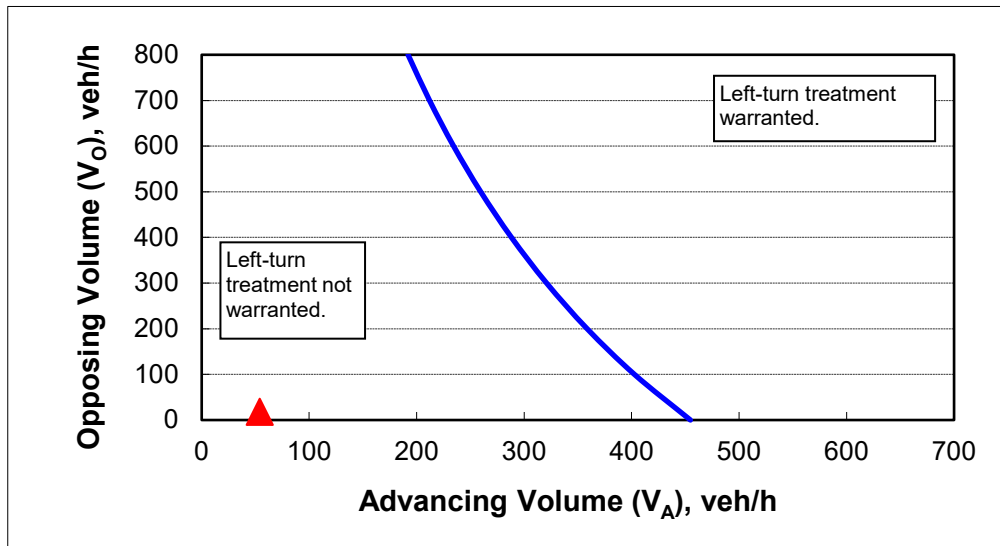
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	72%
Advancing volume (V_A), veh/h:	54
Opposing volume (V_O), veh/h:	18

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	445
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Traffic Signal Warrant Analysis



Project: 21018 - Talbott Subdivision
 Date: 3/17/2021
 Scenario: Year 2024 Buildout Conditions

Major Street:	SW Reservoir Dr	Minor Street:	SW 43rd Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	228	PM Peak Hour Volumes:	24

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess
 of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

WARRANT 1, CONDITION A

		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

WARRANT 1, CONDITION B

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	2,280	8,850	
Minor Street*	240	2,650	No
Condition B: Interruption of Continuous Traffic			
Major Street	2,280	13,300	
Minor Street*	240	1,350	No
Combination Warrant			
Major Street	2,280	10,640	
Minor Street*	240	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 21018 - Talbott Subdivision
 Date: 3/17/2021
 Scenario: Year 2024 Buildout Conditions

Major Street:	SW 43rd Street	Minor Street:	SW Zenith Avenue
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	54	PM Peak Hour Volumes:	36

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess
 of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

WARRANT 1, CONDITION A

		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

WARRANT 1, CONDITION B

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	540	8,850	
Minor Street*	360	2,650	No
Condition B: Interruption of Continuous Traffic			
Major Street	540	13,300	
Minor Street*	360	1,350	No
Combination Warrant			
Major Street	540	10,640	
Minor Street*	360	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 21018 - Talbott Subdivision
 Date: 3/17/2021
 Scenario: Year 2024 Buildout Conditions

Major Street:	SW Zenith Avenue	Minor Street:	Site Access
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	52	PM Peak Hour Volumes:	11

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess
 of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	520	8,850	
Minor Street*	110	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	520	13,300	
Minor Street*	110	1,350	No
<i>Combination Warrant</i>			
Major Street	520	10,640	
Minor Street*	110	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 21018 - Talbott Subdivision
 Date: 3/17/2021
 Scenario: Year 2024 Buildout Conditions

Major Street:	SW Badger Avenue	Minor Street:	SW 43rd Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	140	PM Peak Hour Volumes:	48

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	1,400	8,850	
Minor Street*	480	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	1,400	13,300	
Minor Street*	480	1,350	No
<i>Combination Warrant</i>			
Major Street	1,400	10,640	
Minor Street*	480	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 21018 - Talbott Subdivision
 Date: 3/17/2021
 Scenario: Year 2024 Buildout Conditions

Major Street:	SW Canal Boulevard	Minor Street:	SW Badger Avenue
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	796	PM Peak Hour Volumes:	111

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess
 of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	7,960	8,850	
Minor Street*	1,110	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	7,960	13,300	
Minor Street*	1,110	1,350	No
<i>Combination Warrant</i>			
Major Street	7,960	10,640	
Minor Street*	1,110	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Appendix B

Traffic Counts





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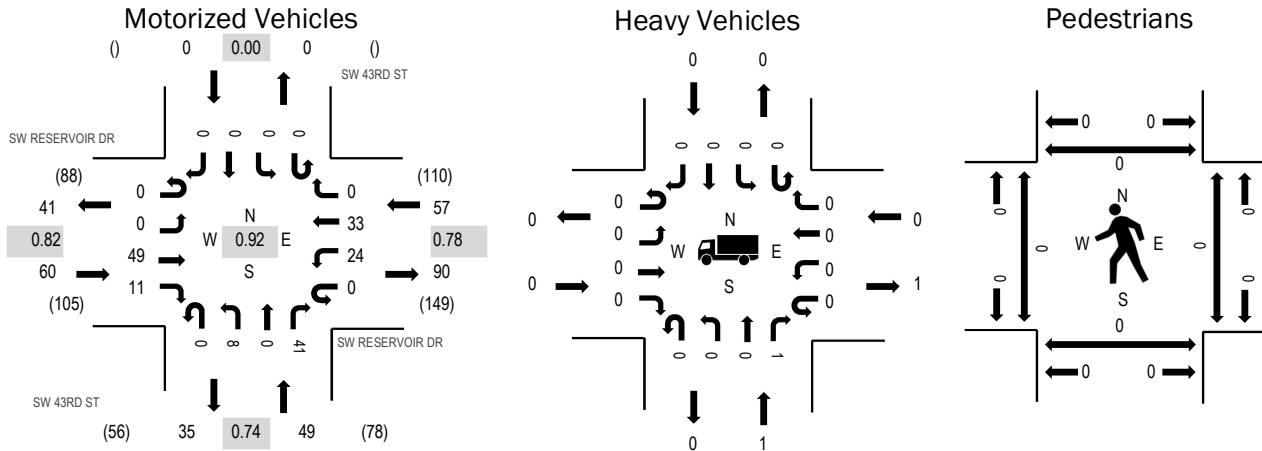
Location: 1 SW 43RD ST & SW RESERVOIR DR PM

Date: Wednesday, February 3, 2021

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.82
WB	0.0%	0.78
NB	2.0%	0.74
SB	0.0%	0.00
All	0.6%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	SW RESERVOIR DR Eastbound				SW RESERVOIR DR Westbound				SW 43RD ST Northbound				SW 43RD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	4	3	0	4	6	0	0	0	0	4	0	0	0	0	21	166
4:05 PM	0	0	4	2	0	1	1	0	0	1	0	6	0	0	0	0	15	155
4:10 PM	0	0	2	1	0	2	1	0	0	0	0	3	0	0	0	0	9	156
4:15 PM	0	0	7	1	0	4	3	0	0	1	0	1	0	0	0	0	17	160
4:20 PM	0	0	0	0	0	0	3	0	0	1	0	3	0	0	0	0	7	158
4:25 PM	0	0	4	0	0	3	0	0	0	2	0	7	0	0	0	0	16	161
4:30 PM	0	0	7	0	0	1	4	0	0	0	0	1	0	0	0	0	13	152
4:35 PM	0	0	5	0	0	2	1	0	0	1	0	6	0	0	0	0	15	150
4:40 PM	0	0	5	1	0	0	1	0	0	0	0	1	0	0	0	0	8	145
4:45 PM	0	0	4	1	0	2	4	0	0	1	0	5	0	0	0	0	17	149
4:50 PM	0	0	3	0	0	2	4	0	0	1	0	1	0	0	0	0	11	142
4:55 PM	0	0	4	2	0	3	5	0	0	0	0	3	0	0	0	0	17	137
5:00 PM	0	0	4	0	0	1	0	0	0	1	0	4	0	0	0	0	10	127
5:05 PM	0	0	7	1	0	1	3	0	0	2	0	2	0	0	0	0	16	
5:10 PM	0	0	6	0	0	0	4	0	0	1	0	2	0	0	0	0	13	
5:15 PM	0	0	3	2	0	2	4	0	0	2	0	2	0	0	0	0	15	
5:20 PM	0	0	1	1	0	2	5	0	0	1	0	0	0	0	0	0	10	
5:25 PM	0	0	2	1	0	0	2	0	0	2	0	0	0	0	0	0	7	
5:30 PM	0	0	2	0	0	2	4	0	0	0	0	3	0	0	0	0	11	
5:35 PM	0	0	2	0	0	0	7	0	0	0	0	1	0	0	0	0	10	
5:40 PM	0	0	5	1	0	3	2	0	0	0	0	1	0	0	0	0	12	
5:45 PM	0	0	2	0	0	1	4	0	0	0	0	3	0	0	0	0	10	
5:50 PM	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	6	
5:55 PM	0	0	3	0	0	1	2	0	0	0	0	1	0	0	0	0	7	
Count Total	0	0	88	17	0	39	71	0	0	17	0	61	0	0	0	0	293	
Peak Hour	0	0	49	11	0	24	33	0	0	8	0	41	0	0	0	0	166	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	2	0	0	2	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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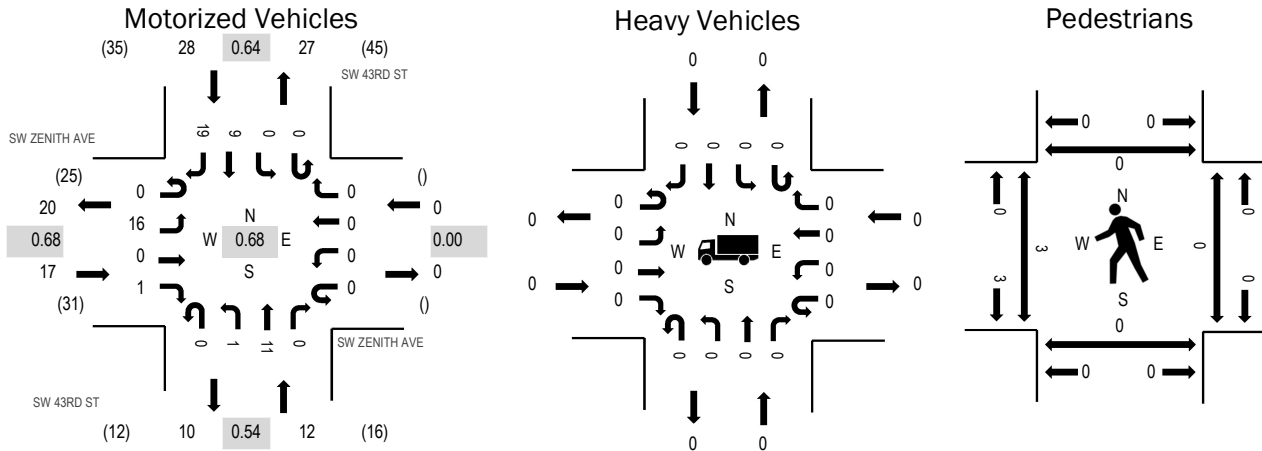
Location: 2 SW 43RD ST & SW ZENITH AVE PM

Date: Wednesday, February 3, 2021

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.68
WB	0.0%	0.00
NB	0.0%	0.54
SB	0.0%	0.64
All	0.0%	0.68

Traffic Counts - Motorized Vehicles

Interval Start Time	SW ZENITH AVE Eastbound				SW ZENITH AVE Westbound				SW 43RD ST Northbound				SW 43RD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	7	57
4:05 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5	55
4:10 PM	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	1	5	51
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	3	9	50
4:20 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	42
4:25 PM	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	2	10	42
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	33
4:35 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	34
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
4:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	3	7	33
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	26
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	4	27
5:00 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	25
5:05 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:10 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
5:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
Count Total	0	30	0	1	0	0	0	0	0	1	15	0	0	0	11	24	82	
Peak Hour	0	16	0	1	0	0	0	0	0	1	11	0	0	0	9	19	57	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	2	0	0	0	2
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0	Count Total	3	0	0	0	3
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	3	0	0	0	3



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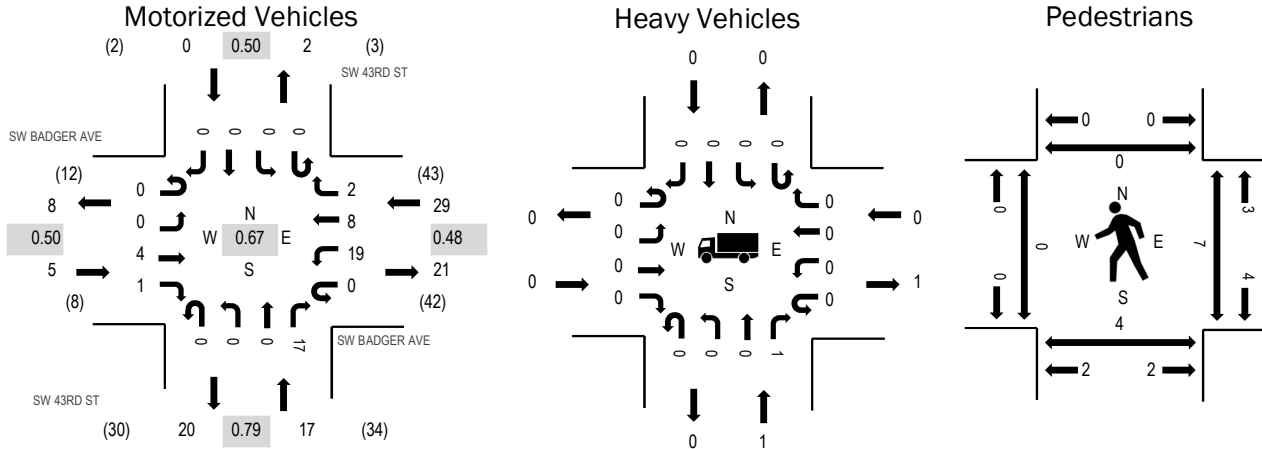
Location: 3 SW 43RD ST & SW BADGER AVE PM

Date: Wednesday, February 3, 2021

Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.48
NB	5.9%	0.79
SB	0.0%	0.50
All	2.0%	0.67

Traffic Counts - Motorized Vehicles

Interval Start Time	SW BADGER AVE Eastbound				SW BADGER AVE Westbound				SW 43RD ST Northbound				SW 43RD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47
4:05 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	51
4:10 PM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	5	51
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	50
4:20 PM	0	0	1	0	0	4	1	0	0	0	0	1	0	0	0	0	7	50
4:25 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	46
4:30 PM	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	0	6	42
4:35 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	3	37
4:40 PM	0	0	1	1	0	1	0	0	0	0	0	3	0	0	0	0	6	37
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	34
4:50 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	35
4:55 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	39
5:00 PM	0	0	0	0	0	2	0	1	0	0	0	2	0	0	0	0	5	40
5:05 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	
5:10 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	
5:20 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	
5:40 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	
5:45 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	
5:50 PM	0	0	1	0	0	3	0	0	0	0	0	2	0	0	0	0	6	
5:55 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	
Count Total	0	0	7	1	0	29	11	3	0	0	0	34	0	1	0	1	87	
Peak Hour	0	0	4	1	0	19	8	2	0	0	0	17	0	0	0	0	51	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	2	0	2
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	2	0	2
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	2	0	5
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	3	0	3	5:05 PM	0	5	0	0	5
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	1	2
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	1	0	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	0	3	0	3	Count Total	1	12	7	1	21
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	4	7	0	11



ALL TRAFFIC DATA SERVICES

(303) 216-2439

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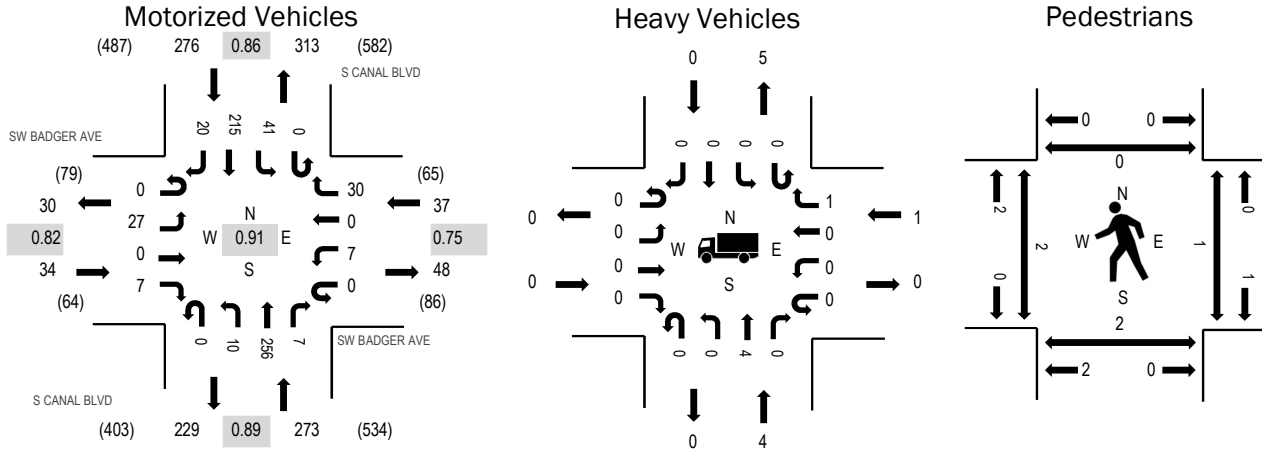
Location: 4 S CANAL BLVD & SW BADGER AVE PM

Date: Wednesday, February 3, 2021

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.82
WB	2.7%	0.75
NB	1.5%	0.89
SB	0.0%	0.86
All	0.8%	0.91

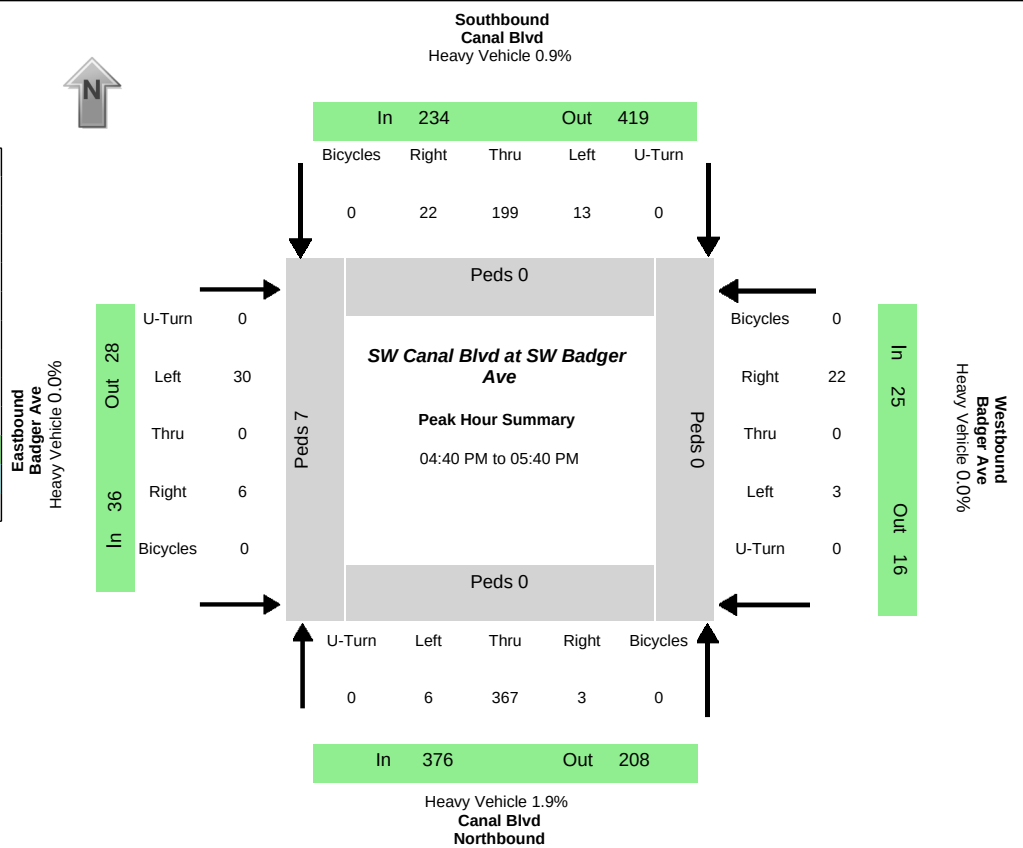
Traffic Counts - Motorized Vehicles

Interval Start Time	SW BADGER AVE Eastbound				SW BADGER AVE Westbound				S CANAL BLVD Northbound				S CANAL BLVD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	0	1	0	2	0	1	0	0	17	2	0	2	17	3	48	559
4:05 PM	0	4	0	0	0	1	0	6	0	2	18	2	0	3	17	4	57	567
4:10 PM	0	0	0	2	0	0	0	4	0	2	19	1	0	3	13	3	47	562
4:15 PM	0	2	1	2	0	1	0	1	0	1	15	1	0	3	11	5	43	570
4:20 PM	0	1	0	0	0	1	0	1	0	2	17	1	0	0	12	1	36	591
4:25 PM	0	0	0	0	0	0	0	1	0	3	19	0	0	2	14	5	44	603
4:30 PM	0	1	0	1	0	1	0	0	0	1	20	0	0	3	12	5	44	614
4:35 PM	0	0	0	1	0	0	0	3	0	1	32	1	0	2	11	0	51	617
4:40 PM	0	1	0	2	0	1	0	2	0	0	16	0	0	1	14	1	38	616
4:45 PM	0	4	0	2	0	0	0	1	0	2	15	1	0	7	26	1	59	620
4:50 PM	0	1	0	1	0	1	0	2	0	2	16	1	0	2	17	1	44	617
4:55 PM	0	2	0	0	0	2	0	2	0	2	14	0	0	2	23	1	48	604
5:00 PM	0	0	0	0	0	2	0	2	0	0	28	0	0	6	15	3	56	591
5:05 PM	0	4	0	0	0	0	0	3	0	0	22	1	0	1	19	2	52	
5:10 PM	0	1	0	0	0	0	0	6	0	0	25	1	0	5	15	2	55	
5:15 PM	0	5	0	1	0	0	0	3	0	2	20	1	0	2	27	3	64	
5:20 PM	0	2	0	0	0	0	0	3	0	1	20	0	0	2	18	2	48	
5:25 PM	0	3	0	0	0	1	0	2	0	0	31	0	0	3	13	2	55	
5:30 PM	0	2	0	1	0	0	0	3	0	1	18	1	0	3	17	1	47	
5:35 PM	0	3	0	1	0	0	0	1	0	0	30	0	0	3	12	0	50	
5:40 PM	0	0	0	1	0	1	0	2	0	0	17	1	0	5	13	2	42	
5:45 PM	0	0	0	0	0	0	0	2	0	4	27	2	0	4	16	1	56	
5:50 PM	0	0	0	2	0	0	0	0	0	3	14	0	0	1	10	1	31	
5:55 PM	0	5	0	1	0	0	0	0	0	0	17	1	0	2	8	1	35	
Count Total	0	44	1	19	0	14	0	51	0	29	487	18	0	67	370	50	1,150	
Peak Hour	0	27	0	7	0	7	0	30	0	10	256	7	0	41	215	20	620	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

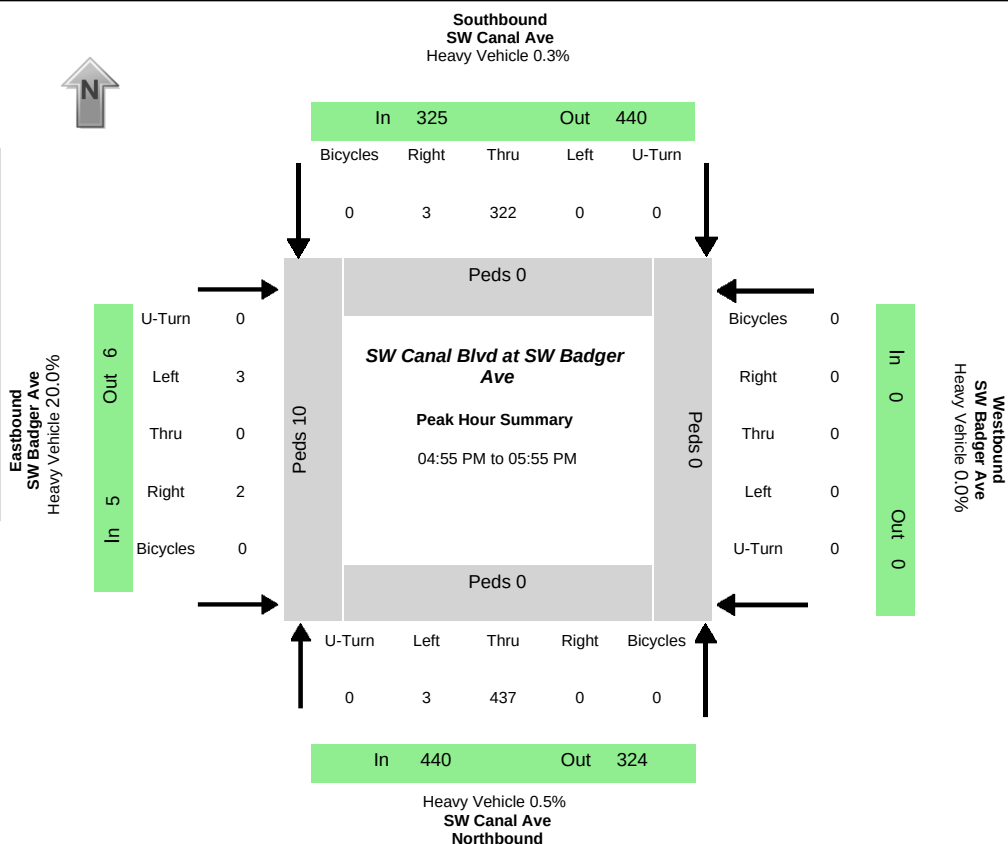
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	2	0	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	2	0	0	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1
5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1	5:25 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	1	1	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	4	1	1	8	Count Total	0	1	0	0	1	Count Total	4	2	2	0	8
Peak Hour	0	4	1	0	5	Peak Hour	0	1	0	0	1	Peak Hour	3	2	1	0	6

Data Provided by K-D-N.com 503-594-4224	
N/S street	Canal Blvd
E/W street	Badger Ave
City, State	Redmond OR
Site Notes	
Location	44.23755 - -121.21244
Start Date	Wednesday, March 04, 2020
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.89



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
6	367	3	0	13	199	22	0	30	0	6	0	3	0	22	0	376	234	36	25	208	419	28	16
Percent Heavy Vehicles																							
0.0%	1.9%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.9%	0.0%	0.0%	1.0%	1.7%	0.0%	0.0%
PHV - Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7		
All Vehicle Volumes																							
Time	Northbound Canal Blvd				Southbound Canal Blvd				Eastbound Badger Ave				Westbound Badger Ave				15 Min Sum	1 HR Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
04:00:00 PM	0	23	0	0	0	13	2	1	4	0	0	0	0	0	0	2	0						
04:05:00 PM	0	18	0	0	0	12	3	0	4	0	1	0	0	0	3	0							
04:10:00 PM	1	19	0	0	2	10	0	0	4	0	3	0	1	0	1	0	127						
04:15:00 PM	2	22	0	0	2	14	1	0	0	0	1	0	1	0	2	0	127						
04:20:00 PM	1	26	1	0	1	16	1	0	2	0	2	0	0	0	2	0	138						
04:25:00 PM	1	17	1	0	1	8	2	0	0	0	2	0	0	0	0	0	129						
04:30:00 PM	1	18	0	0	0	13	3	0	3	0	0	0	0	0	5	0	127						
04:35:00 PM	0	15	1	0	1	11	0	0	3	0	2	0	2	0	2	0	112						
04:40:00 PM	0	13	0	0	3	24	1	0	0	0	1	0	1	0	5	0	128						
04:45:00 PM	0	33	0	0	0	20	6	0	4	0	0	0	0	0	1	0	149						
04:50:00 PM	0	27	0	0	3	17	1	0	1	0	2	0	1	0	1	0	165						
04:55:00 PM	2	23	0	0	0	12	1	0	1	0	0	0	0	0	3	0	159	543					
05:00:00 PM	0	22	0	0	1	24	0	0	3	0	0	0	0	0	2	0	147	550					
05:05:00 PM	0	44	0	0	2	18	3	0	3	0	0	0	0	0	0	0	164	579					
05:10:00 PM	0	35	1	0	1	14	1	0	5	0	0	0	0	0	3	0	182	598					
05:15:00 PM	1	30	0	0	1	17	1	0	6	0	0	0	0	0	3	0	189	612					
05:20:00 PM	1	24	0	0	1	18	1	0	0	0	1	0	1	0	0	0	166	607					
05:25:00 PM	0	33	1	0	0	11	3	0	4	0	2	0	0	0	1	0	161	630					
05:30:00 PM	2	28	1	0	0	14	1	0	2	0	0	0	0	0	1	0	151	636					
05:35:00 PM	0	55	0	0	1	10	3	0	1	0	0	0	0	0	2	0	176	671					
05:40:00 PM	0	26	0	0	3	14	0	0	2	0	2	0	0	0	1	0	169	671					
05:45:00 PM	0	25	0	0	0	17	1	0	1	0	0	0	0	0	0	0	164	651					
05:50:00 PM	1	16	0	0	1	12	0	0	1	0	0	0	0	0	0	0	123	629					
05:55:00 PM	0	11	0	0	2	15	2	0	1	0	0	0	0	0	0	1	107	619					

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Canal Ave
E/W street	SW Badger Ave
City, State	Redmond OR
Site Notes	
Location	44.237572 - -121.212399
Start Date	Tuesday, October 03, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:55:00 PM
Peak 15 Min Start	05:20:00 PM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																									
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB		
3	437	0	0	0	322	3	0	3	0	2	0	0	0	0	0	440	325	5	0	324	440	6	0		
Percent Heavy Vehicles																									
0.0%	0.5%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.3%	20.0%	0.0%	0.6%	0.5%	0.0%	0.0%		
PHV- Bicycles																PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB					
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	10	0		10			
All Vehicle Volumes																				15 Min Sum				1 HR Sum	
Time	Northbound SW Canal Ave				Southbound SW Canal Ave				Eastbound SW Badger Ave				Westbound SW Badger Ave												
04:00:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0							
04:00:00 PM	0	30	0	0	0	30	0	0	0	0	0	1	0	0	0	0	0	0							
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
04:05:00 PM	0	24	0	0	0	23	0	0	1	0	0	0	0	0	0	0	0	0							
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169						
04:10:00 PM	0	29	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	169						
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	155						
04:15:00 PM	0	23	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	155						
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151						
04:20:00 PM	0	26	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	151						
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139						
04:25:00 PM	0	22	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	139						
04:30:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139						
04:30:00 PM	0	25	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	139						
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141						
04:35:00 PM	0	28	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	141						
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149						
04:40:00 PM	0	28	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	149						
04:45:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	158						
04:45:00 PM	0	31	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	158						
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169						
04:50:00 PM	0	44	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	169						
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	628					
04:55:00 PM	0	31	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	171	628					

05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	171	623
05:00:00 PM	1	34	0	0	0	22	0	0	0	0	0	0	171	623
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	155	616
05:05:00 PM	0	29	0	0	0	11	1	0	0	0	0	0	155	616
05:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	156	615
05:10:00 PM	0	29	0	0	0	28	0	0	0	0	0	0	156	615
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	153	621
05:15:00 PM	0	33	0	0	0	19	1	0	0	0	0	0	153	621
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	189	654
05:20:00 PM	1	42	0	0	0	33	0	0	1	0	0	0	189	654
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	200	676
05:25:00 PM	0	50	0	0	0	18	0	0	1	0	0	0	200	676
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	230	712
05:30:00 PM	1	45	0	0	0	38	0	0	0	0	0	0	230	712
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	221	734
05:35:00 PM	0	45	0	0	0	22	0	0	0	0	1	0	221	734
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	228	755
05:40:00 PM	0	39	0	0	0	37	0	0	0	0	0	0	228	755
05:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	204	758
05:45:00 PM	0	23	0	0	0	34	1	0	0	0	0	0	204	758
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	205	770
05:50:00 PM	0	35	0	0	0	33	0	0	1	0	0	0	205	770
05:55:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	170	754
05:55:00 PM	1	23	0	0	0	16	0	0	0	0	0	0	170	754

Appendix C

Crash History Data

In-Process Trips



OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF REDMOND, DESCHUTES COUNTY

BADGER AVE at 43RD ST, City of Redmond, Deschutes County, 01/01/2014 to 12/31/2018

S	D M																														
SER#	P	R	J	S	W	DATE	CLASS	CITY	STREET	INT-TYPE					SPCL USE																
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST	STREET	RD	CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE	A	S									
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND	STREET	DIRECT		LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED						
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS		LOCTN		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE

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CITY OF REDMOND, DESCHUTES COUNTY

BADGER AVE at CANAL BLVD, City of Redmond, Deschutes County, 01/01/2014 to 12/31/2018

1 - 2 of 2 Crash records shown.

SER#	S	P	D	M	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE		
INVEST	E	A	U	I	C	O	DAY			DIST	FIRST STREET		(MEDIAN)	TRAF-	RNDBT	SURF	COLL	TRLR QTY	FROM		G	E	LICNS					
RD DPT	E	L	G	N	H	R	TIME			FROM	SECOND STREET	DIRECT	LEGS	CONTL	DRVWY	LIGHT	SVRTY	OWNER	TO	P#	TYPE	SVRTY	E	X	RES	LOC		
UNLOC?	D	C	S	V	L	K	LAT			LONG	LRS	LOCTN	(#LANES)					V# TYPE										
00188	N	N	N		N	N	02/03/2014			16	BADGER AVE	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE 0	STRGHT									
CITY							MO			0	CANAL BLVD	SW		UNKNOWN	N	ICE	REAR	PRVTE	SW-NE						000	00		
N							7A					06	0		N	DAY	INJ	PSNGR CAR		01	DRVR	INJB	17	F	OR-Y	026	000	07
N							44 14 15.3438719			-121 12 44.44524															OR<25			
																		02 NONE 0 PRVTE PSNGR CAR	STOP SW-NE	01	DRVR	NONE	25	M	OR-Y	000	011 000	00 00
																									OR<25			
00083	N	N	N		N	N	01/13/2016			16	BADGER AVE	INTER	3-LEG	N	N	CLD	ANGL-OTH	01 NONE 9	STRGHT									
CITY							WE			0	CANAL BLVD	CN		STOP SIGN	N	SNO	TURN	N/A	NE-SW							000	00	
N							7A					03	0		N	DAWN	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N							44 14 15.34 44.45			-121 12 44.45															UNK			
																		02 NONE 9 N/A PSNGR CAR	TURN-L W -NE	01	DRVR	NONE	00	Unk	UNK	000	015 000	00 00
																									UNK			

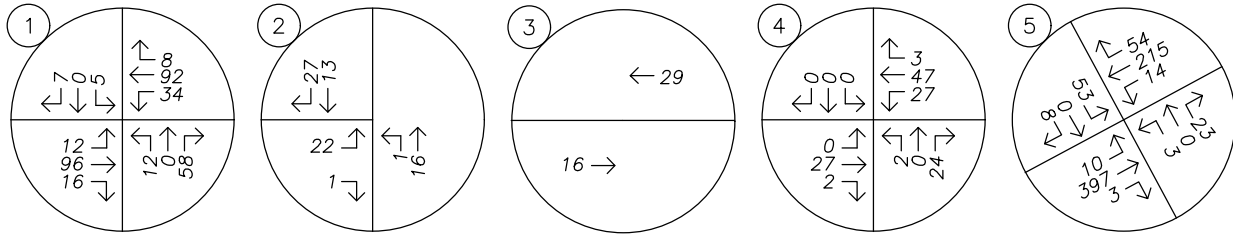
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CITY OF REDMOND, DESCHUTES COUNTY

43RD ST and Intersectional Crashes at 43RD ST, City of Redmond, Deschutes County, 01/01/2014 to 12/31/2018

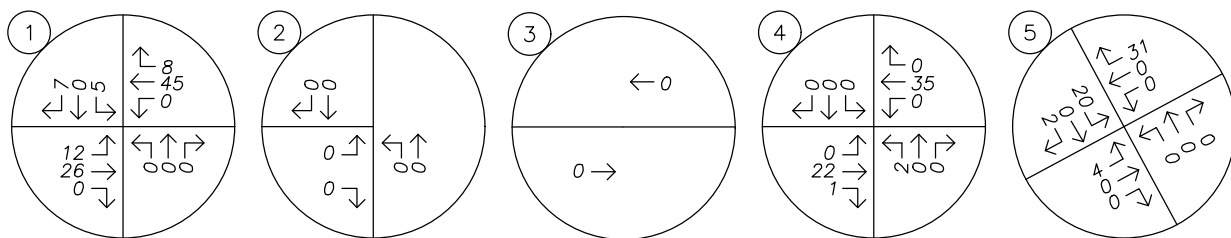
	S	D	M																												
SER#	P	R	J	S	W	DATE	CLASS	CITY	STREET			INT-TYPE									SPCL	USE									
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST	STREET	RD	CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE					A	S					
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND	STREET	DIRECT		LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM		PRTC	INJ	G	E	LICNS	PED					
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS		LOCTN		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE

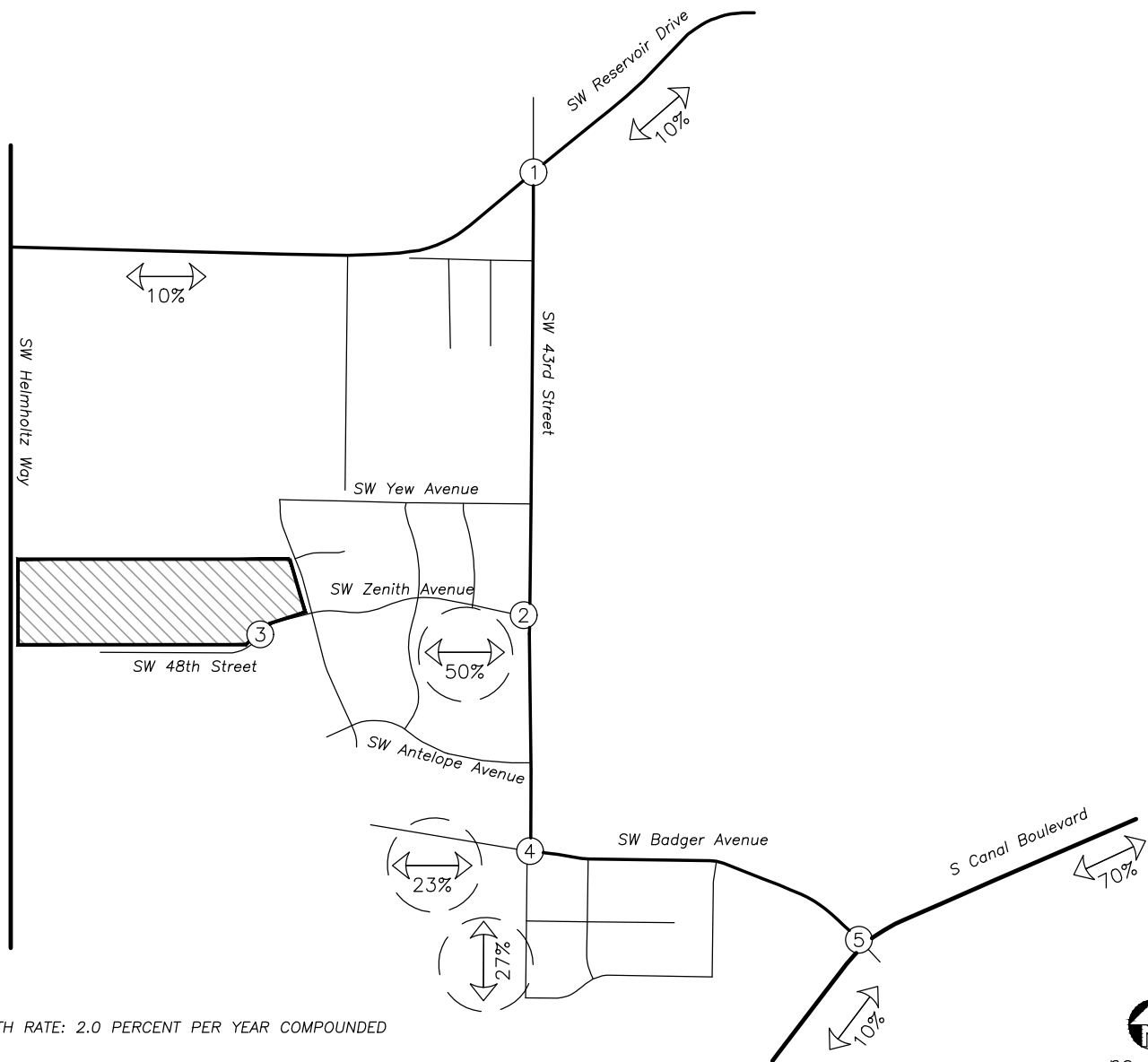
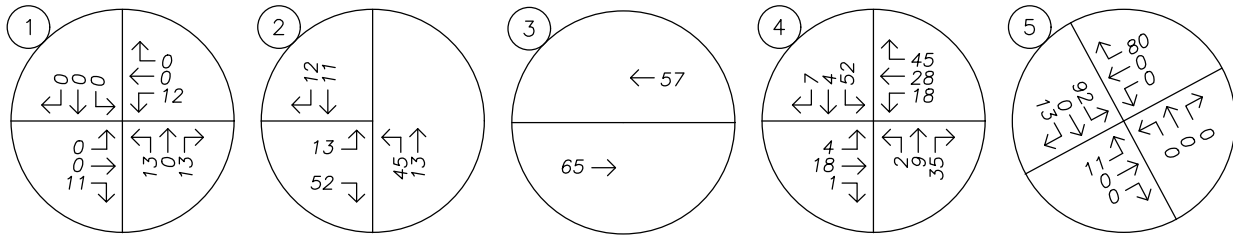
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GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED







GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED

Appendix D

Synchro Reports



HCM 6th TWSC
1: SW Reservoir Drive & SW 43rd Street

03/30/2021

Intersection												
Int Delay, s/veh	3.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	11	1	55	1	1	1	1	66	15	32	44	1
Future Vol, veh/h	11	1	55	1	1	1	1	66	15	32	44	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	1	60	1	1	1	1	72	16	35	48	1
Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	202	201	80	232	209	49	49	0	0	88	0	0
Stage 1	82	82	-	119	119	-	-	-	-	-	-	-
Stage 2	120	119	-	113	90	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	756	695	980	727	692	1025	1571	-	-	1520	-	-
Stage 1	926	827	-	890	801	-	-	-	-	-	-	-
Stage 2	884	797	-	897	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	678	980	669	675	1025	1571	-	-	1520	-	-
Mov Cap-2 Maneuver	740	678	-	669	675	-	-	-	-	-	-	-
Stage 1	925	826	-	889	782	-	-	-	-	-	-	-
Stage 2	861	778	-	840	823	-	-	-	-	-	-	-
Approach	NB		SB		NE		SW					
HCM Control Delay, s	9.2		9.8		0.1		3.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR				
Capacity (veh/h)	1571	-	-	925	759	1520	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.079	0.004	0.023	-	-				
HCM Control Delay (s)	7.3	0	-	9.2	9.8	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.1	-	-				

Intersection

Int Delay, s/veh 2.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 21 1 1 15 12 25

Future Vol, veh/h 21 1 1 15 12 25

Conflicting Peds, #/hr 0 0 3 0 0 3

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 68 68 68 68 68 68

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 31 1 1 22 18 37

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 64 40 58 0 - 0

Stage 1 40 - - - - -

Stage 2 24 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 947 1037 1559 - - -

Stage 1 988 - - - - -

Stage 2 1004 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 940 1034 1555 - - -

Mov Cap-2 Maneuver 940 - - - - -

Stage 1 984 - - - - -

Stage 2 1001 - - - - -

Approach EB NB SB

HCM Control Delay, s 8.9 0.5 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1555 - 944 - -

HCM Lane V/C Ratio 0.001 - 0.034 - -

HCM Control Delay (s) 7.3 0 8.9 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

HCM 6th TWSC
4: SW 43rd Avenue & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	25	11	3	1	1	23	1	1	1
Future Vol, veh/h	1	5	1	25	11	3	1	1	23	1	1	1
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	7	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	6	6	6	0	0	0
Mvmt Flow	1	7	1	37	16	4	1	1	34	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	12	0	0	107	108	19	126	106	18
Stage 1	-	-	-	-	-	-	14	14	-	92	92	-
Stage 2	-	-	-	-	-	-	93	94	-	34	14	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1609	-	-	1620	-	-	863	775	1048	852	788	1066
Stage 1	-	-	-	-	-	-	996	876	-	920	823	-
Stage 2	-	-	-	-	-	-	904	809	-	987	888	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1609	-	-	1614	-	-	841	753	1037	802	766	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	753	-	802	766	-
Stage 1	-	-	-	-	-	-	991	872	-	919	804	-
Stage 2	-	-	-	-	-	-	880	790	-	945	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	4.7	8.7	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1012	1609	-	-	1614	-	-	859
HCM Lane V/C Ratio	0.037	0.001	-	-	0.023	-	-	0.005
HCM Control Delay (s)	8.7	7.2	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

HCM 6th TWSC
5: S Canal Boulevard & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	31	1	6	3	1	22	6	374	3	13	203	22
Future Vol, veh/h	31	1	6	3	1	22	6	374	3	13	203	22
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	0	0	0
Mvmt Flow	34	1	7	3	1	24	7	411	3	14	223	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	704	694	239	697	705	414	249	0	0	415	0	0
Stage 1	265	265	-	428	428	-	-	-	-	-	-	-
Stage 2	439	429	-	269	277	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	354	369	805	354	360	636	1317	-	-	1155	-	-
Stage 1	745	693	-	603	583	-	-	-	-	-	-	-
Stage 2	601	587	-	734	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	335	362	802	345	353	635	1314	-	-	1154	-	-
Mov Cap-2 Maneuver	335	362	-	345	353	-	-	-	-	-	-	-
Stage 1	740	683	-	599	580	-	-	-	-	-	-	-
Stage 2	574	583	-	717	669	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	15.8		11.6		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	1314	-	-	335	683	345	614	1154	-	-
HCM Lane V/C Ratio	0.005	-	-	0.102	0.011	0.01	0.041	0.012	-	-
HCM Control Delay (s)	7.8	-	-	17	10.3	15.5	11.1	8.2	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0.1	0	-	-

HCM 6th TWSC
1: SW Reservoir Drive & SW 43rd Street

03/30/2021

Intersection												
Int Delay, s/veh	2.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	13	5	1	7	12	96	11	12	92	8
Future Vol, veh/h	13	1	13	5	1	7	12	96	11	12	92	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	1	14	5	1	8	13	104	12	13	100	9
Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	271	271	110	275	273	105	109	0	0	116	0	0
Stage 1	136	136	-	131	131	-	-	-	-	-	-	-
Stage 2	135	135	-	144	142	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	682	636	943	681	637	955	1494	-	-	1485	-	-
Stage 1	867	784	-	877	792	-	-	-	-	-	-	-
Stage 2	868	785	-	864	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	625	943	661	626	955	1494	-	-	1485	-	-
Mov Cap-2 Maneuver	666	625	-	661	626	-	-	-	-	-	-	-
Stage 1	859	777	-	869	785	-	-	-	-	-	-	-
Stage 2	852	778	-	842	776	-	-	-	-	-	-	-
Approach	NB		SB		NE		SW					
HCM Control Delay, s	9.8		9.7		0.7		0.8					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR				
Capacity (veh/h)	1494	-	-	774	788	1485	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.038	0.018	0.009	-	-				
HCM Control Delay (s)	7.4	0	-	9.8	9.7	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection

Int Delay, s/veh 6.3

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 13 52 45 13 11 12

Future Vol, veh/h 13 52 45 13 11 12

Conflicting Peds, #/hr 0 0 3 0 0 3

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 68 68 68 68 68 68

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 19 76 66 19 16 18

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 179 28 37 0 - 0

Stage 1 28 - - - - -

Stage 2 151 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 815 1053 1587 - - -

Stage 1 1000 - - - - -

Stage 2 882 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 776 1050 1582 - - -

Mov Cap-2 Maneuver 776 - - - - -

Stage 1 955 - - - - -

Stage 2 879 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.1 5.7 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1582 - 981 - -

HCM Lane V/C Ratio 0.042 - 0.097 - -

HCM Control Delay (s) 7.4 0 9.1 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0.1 - 0.3 - -

HCM 6th TWSC
4: SW 43rd Avenue & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	18	1	18	28	45	2	9	35	52	4	7
Future Vol, veh/h	4	18	1	18	28	45	2	9	35	52	4	7
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	7	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	6	6	6	0	0	0
Mvmt Flow	6	27	1	27	42	67	3	13	52	78	6	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	32	0	0	182	207	39	209	174	76
Stage 1	-	-	-	-	-	-	44	44	-	130	130	-
Stage 2	-	-	-	-	-	-	138	163	-	79	44	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1494	-	-	1593	-	-	771	683	1021	753	723	991
Stage 1	-	-	-	-	-	-	960	850	-	878	792	-
Stage 2	-	-	-	-	-	-	856	756	-	935	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1494	-	-	1587	-	-	742	665	1010	687	704	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	665	-	687	704	-
Stage 1	-	-	-	-	-	-	952	843	-	874	778	-
Stage 2	-	-	-	-	-	-	825	742	-	863	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.4	9.3	10.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1494	-	-	1587	-	-	712
HCM Lane V/C Ratio	0.076	0.004	-	-	0.017	-	-	0.132
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	10.8
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

HCM 6th TWSC
5: S Canal Boulevard & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	92	1	13	7	1	33	11	397	3	14	215	80
Future Vol, veh/h	92	1	13	7	1	33	11	397	3	14	215	80
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	0	0	0
Mvmt Flow	101	1	14	8	1	36	12	436	3	15	236	88

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	792	776	284	783	819	439	326	0	0	440	0	0
Stage 1	312	312	-	463	463	-	-	-	-	-	-	-
Stage 2	480	464	-	320	356	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	309	331	760	310	309	616	1234	-	-	1131	-	-
Stage 1	703	661	-	577	562	-	-	-	-	-	-	-
Stage 2	571	567	-	690	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	284	322	757	297	301	615	1232	-	-	1130	-	-
Mov Cap-2 Maneuver	284	322	-	297	301	-	-	-	-	-	-	-
Stage 1	695	651	-	571	556	-	-	-	-	-	-	-
Stage 2	531	561	-	666	618	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	22.6		12.4		0.2		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	1232	-	-	284	690	297	597	1130	-	-
HCM Lane V/C Ratio	0.01	-	-	0.356	0.022	0.026	0.063	0.014	-	-
HCM Control Delay (s)	8	-	-	24.5	10.3	17.4	11.4	8.2	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.1	0.1	0.2	0	-	-

HCM 6th TWSC
1: SW Reservoir Drive & SW 43rd Street

03/30/2021

Intersection												
Int Delay, s/veh	2.2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	14	5	1	7	12	96	13	14	92	8
Future Vol, veh/h	14	1	14	5	1	7	12	96	13	14	92	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	1	15	5	1	8	13	104	14	15	100	9

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	276	276	111	280	279	105	109	0	0	118	0	0
Stage 1	137	137	-	135	135	-	-	-	-	-	-	-
Stage 2	139	139	-	145	144	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	676	632	942	676	632	955	1494	-	-	1483	-	-
Stage 1	866	783	-	873	789	-	-	-	-	-	-	-
Stage 2	864	782	-	863	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	660	619	942	654	619	955	1494	-	-	1483	-	-
Mov Cap-2 Maneuver	660	619	-	654	619	-	-	-	-	-	-	-
Stage 1	858	776	-	865	780	-	-	-	-	-	-	-
Stage 2	847	773	-	840	775	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	9.9	9.7	0.7	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1494	-	-	769	784	1483	-	-
HCM Lane V/C Ratio	0.009	-	-	0.041	0.018	0.01	-	-
HCM Control Delay (s)	7.4	0	-	9.9	9.7	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 6th TWSC
2: SW 43rd Avenue/SW 43rd Street & SW Zenith Avenue

03/30/2021

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	61	60	13	11	16
Future Vol, veh/h	15	61	60	13	11	16
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	90	88	19	16	24

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	226	31	43	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	767	1049	1579	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	1046	1574	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	960	-	-
HCM Lane V/C Ratio	0.056	-	0.116	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

HCM 6th TWSC
3: SW Zenith Avenue & SW 48th Street (Site Access)

03/30/2021

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	1	65	57	19	11	1
Future Vol, veh/h	1	65	57	19	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	71	62	21	12	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	0	146	73
Stage 1	-	-	-	73	-
Stage 2	-	-	-	73	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1514	-	-	846	989
Stage 1	-	-	-	950	-
Stage 2	-	-	-	950	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1514	-	-	845	989
Mov Cap-2 Maneuver	-	-	-	845	-
Stage 1	-	-	-	949	-
Stage 2	-	-	-	950	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1514	-	-	-	855
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
4: SW 43rd Avenue & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	18	1	18	28	60	2	9	35	61	4	7
Future Vol, veh/h	4	18	1	18	28	60	2	9	35	61	4	7
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	7	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	6	6	6	0	0	0
Mvmt Flow	6	27	1	27	42	90	3	13	52	91	6	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	32	0	0	193	230	39	220	185	87
Stage 1	-	-	-	-	-	-	44	44	-	141	141	-
Stage 2	-	-	-	-	-	-	149	186	-	79	44	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1466	-	-	1593	-	-	758	663	1021	740	713	977
Stage 1	-	-	-	-	-	-	960	850	-	867	784	-
Stage 2	-	-	-	-	-	-	844	738	-	935	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1466	-	-	1587	-	-	729	645	1010	674	694	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	729	645	-	674	694	-
Stage 1	-	-	-	-	-	-	952	843	-	864	769	-
Stage 2	-	-	-	-	-	-	813	724	-	863	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.2	9.4	11.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1466	-	-	1587	-	-	696
HCM Lane V/C Ratio	0.077	0.004	-	-	0.017	-	-	0.154
HCM Control Delay (s)	9.4	7.5	0	-	7.3	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

HCM 6th TWSC
5: S Canal Boulevard & SW Badger Avenue

03/30/2021

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	100	1	14	7	1	33	13	397	3	14	215	93
Future Vol, veh/h	100	1	14	7	1	33	13	397	3	14	215	93
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	0	0	0
Mvmt Flow	110	1	15	8	1	36	14	436	3	15	236	102

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	803	787	291	794	837	439	340	0	0	440	0	0
Stage 1	319	319	-	467	467	-	-	-	-	-	-	-
Stage 2	484	468	-	327	370	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	304	326	753	305	302	616	1219	-	-	1131	-	-
Stage 1	697	657	-	574	560	-	-	-	-	-	-	-
Stage 2	568	565	-	684	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	279	317	750	292	294	615	1217	-	-	1130	-	-
Mov Cap-2 Maneuver	279	317	-	292	294	-	-	-	-	-	-	-
Stage 1	688	647	-	567	553	-	-	-	-	-	-	-
Stage 2	527	558	-	659	609	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	24	12.5	0.3	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	EBLn2	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	1217	-	-	279	687	292	596	1130	-	-
HCM Lane V/C Ratio	0.012	-	-	0.394	0.024	0.026	0.063	0.014	-	-
HCM Control Delay (s)	8	-	-	26	10.4	17.7	11.4	8.2	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.1	0.1	0.2	0	-	-

After Recording Return To:
 City of Redmond
 411 SW 9th Street
 Redmond, OR 97756

ANNEXATION AGREEMENT

This Annexation Agreement is made and entered into this ____ day of March 5, 2021, by and between the City of Redmond, Oregon, an Oregon municipal corporation (hereinafter "City") and Arch Holding Company, LLC (hereinafter "Owner").

WITNESSETH

WHEREAS, Owner is the record owner of the property legally described on Exhibit A attached hereto and incorporated herein (hereinafter referred to as the "Property"); and

WHEREAS, the Property is within the City's urban growth boundary and is proposed to be annexed to the City; and

WHEREAS, Owner desires to have the Property annexed to the City; and

WHEREAS, Owner has submitted a petition for annexation and provided the City with all required consents for annexation; and

WHEREAS, the City is willing to annex the Property on the terms and conditions, and subject to the provisions, of this Agreement; and

WHEREAS, the City will initiate ultimate urban zoning upon the successful annexation of this property by resolution to the City of Redmond, and

NOW, THEREFORE, in consideration of the representations, promises and mutual covenants contained herein, the City and Owner agree as follows:

1. **RECITALS**: The foregoing recitals are incorporated herein as is fully set forth in this Section.
2. **ANNEXATION**:
 - a. City agrees that it will initiate a resolution annexing the Property into the City once all required consents and a signed Annexation Agreement have been received by the City. This agreement is void if the Property is not annexed to the City of Redmond within 12 months after the effective date of this Agreement.
 - b. Owner may terminate this Agreement by serving written notice to the City. The notice must be received by the City at least 60 days prior to the public hearings for council consideration of the annexation. If the City receives such notice, this Agreement terminates as of the effective date of the notice. After the annexation resolution is adopted by the City, this Agreement may only be terminated or amended by written consent of Owner and City.
3. **COMPREHENSIVE PLAN/ZONING**: Prior to development and annexation of the property, the Owner is required to receive master plan approval for the property in compliance with the Redmond Comprehensive Plan and Redmond Development Code. The master plan will identify Comprehensive Plan and Zoning designations, subject to City Council review and approval.

Upon adoption of the master plan, successful annexation, and a Comprehensive Plan Map/Zone Map adoption, the City will apply the Comprehensive Plan and Zoning designations identified in the Master Plan.

4. **DEVELOPMENT**: Owner agrees as follows:

- a. Owner shall waive and shall not assert any claim against the City that may now exist or that may accrue through the date of annexation of the Property that it may claim due to its ownership of the Property. This includes any claim arising out of any land use regulation or under Measure 37 (ORS 197.352), Measure 49, and Measure 56 (ORS 227.186).
- b. Owner agrees that any development of the property will comply with the applicable approved Area Plan and master plan for the property, except as modified consistent with City requirements.
- c. Owner agrees to incorporate and follow the City's Great Neighborhood Principles as found in the Redmond Comprehensive Plan, City Engineering Requirements, and Redmond Development Code as applicable. The Community Development Director or Hearings Body shall determine the applicability of the Great Neighborhood Principles to the subject property. All development must comply with federal, state and city regulations.
- d. Owner agrees that it will, without any cost to the City, dedicate the necessary rights-of-way or easements for all Planned Improvements identified in the City's Public Facilities Plan.
- e. Owner shall remove all additional Central Oregon Irrigation District (COID) irrigation water rights from Property, unless use is otherwise approved by the Redmond City Council and COID.
- f. Owner shall remove all ground water rights from Property unless partial use is otherwise approved by the Redmond City Council. If required, Owner is directed to remove water rights via sale or transfer to the City. Removal shall occur prior to the platting of the first phase of development.
- g. Owner agrees to not remonstrate against the formation of a local improvement district or reimbursement district created for funding public improvements that will serve the Property. This waiver applies to the Property until all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City. If the property is developed in phases, the waiver may be removed on a phase-by-phase basis if all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City.
- h. Owner agrees to donate funds to the Redmond Committee for Art in Public Places for public art to be purchased and installed in the development. \$100 will be charged per housing unit and paid in lump sum at the time of plat approval for the property. These funds will be set aside for a future public art installation within the property. The future Homeowners Association/Owner will be invited to participate in the art selection.

5. **AMENDMENT**: This Agreement and any exhibits attached hereto may be amended only by the mutual written consent of both parties.

6. **SEVERABILITY**: If any provision, covenant or portion of this Agreement or its application to any person, entity, property or portion of property is held invalid, or if any ordinance or resolution adopted pursuant to this Agreement or its application to any person, entity, property or portion of property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Agreement or other ordinances or resolutions passed

pursuant hereto, and to that end, all provisions, covenants, and portions of this Agreement and of the ordinances and resolutions adopted pursuant hereto are declared to be severable.

7. **NO WAIVER OF RIGHT TO ENFORCE AGREEMENT:** Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements, and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.
8. **ENTIRE AGREEMENT:** This Agreement supersedes all prior agreements, negotiations and exhibits and is a full integration of the entire agreement of the parties relating to the subject matter hereof. The parties shall have no obligations other than specifically stated in this Agreement except those of general applicability.
9. **SURVIVAL:** The provisions contained in this Agreement shall survive the annexation of the property and shall not be merged or expunged by the annexation of the property or any part thereof to the City.
10. **SUCCESSORS AND ASSIGNS:** This Agreement shall run with the land described on Exhibit A and inure to the benefit of, and be binding upon, the successors in title of the Owners and their respective successors, grantees, lessees, and assigns, and upon successor corporate authorities of the City and successor municipalities.
11. **TERM OF AGREEMENT:** This Agreement shall be binding upon the parties and their respective successors and assigns for twenty (20) years, commencing as of the date of this Agreement.
12. **ENFORCEMENT:** Owner agrees that if it fails to perform as required under this Agreement, the City Council may, at the Council's option, de-annex and that Owner will not object or oppose such de-annexation in any manner or any forum.
13. **ATTORNEY FEES:** In any proceeding to enforce, apply or interpret this Agreement, each party shall bear its own attorneys' fees and costs.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first above written.

CITY

Keith Witcosky, City Manager

ATTEST:

Kelly Morse, City Recorder

OWNER


Arch Holding Company, LLC, Owner

STATE OF OREGON)
) ss.
County of Deschutes)

Keith Witcosky, City Manager, on behalf of the City of Redmond, who acknowledged that he had authority to sign on behalf of the City of Redmond and this instrument to be the City's voluntary act and deed, acknowledged this instrument before me this _____ day of _____ 2021.

Notary Public for Oregon

STATE OF OREGON)
) ss.
County of Deschutes)

This instrument was acknowledged before me this 5 day of March 2021,
by Bruce Lanlap, who acknowledged this instrument to be his/her
voluntary act and deed.





Notary Public for Oregon

Exhibit "A"

Description of a parcel of land situated in a portion of the Northeast Quarter of the Southwest Quarter (NE-1/4 SW-1/4) of Section Thirty (30), Township Fifteen (15) South, Range Thirteen (13), East of the Willamette Meridian, Deschutes County, Oregon, and now to be more particularly described as follows:

Commencing at a 3/4 inch pipe at the West quarter corner of Section 30, T. 15 S., R. 13, E.W.M., the initial point; thence South 89°48'56" East along the North line of the South Half of said Section 30, 1322.80 feet to the C-W 1/16 corner and the point of beginning; thence South 89°48'56" East along the North line of the Northeast Quarter of the Southwest Quarter of said Section 30, 262.69 feet to a point on the centerline of Lateral B; thence South 25°34'38" East along the centerline of said Lateral B, 428.10 feet to a point on the centerline of a 30 foot access easement; thence South 80°33'01" East along the centerline of said access easement, 887.27 feet to a point on the East line of said Northeast Quarter of the Southwest Quarter; thence South 0°00'18" West along the East line of said Northeast Quarter of the Southwest Quarter, 797.77 feet to the C-S 1/16 corner; thence North 89°55'22" West along the South line of said Northeast Quarter of the Southwest Quarter, 1325.59 feet to the Southwest 1/16 corner; thence North 0°07'32" East along the West line of said Northeast Quarter of the Southwest Quarter, 1328.65 feet to the point of beginning.

EXCEPTING THEREFROM the following: Commencing at a 3/4" pipe at the West One-Quarter corner of Section 30, T. 15 S., R. 13, E.W.M., the initial point; thence South 89°48'56" East along the North line of the South 1/2 of said Section 30, 1322.80 feet to the C-W 1/16 corner; thence South 89°48'56" East along the North line of the Northeast Quarter of the Southwest Quarter of said Section 30, 262.69 feet to a point on centerline of Lateral B; thence South 25°34'38" East along the centerline of said Lateral B, 428.10 feet to the true point of beginning; thence South 80°33'01" East, 887.27 feet to a point on the East line of the Northeast Quarter of the Southwest Quarter, Section 30, T. 15 S., R. 13., E.W.M.; thence South 0°00'18" West along the East line of said Northeast Quarter of the Southwest Quarter, 797.77 feet to the C-S 1/16 corner; thence North 89°55'22" West along the South line of said Northeast Quarter of the Southwest Quarter to the centerline of said Lateral B; thence Northerly along the said centerline of Lateral B, 997 feet M/L to the true point of beginning.

AND FURTHER EXCEPTING the following:

Beginning at the 5/8 inch pin marking the Northwest corner of Section Thirty (30), Township Fifteen (15) South, Range Thirteen (13) East of the Willamette Meridian, in Deschutes County, Oregon; thence South 0°15'08" West, 2634.96 feet along the West line of said Section 30, Township 15 South, Range 13, E.W.M., to a 3/4 inch pipe marking the Northwest corner of the Southwest Quarter (SW-1/4) of said Section 30; thence South 89°48'56" East, 1322.80 feet to a 3/4 inch pipe, and the true point of beginning of the herein described tract; thence continuing South 89°48'56" East, 245 feet; thence South 0°07'32" West, 9.0 feet; thence in a Southwesterly direction to a point which bears South 0°07'32" West, 15.00 feet from the true point of beginning; thence North 0°07'32" East, 15.00 feet to the true point of beginning, all in Section 30, Township 15 South, Range 13 East of the Willamette Meridian, Deschutes County, Oregon.

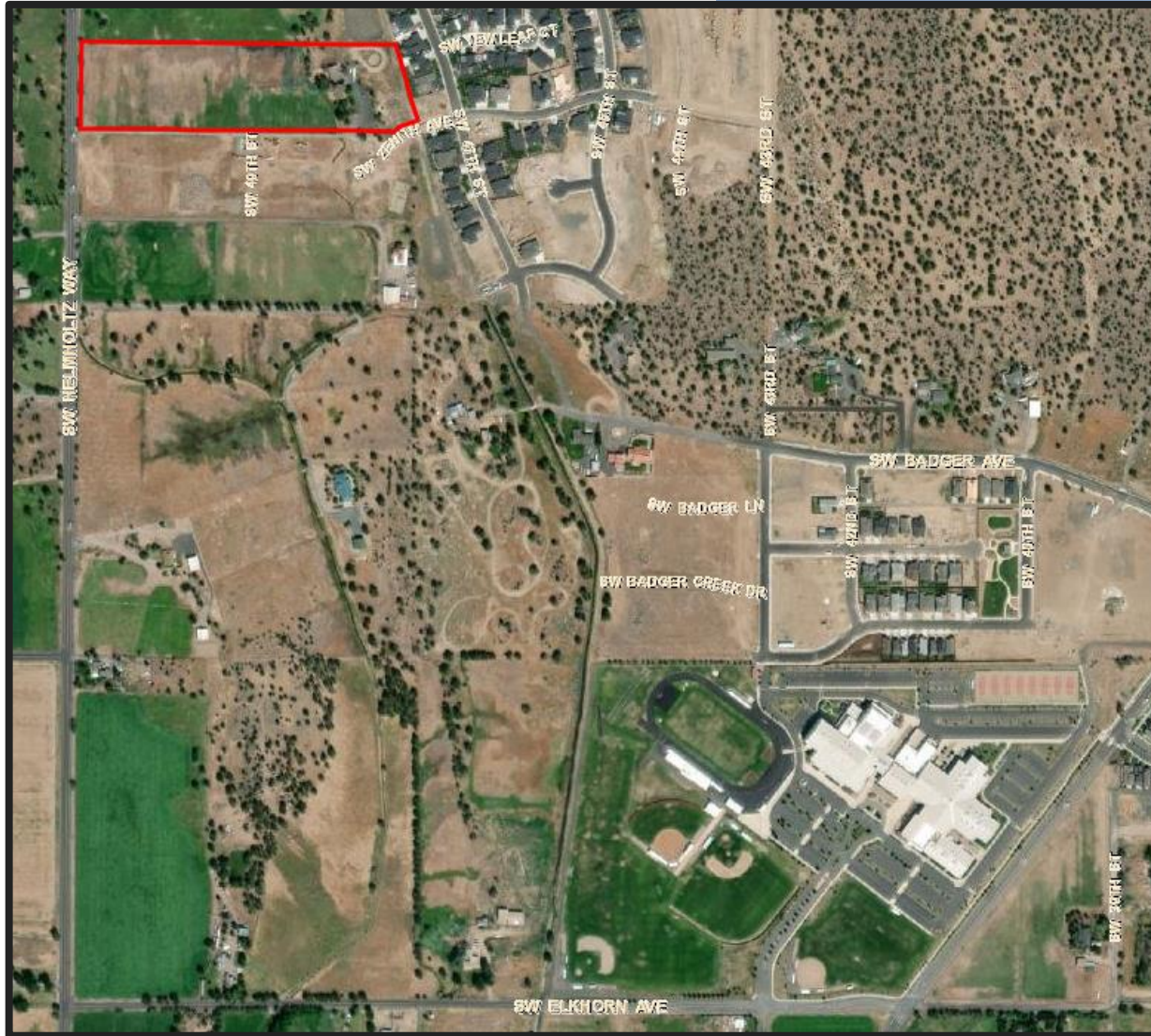


KORBIN MEADOWS

A RESIDENTIAL MASTER DEVELOPMENT PLAN #711-21-000107-109-PLNG

REDMOND CITY COUNCIL
SEPTEMBER 14, 2021

SLIDE / 1



PROXIMITY/LOCATION:

SW REDMOND

NE OF RIDGEVIEW HIGH SCHOOL



LAND USE APPROVAL REQUESTS

ANNEXATION AGREEMENT/REQUEST – MARCH '21

ANNEXATION WILL REQUIRE AN APPROVED MASTER PLAN

01

MASTER DEVELOPMENT PLAN

FROM: UH-10 (DESIGNATED R-2 BY SOUTHWEST AREA PLAN/SWAP)
TO: R-2 (LOW DENSITY RESIDENTIAL) - 9.47 ACRES

02

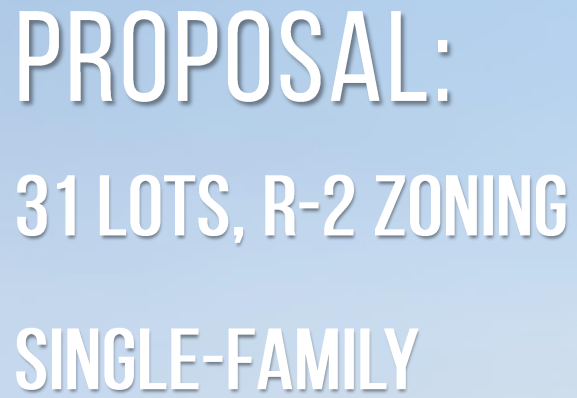
TENTATIVE 31-LOT RESIDENTIAL SUBDIVISION

TWO PHASES; SINGLE-FAMILY DWELLINGS
VARIED LOT SIZES: 7,040 – 14,024 SQ. FT.

03

MINOR SUBDIVISION VARIANCE

REDUCTION OF MINIMUM LOT SIZE REQUIREMENT FOR 14 LOTS



VARIANCE REQUEST

**~20,000 SQ. FT.
OPEN SPACE**

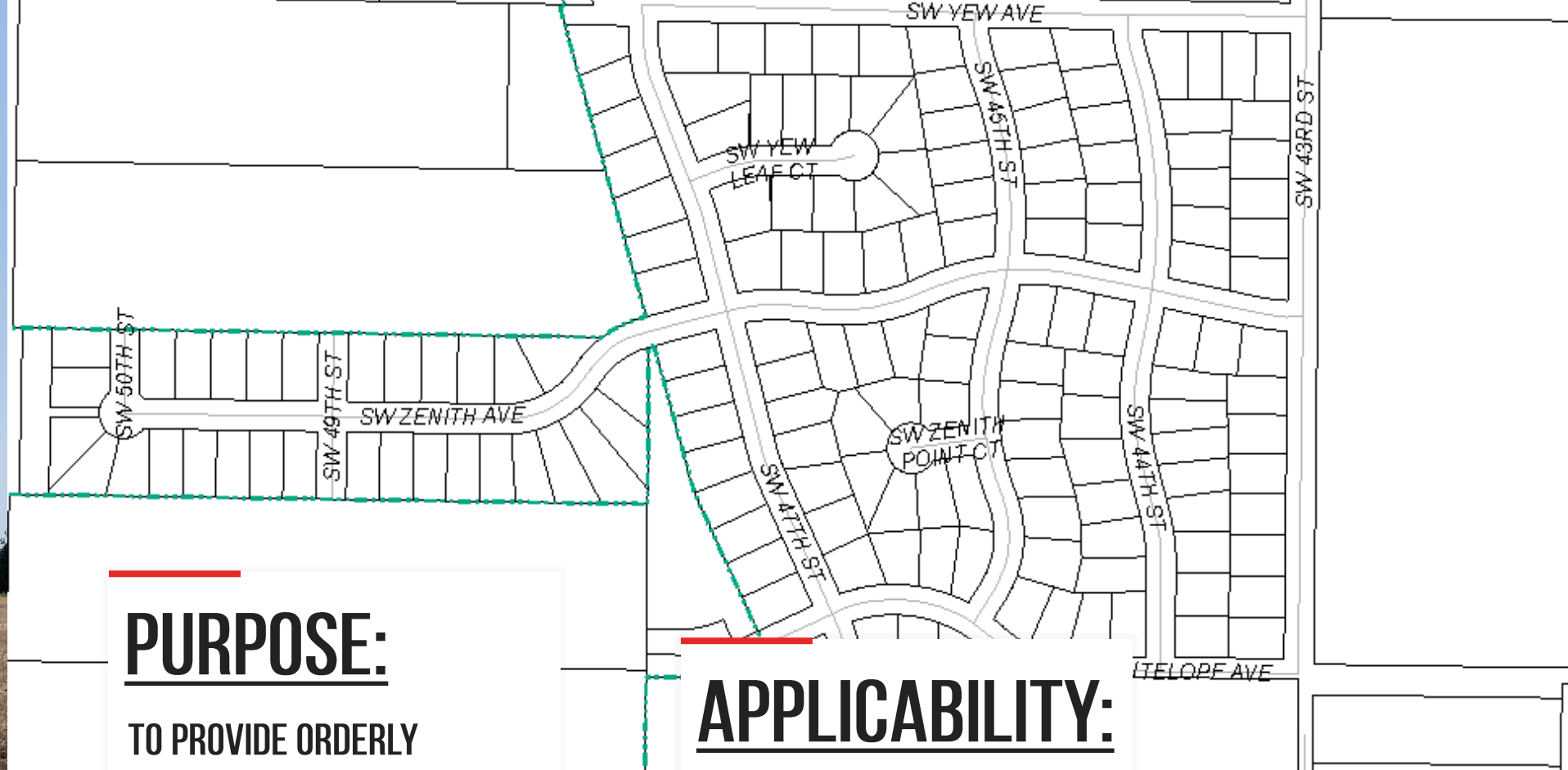
MULTI-USE TRAILS



R-2 (Limited Residential)		
<u>Phase No.</u>	<u>No. of Lots</u>	<u>Range of Lot Sizes</u>
Phase 1	17	7,040 – 14,024 sq. ft.
Phase 2	14	7,516 – 11,236 sq. ft.



MASTER DEVELOPMENT PLAN



PURPOSE:

TO PROVIDE ORDERLY
DEVELOPMENT CONSISTENT
WITH FRAMEWORK PLAN
AND AREA PLANS.

APPLICABILITY:

MUST BE APPROVED BEFORE
DEVELOPMENT AND
CONCURRENT WITH
REZONING FROM UH-10 AND
ANNEXATION.



MASTER DEVELOPMENT PLAN

REVIEW CRITERIA

01 CONSISTENCY WITH
FRAMEWORK PLAN &
COMPREHENSIVE PLAN &
ANNEXATION
REQUIREMENTS

02 SUITABILITY FOR THE
PROPOSED AREA

03 INTEGRATION WITH
DEVELOPED AREAS

04 MEETS THE GREAT
NEIGHBORHOOD
PRINCIPLES



MASTER DEVELOPMENT PLAN

REVIEW CRITERIA

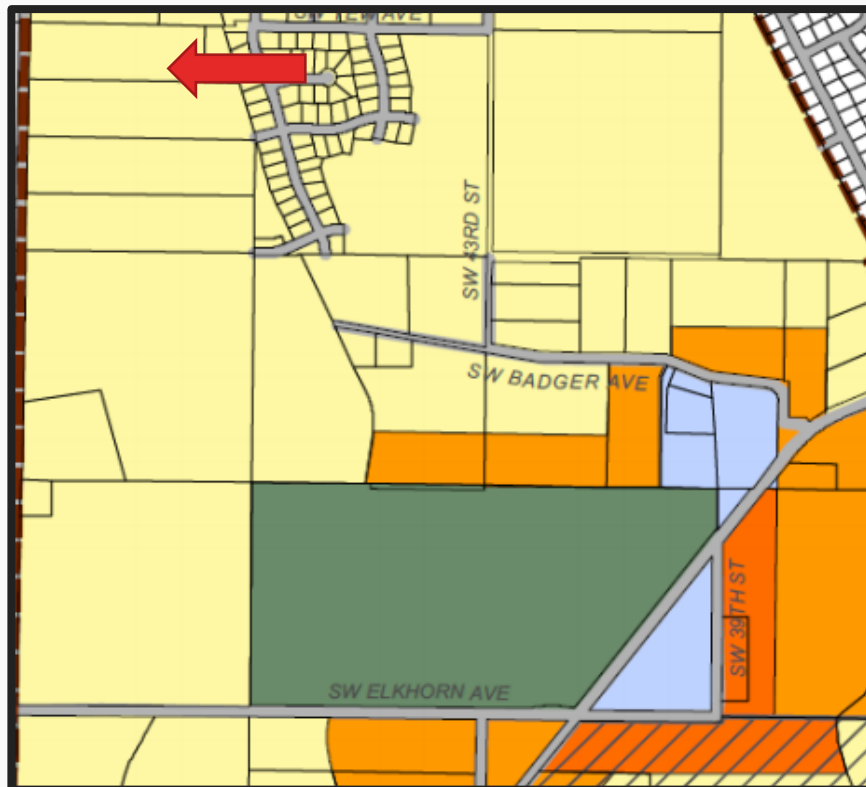
01

CONSISTENCY WITH
FRAMEWORK PLAN &
COMPREHENSIVE PLAN &
ANNEXATION
REQUIREMENTS

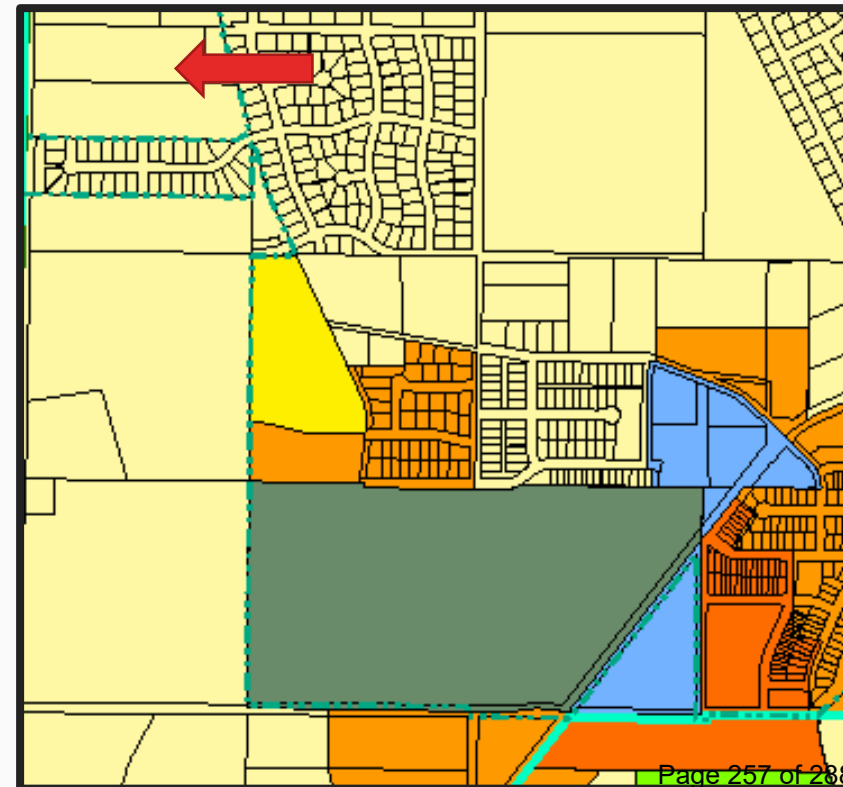
02

SUITABILITY FOR THE
PROPOSED AREA

SWAP - 2014



Today





MASTER DEVELOPMENT PLAN

REVIEW CRITERIA

03

INTEGRATION WITH DEVELOPED AREAS





MASTER DEVELOPMENT PLAN

REVIEW CRITERIA

04 MEETS THE GREAT NEIGHBORHOOD PRINCIPLES

SEC. 8.0300 (C) (13), REDMOND DEV. CODE:

1. TRANSPORTATION	☒
2. HOUSING	☒
3. OPEN SPACES, GREENWAYS, RECREATION	☒
4. INTEGRATED DESIGN ELEMENTS	☒
5. DIVERSE MIX OF ACTIVITIES	☒
6. PUBLIC ART	☒
7. SCENIC VIEWS	☒
8. URBAN-RURAL INTERFACE	☒
9. 'MINI' PARKS IN NEIGHBORHOODS	N/A
10. CANAL TRAILS	☒
11. GREEN DESIGN	☒



GREAT NEIGHBORHOOD PRINCIPLES

HOUSING

- SINGLE-FAMILY DWELLINGS

- LOT SIZES ARE VARIED:
~7,000 – 14,000 SQ. FT.



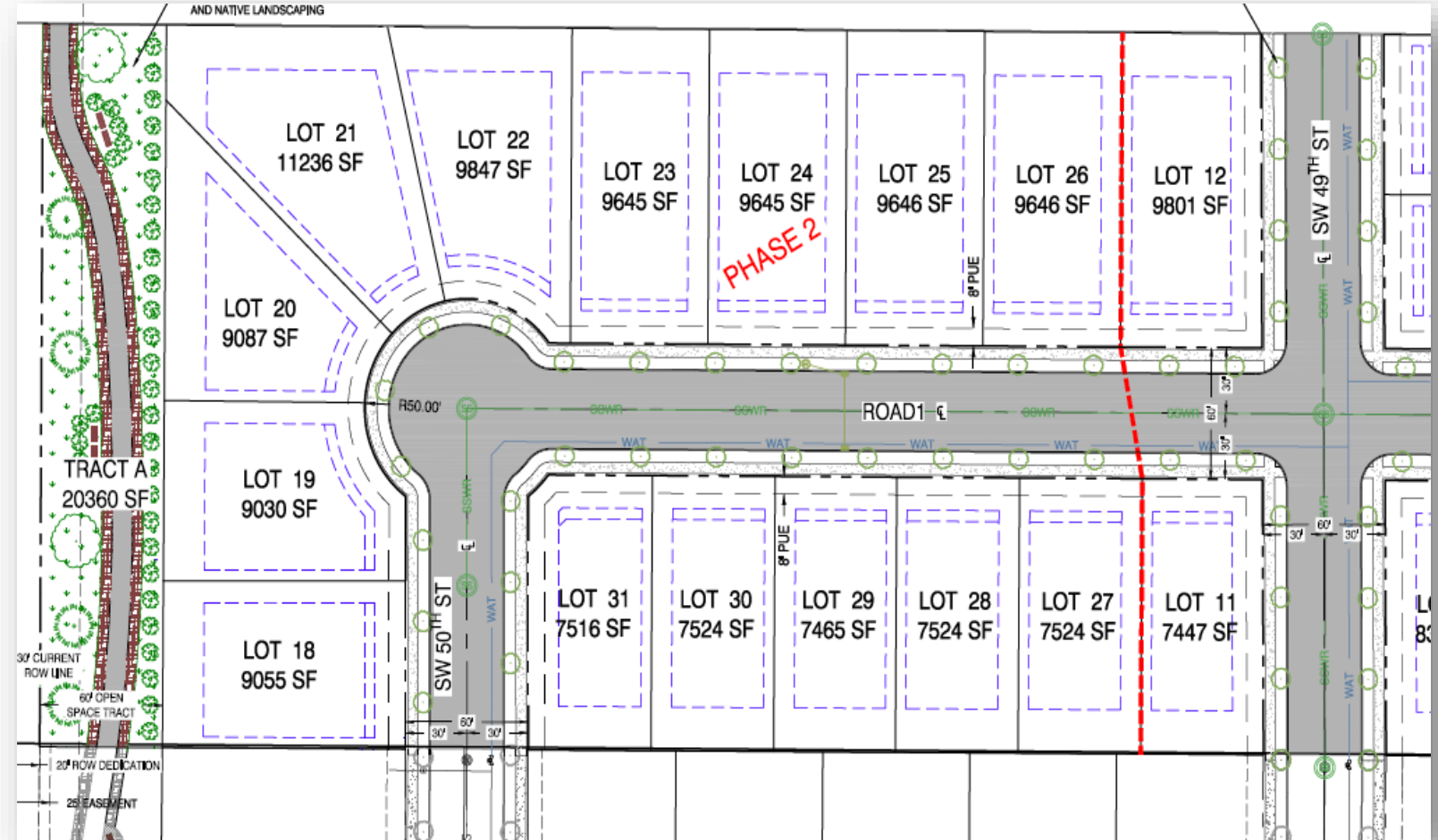
LEGEND	
	7000 - 8000 SQUARE FEET
	8000 - 9000 SQUARE FEET
	9000 - 10000+ SQUARE FEET
	OPEN SPACE



**-20,000 SQ. FT. OPEN SPACE
(TRACT A)**

**-TRACT A TO INCLUDE PATH,
LANDSCAPING, BENCHES**

-MULTI-USE CANAL TRAIL





GREAT NEIGHBORHOOD PRINCIPLES

INTEGRATED DESIGN ELEMENTS



HOUSING TYPE A



HOUSING TYPE B



HOUSING TYPE C



HOUSING TYPE D



HOUSING TYPE E

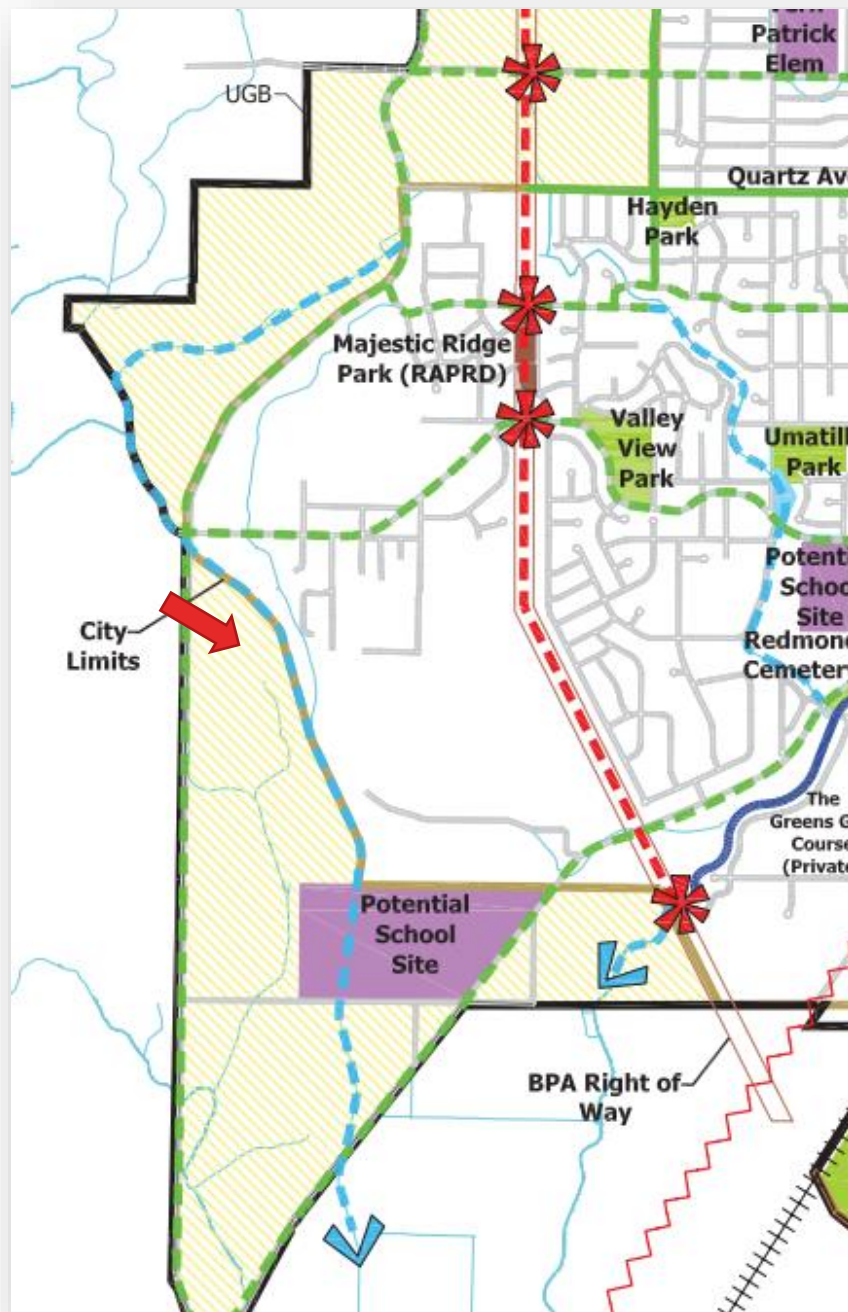


HOUSING TYPE F



GREAT NEIGHBORHOOD PRINCIPLES

CANAL TRAILS

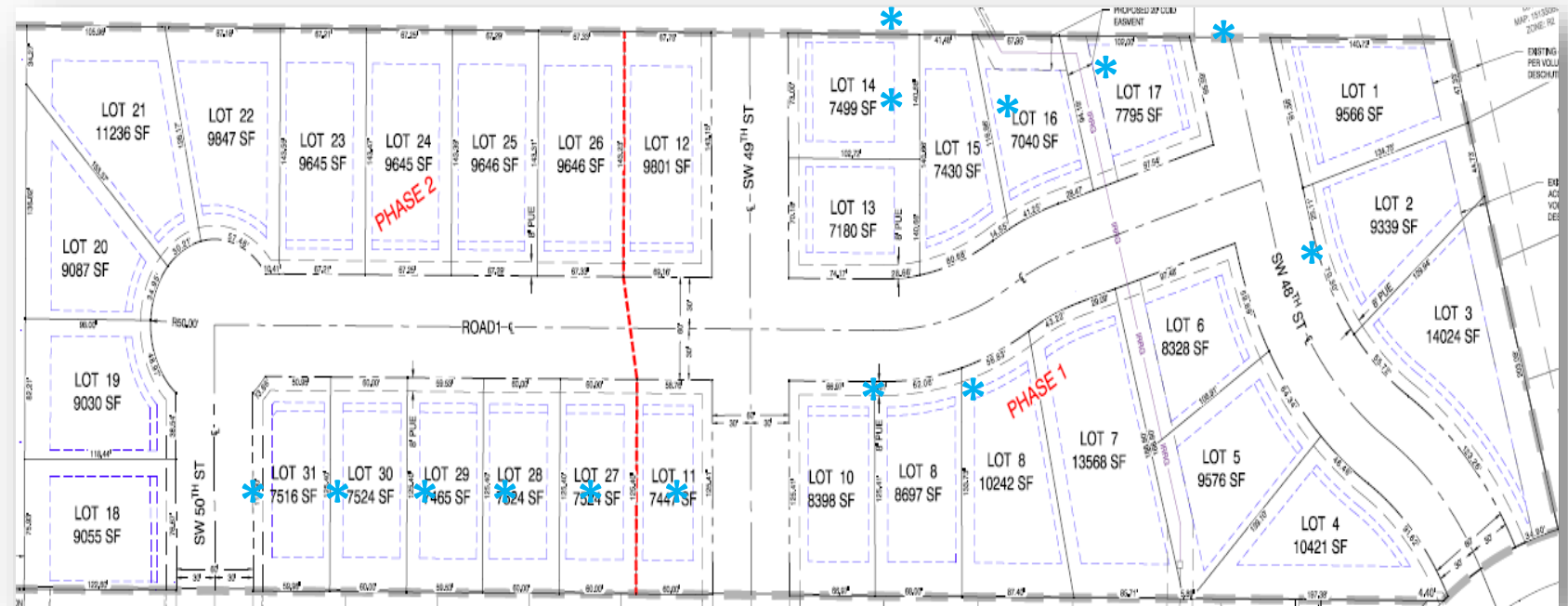




MINOR VARIANCE REQUEST

UP TO 22% VARIANCE TO R-2'S MINIMUM REQUIREMENT

- **MINIMUM LOT SIZE REQUIREMENT:** MINIMUM LOT SIZE IS 9,000 SQ. FT., *SECTION 8.0140 RDC*
- **PROPOSAL:** 14 OF 31 LOTS < 9,000 SQ. FT. – SMALLEST BEING 7,040 SQ. FT., AND AVERAGE BEING 7,669 SQ. FT.
- **VARIANCE STANDARD:** MINOR VARIANCE SHALL BE NO GREATER THAN 25% OF THE REQUIREMENT
- **REQUEST:** TO ALLOW 14 LOTS TO BE < 9,000 SQ. FT. IN SIZE – UP TO A 22% VARIANCE (AVG. 15%).
- **PURPOSE:** TO MEET R-2 MINIMUM DENSITY REQUIREMENT OF 4 DU/NET ACRE.





STAFF RECOMMENDATION

APPROVAL, SUBJECT TO 15 CONDITIONS

01

MASTER DEVELOPMENT PLAN

FROM: UH-10 (DESIGNATED R-2 BY SOUTHWEST AREA PLAN)

TO: R-2 (LOW DENSITY RESIDENTIAL) - 9.47 ACRES

02

TENTATIVE 31-LOT RESIDENTIAL SUBDIVISION

03

MINOR SUBDIVISION VARIANCE

REDUCTION OF MINIMUM LOT SIZE REQUIREMENT FOR 14 LOTS



COMMENTS & CONDITIONS

- **COMMON SPACE EXPECTATIONS:** “FULLY DEVELOPED “POCKET PARKS” OR “TOT LOTS” SHALL BE INCORPORATED INTO MEDIUM AND HIGH DENSITY ZONED RESIDENTIAL SUBDIVISIONS. [...] PARK AMENITIES SHALL, AT A MINIMUM, INCLUDE TURF AREAS, BENCHES, TREES, AND DECORATIVE FEATURES.” *SECTION 8.0300(3)(C)(13(I)) RDC*
- **FIRE ACCESS:** A SECONDARY FIRE VEHICLE ACCESS WILL BE REQUIRED AND AVAILABLE AT CONSTRUCTION OF PHASE 2
- **SW 48TH STREET:** STREET AT NORTH PROPERTY BOUNDARY NEEDS TO BE MOVED TO WEST OR TERMINATE /CONNECT AT ROAD 1 W/ A KNUCKLE CUL-DE-SAC TO AVOID EXISTING CITY STORMWATER INFILTRATION BASIN TO THE NORTH.
- **ACCESS TO TRACT A:** 20' WIDE PUBLIC ACCESS EASEMENT NEEDED BETWEEN LOTS 19 & 20 TO PROVIDE PEDESTRIAN ACCESS
- **TRACT A DETAILS:** 1) PUBLIC ACCESS EASEMENT OVER ENTIRE TRACT; 2) SHALL BE PRIVATELY MAINTAINED; 3) COMPLETE LANDSCAPING PLAN NEEDED
- **COID CANAL TRAIL:** APPLICANT DESCRIBE HOW THE COID CANAL TRAIL WILL FUNCTION ALONG THE IRRIGATION CANAL AND ITS FINAL DESIGN; PUBLIC ACCESS EASEMENT NEEDED FOR PORTION(S) OF COID CANAL TRAIL THAT TRAVERSES PROPERTY.
- **PIPING EASEMENT & WATER RIGHTS:** APPLICANT MUST WORK DIRECTLY WITH COID PERTAINING TO: 1) REQUIREMENTS & REVISIONS NEEDED TO CREATE PIPING EASEMENT FOR SUB-LATERAL; 2) WATER RIGHTS CONVEYANCE NEEDED.



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: September 14, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Deborah McMahon, Planning Manager
FROM: Kyle Roberts, Senior Planner
SUBJECT: Resolution #2021-21 - A resolution declaring certain territory as being annexed to and incorporated within the City of Redmond.

Addresses Council Goal:

7. COMPREHENSIVE PLANNING - Enhance the quality of life through adoption of programs, policies, and standards that balance growth while maintaining its unique character.
- A. Promote quality development.
 - B. Support orderly annexation from Urban Growth Boundary.

Report in Brief:

This item requests City Council approve a resolution to annex property owned by Arch Holding Company, LLC. The 9.47-acre property (Tax Lot 151330BC00700; 3648 SW Helmholtz Way, Redmond, OR 97756) is located in southwest Redmond and within the Southwest Area Plan.

Background:

An annexation agreement was approved by City Council in March 2021. The annexation agreement is the first step in the process to bring a property into City limits. After the conditions of the annexation agreement are met, a resolution to establish final zoning is presented to City Council.

Discussion:

As required in the annexation agreement, the property owner and subject property proceeded through the land use review process for a master development plan and tentative subdivision.

The land use review was approved through adoption of Ordinance No. 2021-08. The Ordinance ensures all annexation and development requirements have been met or addressed.

Fiscal Impact:

There is no immediate anticipated fiscal impact. System Development Charges will be paid as part of development review and approval to offset infrastructure and service delivery costs.

Alternative Courses of Action:

1. Approve Resolution 2021-21.
2. Request more information.
3. Do not approve Resolution 2021-21.

Recommendation / Suggested Motion:

"I move to approve Resolution #2021-21."

AFTER RECORDING RETURN TO:
City Recorder's Office
City of Redmond
411 SW 9th Street
Redmond, OR 97756

**REDMOND RESOLUTION
RESOLUTION NO. 2021-21**

**A RESOLUTION DECLARING CERTAIN TERRITORY AS BEING ANNEXED TO AND
INCORPORATED WITHIN THE CITY OF REDMOND.**

WHEREAS, an application has been submitted to the City of Redmond for the annexation of the property described in Exhibit "A", and

WHEREAS, the real property described in Exhibit "A" attached hereto and incorporated by reference is contiguous to the City of Redmond; and

WHEREAS, all owners of the territory described in Exhibit "A" have consented in writing to the annexation of the land described in Exhibit "A" into the City of Redmond; and

WHEREAS, the City Council finds that this annexation complies with the Redmond Urban Area Comprehensive Plan; and

WHEREAS, the City Council finds that this annexation is in the best interest of the City and of said territory described in Exhibit "A".

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY OF REDMOND AS FOLLOWS:

SECTION 1: Annexation Area: The real property described in Exhibit "A" to this resolution is hereby proclaimed to be annexed to the City of Redmond, Oregon.

SECTION 2: Record: The City Recorder shall submit to the Secretary of State of the State of Oregon a copy of this Resolution together with a copy of the statement of consent of the landowners of the property described in Exhibit "A".

The City Recorder shall also send a description by metes and bounds or legal subdivision of the new boundaries of the City of Redmond to the Deschutes County Tax Assessor and the Deschutes County Clerk within 10 days of the date of this Resolution.

SECTION 3: Zoning: Upon annexation, the parcel described in Exhibit "A" will be rezoned per Exhibit "A" in Ordinance No. 2021-08, approving the Korbin Meadows Master Development Plan for compliance with the 2040 Greater Redmond Area Comprehensive Plan and Zone Map.

ADOPTED by the City Council and **SIGNED** by the Mayor this 14th day of September 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon

County of Deschutes

On September 14, 2021, George Endicott, Mayor of the City of Redmond personally appeared before me

_____ 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/she acknowledged that he/she signed it.

Notary Public

EXHIBIT A

A tract of land located in a portion of Southwest one-quarter of the Northwest one-quarter (also known as Government Lot 2) of Section 30, Township 15 South, Range 13 East, Willamette Meridian, Deschutes County, Oregon, more particularly described as follows:

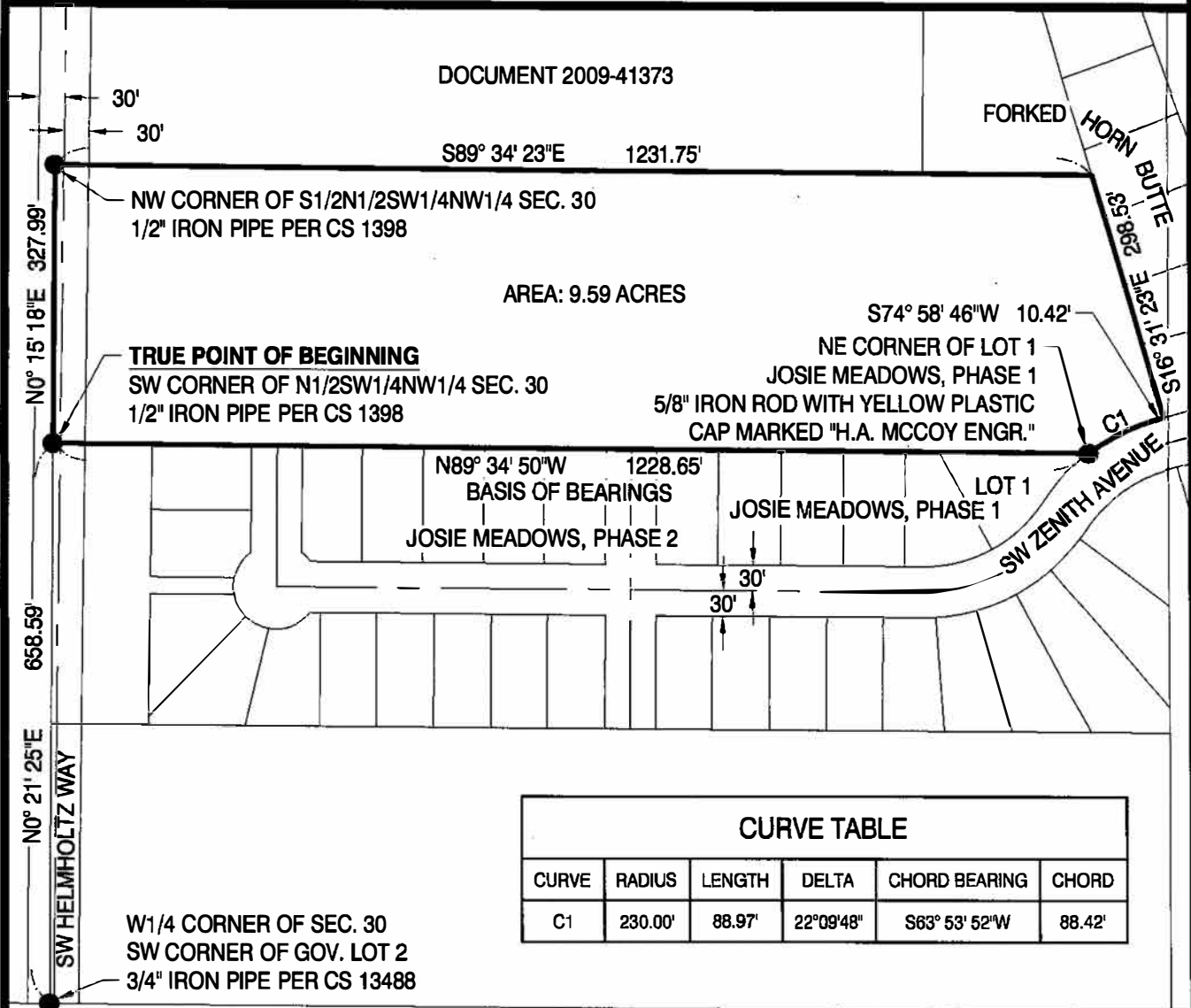
Commencing at 3/4" iron pipe per county survey CS13488, records of the Deschutes County Surveyor's Office being the West one-quarter corner of said Section 30; thence along the West line of said Southwest one-quarter of the Northwest one-quarter North 0°21'25" East 658.59 feet to a 1/2" iron pipe per county survey CS01398, records of the Deschutes County Surveyor's Office at the South line of the North one-half of said Southwest one-quarter of the Northwest one-quarter, said point being the TRUE POINT OF BEGINNING; thence continuing along said West line North 0°15'18" East 327.99 feet to a 1/2" iron pipe per said county survey CS01398 at the North line of the South one-half of the North one-half of said Southwest one-quarter of the Northwest one-quarter; thence along said North line South 89°34'23" East 1231.75 feet to a point on the West line of Forked Horn Butte shown in plat cabinet H, pages 856 through 860, recorded as Document No. 2008-42594, Deschutes County Official Records; thence along the West line of said Forked Horn Butte South 16°31'23" East 298.53 feet to the North Right-of-Way line of SW Zenith Avenue as described in Deed of Dedication Document No. 2017-258, Deschutes County Official Records; thence along said North Right-of-Way line South 74°58'46" West 10.42 feet; thence continuing along said North Right-of-Way line along the arc of a 230.00 foot radius curve to the left, for an arc length of 88.97 feet, through a central angle of 22°09'48", the long chord of which bears South 63°53'52" West 88.42 feet to a 5/8" iron rod with yellow plastic cap marked "H.A. MCCOY ENGR" on said South line of the North one-half of the Southwest one-quarter of the Northwest one-quarter, said point also being the Northeast corner of Lot 1, Josie Meadows, Phase 1 shown in plat cabinet I, pages 822 through 824, recorded as Document No. 2020-385, Deschutes County Official Records; thence along said South line and the North line of said Josie Meadows, Phase 1, and the North line of Josie Meadows, Phase 2 recorded as Document No. 2021-5045, Deschutes County Official Records, North 89°34'50" West 1228.65 feet to the TRUE POINT OF BEGINNING;

The above-described lands contain 9.59 acres of land, more or less.

The basis of bearings of this description is North 89°34'50" West along the North line of Josie Meadows, Phase 1, recorded as Document No. 2020-385, Deschutes County Official Records.

EXHIBIT B

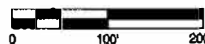
A TRACT OF LAND LOCATED IN A PORTION OF GOVERNMENT LOT 2,
THE SOUTHWEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER,
OF SECTION 30, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
CITY OF REDMOND, DESCHUTES COUNTY, OREGON.



H.A. M^cCOY
ENGINEERING & SURVEYING LLC

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

SCALE: 1" = 200'
FOR 8.5"x11" SHEETS



9/10/2021
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/22

PROJECT: KORBIN MEADOWS

PROJECT NO: 20-019

DESIGN: JJW

DATE: 09/10/21

REV: DETAIL 1

PAGE: EXH. B



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: September 14, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: Jason Neff, Chief Financial Officer
SUBJECT: Investment Policy Re-Approval

Addresses Council Goal:

Sustain Operations: 1C - Explore opportunities to augment revenue to support existing operations. 1D – Establish and adhere to best practice and sound financial policies.

Report in Brief:

The City of Redmond's Investment Policy was originally approved by City Council in 2011. It must be re-adopted (approved) annually. No changes are proposed for the policy.

Background:

In 2011, the City of Redmond developed an Investment Policy (the Policy) to establish the investment objectives, delegation of authority, standards of prudence, eligible investments and transactions, internal controls, reporting requirements, and safekeeping and custodial procedures necessary for the prudent management and investment of City resources.

The Policy was reviewed by the Oregon Short Term Fund (OSTF) Board in 2011 and allows for maturities longer than 18 months.

Oregon Revised Statutes (ORS) 294.135 states "The custodial officer may make investments having a maturity longer than 18 months when the governing body of the county, municipality, school district or other political subdivision to which the funds belong has adopted a written investment policy that, prior to adoption, was submitted to the Oregon Short Term Fund Board for review and comment to the governing body, that includes guidelines concerning maximum investment maturity dates and that provides by its terms for re-adoption not less than annually."

Discussion:

The Policy complies with sections of the ORS that govern the investment of public funds. No changes are proposed at this time.

Fiscal Impact:

Approval of the policy allows for the continuation of the City's investment strategy.

Alternative Courses of Action:

1. Approve the investment policy as presented.
2. Do not accept / approve the policy.
3. Take no Action and Request more information.

Recommendation / Suggested Motion:

"I move to re-approve the City of Redmond investment policy FIN 111 - Investments."

CITY OF REDMOND	
INVESTMENTS	NUMBER: FIN 111
EFFECTIVE DATE: SEPTEMBER 14, 2021	APPROVAL: CITY COUNCIL

PURPOSE

Incorporated on July 6, 1910, the City of Redmond, Oregon (the City) is located on the eastern side of Oregon's Cascade Mountain Range. It is considered the geographical heart of Central Oregon as it offers easy access to a multitude of recreational opportunities. The City operates under a Council/Manager form of government which consists of six City Council members, a Mayor, and the City Manager who serves the Council. The City's Department Directors then report to and are supervised by the City Manager. The average investable balance (not including instances of bond proceeds) of the City's portfolio ranges from \$56 million - \$69 million.

The purpose of this Investment Policy (the Policy) is to establish the investment objectives, delegation of authority, standards of prudence, eligible investments and transactions, internal controls, reporting requirements, and safekeeping and custodial procedures necessary for the prudent management and investment of the funds of the City.

This Policy has been adopted by the City Council of Redmond, Oregon on September 14, 2021.

SCOPE

The provisions of this Policy shall apply to all investable funds of the City as accounted for in the Comprehensive Annual Financial Report and which includes the City's short-term operating funds and capital funds including bond proceeds and bond reserve funds. Investments of employees' retirement funds, deferred compensation plans, and other funds held by trustees are not covered by this Policy; however, all funds are subject to Oregon law.

Except for restricted and excluded funds (which includes sufficient operating cash), all excess cash shall be pooled into one account for investment purposes. The net investment income derived from the pooled investment account shall be allocated to the contributing funds in accordance with generally accepted accounting principles.

For purposes of this Policy the terms investment program and portfolio shall be interchangeable and shall refer to all of the City's investable balances as defined in the Authorized Securities and Transactions section of this policy.

OBJECTIVES

The City's funds shall be invested in accordance with all cited City, State, and Federal regulations, and in a manner designed to accomplish the following objectives, which are listed in priority order:

- Preservation of capital and protection of investment principal.
- Maintenance of sufficient liquidity to meet operating requirements that are reasonably anticipated.
- Diversification to avoid incurring unreasonable risks regarding specific security types or individual financial institutions.
- Attainment of a market value rate of return throughout budgetary and economic cycles.

DELEGATION OF AUTHORITY

The ultimate responsibility and authority for the investment of City funds resides with the City Council. The City Council hereby designates the City Manager or his/her designee as the Investment Officer vested with responsibility for managing the City's investment program and for implementing this Policy. The Investment Officer shall invest City funds in accordance with ORS Chapter 294, Public Financial Administration, and with Policy. This Policy shall constitute a "written order" from City Council per ORS 294.035. The Investment Officer may further delegate the authority to conduct investment transactions and to manage the operation of the investment portfolio to other specifically authorized staff members. No person may engage in an investment transaction except as expressly provided under the terms of this Policy.

The Investment Officer shall establish procedures and internal controls for the operation of the City's investment program, designed to prevent loss of public funds due to fraud, error, misrepresentation, and imprudent actions.

The City may engage the non-discretionary support services of outside investment advisors with respect to its investment program, so long as it can be demonstrated that these services produce a net financial advantage or necessary financial protection of the City's financial resources. External investment advisors shall be licensed with the State of Oregon Division of Finance and Corporate Securities (OFCS) and are subject to Oregon Revised Statutes and the provisions of this Policy.

STANDARDS OF PRUDENCE

The standard of prudence to be used for managing the City's assets is the prudent person rule which states that "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

The overall investment program shall be designed and managed with a degree of professionalism that is worthy of the public trust. The City recognizes that no investment is totally without risk and that the investment activities of the City are a matter of public record. Accordingly, the City recognizes that within a diversified portfolio, losses sometimes occur, and such losses shall be considered within the context of the overall portfolio's return, provided that

adequate diversification has been implemented and that the sale of a security before maturity is in the best long-term interest of the City.

The City's Investment Officer and staff acting in accordance with this Policy, written procedures, and ORS 294 and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price change or other loss in accordance with ORS 294.047, provided that these losses are reported as soon as practical to the Investment Officer and action is taken to control adverse developments. Losses that are sustained in the City's portfolio shall be charged against current investment earnings.

ETHICS AND CONFLICTS OF INTEREST

City investment staff involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program or create the appearance of an impairment of their ability to make impartial investment decisions. City investment staff involved in the investment process and investment officials shall disclose in writing to the Investment Officer any financial interests they have in financial institutions that conduct business with the City and they shall subordinate their personal investment transactions to those of the City.

Employees shall comply with ORS 244.040 (Code of Ethics), ORS 244.120 (Methods of Handling Conflicts), GARS Article 3.15 (Standards of Conduct), any amendments to these provisions, and any Code of Ethics applicable to employees that the City may adopt in the future.

INTERNAL CONTROLS AND COMPLIANCE

The Investment Officer shall establish and maintain a system of written internal controls consistent with this Policy designed to prevent the loss of public funds due to fraud, error, misrepresentation or imprudent actions by third parties or by employees of the City. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. Written internal controls shall be reviewed and tested at least annually by an independent auditor or upon any extraordinary event such as turnover of key personnel or the discovery of inappropriate activity.

The policies set forth in this document shall be adhered to and monitored on a monthly basis. Any instance which is deemed to be out of compliance with this Policy shall be brought back into compliance as soon as prudently feasible.

ACCOUNTING METHOD

The City shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP) relating to investment accounting. The accounting principles are those contained in the pronouncements of authoritative bodies including but not necessarily limited to, the Governmental Accounting Standards Board (GASB); the American Institute of Certified Public Accountants (AICPA); and the Financial Accounting Standards Board (FASB).

SAFEKEEPING AND CUSTODY

Custodian banks shall be selected on the basis of their ability to provide services for the City's account and the competitive pricing of their safekeeping related services. The City shall execute a written Safekeeping Agreement with each custodian bank prior to utilizing that bank's safekeeping services.

The purchase and sale of securities and repurchase agreement transactions shall be settled on a delivery versus payment basis in accordance with ORS 294.145 (4) and (5). It is the intent of the City that all purchased securities be perfected in the name of the City. Sufficient evidence to title shall be consistent with modern investment, banking and commercial practices.

All securities purchased by the City and all securities purchased under the terms of a City approved Master Repurchase Agreement shall be delivered by either book entry or physical delivery and shall be held in third-party safekeeping by a City approved custodian bank, its correspondent bank or the Depository Trust Company (DTC).

All fed-wireable book entry securities shall be held in the Federal Reserve System in a customer account or trust account at the custodian bank which names the City as the customer. All physical delivery securities shall be held by the custodian bank's correspondent bank. DTC eligible securities shall be held in the custodian bank's participant account at the DTC.

COLLATERALIZATION

All bank deposits, time deposits, certificates of deposit, and savings accounts held in bank depositories which exceed the amounts insured by one or more agencies of the United States Government shall be collateralized in accordance with the provisions of Oregon Revised Statutes Chapter 295.

Per ORS Chapter 295, it is the responsibility to the State Treasurer to ensure that public funds are collateralized appropriately by the public depositories holding the deposits.

Collateral for repurchase agreements shall be limited in maturity and priced in compliance with ORS 294.035 (D)(j). See item 8 of the Authorized Securities and Transactions section of this Policy.

AUTHORIZED FINANCIAL INSTITUTIONS, BROKER/DEALERS, INVESTMENT ADVISERS, AND DEPOSITORIES

1. **Broker/dealers** and other authorized financial institutions shall be selected by the Investment Officer on the basis of their expertise in public cash management and their ability to provide service for the City's account. It shall be the policy of the City to purchase securities only from approved institutions and firms. Additions or deletions to the list shall be made at the Investment Officer's discretion.

To be eligible, a firm must meet at least one of the following criteria:

- Be recognized as a Primary Dealer by the Federal Reserve Bank of New York or have a Primary Dealer within its holding company structure; or
- Report voluntarily to the Federal Reserve Bank of New York; or

- Qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (Uniform Net Capital Rule.)

Approved broker/dealers and the firms they represent shall be licensed to do business in the State of Oregon and, as such, are subject to the provisions of the Oregon Revised Statutes. Approved broker/dealers shall submit proof of registration in the State of Oregon, both for the firm and for the designated representative. Further, the broker/dealer representative shall submit evidence of holding the Financial Industry Regulatory Authority (FINRA) Series 6 or 7 license and either the Series 63 or Series 66 license. License requirements are per the Oregon Division of Finance and Corporate Securities.

Approved broker/dealers and banks shall be required to submit and annually update a City approved Broker/Dealer Information Request form, including the firm's most recent audited financial statements, and which the Investment Officer shall maintain on file. In the event that an external investment advisor is not used in the process of recommending a particular transaction for the City's portfolio, authorized broker/dealers shall attest in writing that they have received a copy of this Policy.

If the City utilizes an external investment adviser, the adviser is authorized to transact with its own approved Broker-Dealer list on behalf of the City. The adviser will perform all due diligence for the Brokers-Dealers on its approved list.

2. Investment Advisers. The City may engage the services of an external investment adviser to assist in the management of the City's investment portfolio. All investment transactions executed by the external investment adviser on behalf of the City must be consistent with this Policy and be pre-approved by the Investment Officer.

A list will be maintained of approved external investment advisers selected by the Investment Officer using a fair selection process. An annual review of all external investment advisers shall be conducted by the Investment Officer to determine their continued eligibility with the requirements below. All investment advisers shall:

- a. Be registered with the Securities and Exchange Commission (SEC) or licensed by the State of Oregon; (Note: Investment adviser firms with assets under management > \$100 million must be registered with the SEC, otherwise the firm must be licensed by the state of Oregon).
- b. Have certified that all of the representatives of the investment adviser who conduct investment transactions on behalf of this entity have read, understood and agreed to comply with this Policy.

3. Direct Issuers. The City may purchase Commercial Paper from direct issuers even though they are not on the approved broker/dealer list as long as they meet the criteria outlined in item 4 of the Authorized Securities and Transactions section of this Policy.

AUTHORIZED SECURITIES AND TRANSACTIONS

All investments of the City shall be made in accordance with Oregon Revised Statutes: ORS 294.035 (Investment of surplus funds of political subdivisions; approved investments), ORS 294.040 (Restriction on investments under ORS 294.035), ORS 294.135 (Investment maturity

dates), ORS 294.145 (Prohibited conduct for Custodial Officer), ORS 294.805 to 294.895 (Local Government Investment Pool), and ORS 294.052 (Investment by municipality of proceeds of bonds). Any revisions or extensions of these sections of the ORS Chapter shall be assumed to be part of this Policy immediately upon being enacted.

The City will diversify investments across maturities, security types and institutions to avoid incurring unreasonable risks. The City has further defined the eligible types of securities and transactions as follows:

1. U.S. Treasury Obligations: Treasury Bills, Treasury Notes, Treasury Bonds, and Treasury Strips with maturities not exceeding five years from the date of trade settlement.
2. Federal Instrumentality Securities: Lawfully issued agencies and instrumentalities of the United States or enterprises sponsored by the United States Government and obligations whose payment is guaranteed by the United States, the agencies and instrumentalities of the United States, or enterprises sponsored by the United States Government. The maximum ownership of Federal Instrumentality Securities is 75% with no more than 25% of the portfolio held in any one issuer.
3. Corporate Bonds subject to a valid registration statement on file with the Securities and Exchange Commission or issued under the authority of section 3(a)(2) or 3(a)(3) of the Securities Act of 1933, as amended. The bonds must be issued by a commercial, industrial or utility business or issued by or on behalf of a financial institution with final maturities not exceeding three years from the date of trade settlement. Authorized corporate bonds shall be limited to obligations of United States dollar denominated corporations organized and operating within the United States. At the time of purchase, the debt must be rated at least AA- or the equivalent by a NRSRO. Ownership of corporate bonds (including FDIC guaranteed corporate bonds) and commercial paper shall be limited to a combined total of 35% of the portfolio, with no more than 5% of the portfolio held in any one issuer or its affiliates or subsidiaries.
4. Commercial Paper issued by a commercial, industrial or utility business or issued by or on behalf of a financial institution with maturities not exceeding 270 days from the date of trade settlement. Commercial paper must be rated at least A-1 or the equivalent, at the time of purchase by each NRSRO which rates the commercial paper. If the commercial paper issuer has senior debt outstanding, the senior debt must be rated at least A- or the equivalent by a NRSRO. Ownership of commercial paper and corporate bonds shall be limited to a combined total of 35% of the portfolio, with no more than 5% of the portfolio held in any one issuer or its affiliates or subsidiaries.
5. Bankers Acceptances which are (a) guaranteed by and carried on the books of a financial institution located and licensed to do banking business in the State of Oregon; or a financial institution located in the States of California, Idaho or Washington that is wholly owned by a bank holding company that owns a financial institution that is located and licensed to do banking business in the State of Oregon; (b) Bankers acceptances shall be eligible for discount by the Federal Reserve System; and (c) the institution issuing a letter of credit shall have a short-term rating of A-1 or the equivalent by one or by a NRSROs at the time of purchase. Maturities shall be limited to 180 days from the date of trade settlement and ownership of bankers acceptances shall not exceed 25% of the portfolio, with no more than 10% of the portfolio held in any one issuer.

6. State of Oregon Local Government Investment Pool organized pursuant to ORS 294.805 through 294.895. Participation in the Pool shall not exceed the maximum limit annually set by ORS 294.810. This amount is indexed semi-annually to inflation (the Portland All-urban consumer CPI) pursuant to statute. The limit may temporarily be exceeded by local governments for 10 business days due to pass-through funds.
7. Time Deposit Open Accounts, Certificates of Deposit, Checking and Savings Accounts as defined in ORS 706.008 and in insured institutions that maintain an office in Oregon. Certificates of Deposit that are purchased by the City shall be FDIC insured or collateralized in accordance with ORS 295.015 and ORS 295.018. Ownership of time certificates of deposit shall be limited to 35% of the portfolio, with no more than 10% with any one financial institution at the time of purchase, and maturities shall not exceed one year.
8. Repurchase Agreements with maturities of 90 days or less collateralized by U.S. Treasury securities with the maturity of the collateral not exceeding three years. For the purpose of this section, the term collateral shall mean purchased securities under the terms of the City approved Master Repurchase Agreement. The purchased securities shall have an original minimum market value including accrued interest of 102% of the dollar value of the transaction, as prescribed by written policy of the Oregon Short Term Fund Board. Collateral shall be held delivery versus payment in the City's custodian bank as safekeeping agent, and the market value of the collateral securities shall be marked-to-the-market daily. Broker/dealers and Financial Institutions must have an executed Master Repurchase Agreement with the City. Ownership of repurchase agreements shall be limited to 50% of the portfolio and 10% per issuer.

Repurchase Agreements shall be entered into only with City approved Primary Dealers reporting to the Market Reports Division of the Federal Reserve Bank of New York or firms that have a Primary Dealer within their holding company structure.

9. Obligations of the States of Oregon, California, Idaho, and Washington: Lawfully issued debt obligations of these states and their political subdivisions that have a long-term rating of AA or an equivalent rating or better by at NRSRO or are rated in the highest category for short-term municipal debt by a NRSRO. Such obligations are authorized only if there has been no default in payment of either the principal or the interest of obligations of the issuing entity within five years preceding investment, ORS 294.040. Ownership of such obligations shall be limited to 25% of the portfolio, with no more than 10% of the portfolio held in any one issuer. Maturities for these obligations shall not exceed three years.

Any amendments to ORS 294.046 or the State Treasurer's statement of permitted investments for governmental entities shall be assumed to be a part of this Policy immediately upon being enacted. It is the intent of the City that the foregoing list of authorized securities is strictly interpreted. Any deviation from this list must be preapproved in writing by City Council.

CREDIT QUALITY REQUIREMENTS

The minimum weighted average credit quality of the portfolio's rated securities shall be AA or the equivalent. The target weighted average credit quality of the portfolio shall not be greater than a value of three (3) using the table below. Individual securities shall be rated no less than

AA- or the equivalent. Commercial Paper shall be rated no less than A-1 or the equivalent by a NRSRO.

Value	Moody's Rating		S&P Ratings		Fitch Ratings	
	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
1	U.S. Treasury		U.S. Treasury		U.S. Treasury	
1	Federal Instrumentality		Federal Instrumentality		Federal Instrumentality	
1	Aaa	P-1	AAA	A-1	AAA	F1
2	Aa1		AA+		AA+	
3	Aa2		AA		AA	
4	Aa3		AA-		AA-	

Securities that have been downgraded to below the minimum ratings will be sold or held at the Investment Officer's discretion. The Investment Officer is responsible for bringing the portfolio back into compliance as soon as practicable.

PORTFOLIO DIVERSIFICATION STANDARDS

The City will diversify the investment portfolio to avoid incurring unreasonable risks, both credit and interest rate risk, inherent in over-investing in specific instruments, individual financial institutions or maturities. Nevertheless, the asset allocation in the investment portfolio should be flexible depending upon the outlook for the economy, the securities markets and the City's anticipated cash flow needs. All diversification requirements shall be calculated based on the cost value of the holdings at the time of purchase. Specific diversification requirements shall be applied to the aggregate holdings of an institution as of the date of trade settlement.

<u>Instruments:</u>	<u>Maximum % of Portfolio</u>	<u>Maximum % Per Issuer</u>
U.S. Treasury Obligations	100%	N/A
Federal Instrumentality Securities	75%	25%
Corporate Indebtedness/Commercial Paper	35%	5%
Banker's Acceptances	25%	10%
Local Government Investment Pool	Up to statutory limit	N/A
Time Certificates of Deposit	35%	10%
Repurchase Agreements	50%	10%

Obligations of the States of Oregon,
California, Idaho, and Washington

25%

10%

MATURITY LIMITS AND LIQUIDITY REQUIREMENTS

To the extent possible, investments shall be matched with anticipated cash flow requirements and known future liabilities. Unless matched to a specific cash flow requirement, the City shall not invest in securities maturing more than five years from the date of settlement. The weighted average final maturity of the City's portfolio shall at no time exceed 18 months.

At all times, the City shall maintain the following investment amounts with regard to final maturities in the portfolio.

<u>Length of Maturity</u>	<u>Investment Amounts</u>
Under 30 days	10% minimum
Under 1 year	25% minimum
Over three years	25% maximum

COMPETITIVE TRANSACTIONS

Each investment transaction shall be competitively transacted with broker/dealers who have been authorized by the City. At least three broker/dealers shall be contacted for each transaction and their bid and offering prices shall be recorded. A record shall be maintained by the City of all bids and offerings for security transactions in order to ensure that the City receives competitive pricing.

If the City is offered a security for which there is no other readily available competitive offering, then the Investment Officer shall document quotations for comparable or alternative securities.

PROHIBITED CONDUCT

Oregon State Statutes have addressed several areas of prohibited conduct for the Investment Officer when making investments, ORS 294.145. Specifically, the Investment officer shall not:

- Make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of trade settlement of the purchase or sale transaction; or
- Enter into any agreement to invest funds or sell securities for future delivery for a fee other than interest; or
- Lend securities to any person or institution, except on a fully collateralized basis, and except when such lending is specifically permitted under an investment policy adopted pursuant to ORS 294.135 (1)(a); or

- Pay for any securities purchased by the Investment officer until the officer has received sufficient evidence of title thereof. Evidence of title shall be consistent with modern investment, banking and commercial practices and may include physical possession, book entry and automated recordation of such title. However, the Investment Officer may instruct one or more custodian banks, as defined in ORS 295.001, to accept or release securities as the Investment Officer considers advisable to be held in safekeeping for collection of principal and interest or other income; or
- Deliver securities to the purchaser upon sale prior to receiving payment in full. However, the Investment Officer may deliver the securities to any custodian bank, defined in ORS 295.001 upon instructions to hold the same pending receipt by the institution of full payment thereof.

INVESTING BOND PROCEEDS

The City may invest bond proceeds in compliance with ORS 294.052 (investment by municipality of proceeds of bonds), notwithstanding ORS 294.135 or 294.145 or any other law or charter provision. The City recognizes that bond proceeds may be subject to the provisions of the Internal Revenue Code, Federal Arbitrage Regulations, as amended. Due to the legal complexities of arbitrage law and the necessary immunization of yield levels to correspond to anticipated cash flow schedules, the reinvestment of such debt issuance may, upon the advice of Bond Counsel or financial advisors, deviate from the maturity limitation provisions of this Policy with written approval of the Investment Officer.

REPORTING REQUIREMENTS

On a quarterly basis, the Investment Officer shall provide an investment report listing the cost, current fair value, credit ratings and duration of investments held by the City, average interest rate and the interest rate earned by the Local Government Investment Pool, all in accordance with GASB Statements 31 and 40. The report shall include a summary of investment earnings and performance results for the period and will be used to ensure adequate portfolio diversification, both by type and maturity dates, and certify that the portfolio is currently structured according to the terms of this Policy.

PERFORMANCE EVALUATION

The Investment Officer shall establish an appropriate benchmark or benchmarks that reflect the types and maturities of the City's investments, including the current yield on the State of Oregon Local Government Investment Pool. It is anticipated the portfolio should attain a benchmark average rate of return over time. When comparing the performance of the City's portfolio, all fees and expenses involved with managing the portfolio shall be included in the computation of the portfolio's rate of return. Portfolio performance shall be reviewed at least quarterly.

POLICY REVISIONS

This Investment Policy shall be reviewed by the Investment Officer prior to being submitted to the City Council for adoption on an annual basis in accordance with ORS 294.135(a).

August 12, 2021

John,

I am writing this letter to you in response to your comments on Tuesday evening at the Redmond City Council Meeting. I was going to respond to you at that time, but I didn't for two reasons. First, I didn't want to want to embarrass you and your lack of knowledge about the confederate flag and its true meaning. Second, my focus for that evening was ensuring that I did what was needed to to help secure funding to help the homelessness in Redmond, Oregon. It always amazes me when individuals such as yourself try to justify an action in an effort to distract from the truth of the matter. Therefore, it takes individuals like myself to set the record straight and this letter will do just that

In your speech, you talked about the float being educational and the gentleman dressed in the confederate uniform attempting to educate people. That in my opinion is BS and if this individual considers himself to be an educator of history, he has no idea of the history he is trying to teach. You can't teach a history lesson by looking at a float. Also, those pamphlets being handed out was also promoting a group and it was basically a recruitment tool. Are you even aware that that particular day was a celebration of Independance Day? I thought you were better educated, but it's obvious that you also lacked the knowledge to know the difference. Independence Day is the celebration of the United States winning its freedom from the British. It has nothing to do with the Civil War, which was an attempted insurrection by the South to overthrow the North in an attempt to keep Human Beings, Black People enslaved.

Now, let me educate you on phrases you threw out in the meeting such as Racism and Systematic Racism. You can try and to downplay who you really are as much as you want, but you John are an immigrant in America. Your ancestors have Polish roots and you only need to look at your surname. You should not be the one trying to promote the false narrative that issues of discrimination, racism, and systematic racism do not exist in America and obviously present in Redmond, Oregon. You wouldn't know what racism looks like because you have had the benefit of not experiencing it firsthand nor do you have to worry about it in Redmond. I've been stopped four (4) times by the police in the short period of time of living here. How many times have you been stopped? I'm also pretty sure with you working in real estate you are very familiar with the practice of "redlining" as this practice has been in the real estate business for 50 to 60 years in America. This is a form of "systematic racism" as is high rents, insurance policies, health care, etc. The fact is this John, the United States would not be the economic power it is if it weren't for slavery and the free labor it received for 400 years on the backs of my ancestors.

In closing, you should know by now that I am not intimidated by any special interest groups, wealthy individuals or any group of people or individuals who participate in oppressing people.

I'm well aware you are a member of the Chamber and therefore you are protecting your personal interest. I also want to say the float in my opinion was a message to outsiders about the mind set of this town which is "unwelcoming". If I'm wrong, then explain to me why this float has never been used before in a Forth of July parade?

Yours and the Mayor attempts to distract from the real issue of the float and confederate flag by mentioning Black Lives Matter being problematic is in itself a racist strategy. History shows that since the 1950's any group or organization that stands up against inequality faces this kind of backlash. You are concerned about people protesting with signs, but not concerned with people protesting with automatic weapons. Weapons more powerful than those of your Police Department and protesting aggressively. As prior law enforcement, carrying automatic weapons to a "peaceful protest" is a violation of the Constitution because it is no longer peaceful when weapons are in clear view because it causes a threat to others.

Let's be clear John, you are not Native American and therefore you are an immigrant in America. You are just fortunate enough to blend in and use the generic term of being European, so you fit in. I can't do that nor do I want it. I am a very proud educated Afro-Caribbean American living in Redmond and I will do my best to ensure that everyone living in this city feels safe. If your goal at that meeting was an attempting to silence or intimidate me, you failed. In fact it did the exact opposite. The city is changing, the demographics is changing and there is nothing you or the special interest groups can do to deter this natural progression. Change is inevitable.

Respectfully,

Clifford B. Evelyn Sr.

The failure of Common Sense and Responsible Governance

There are reports now from the public works department that on August 14th when the temperature in Redmond was reaching 100 degrees the Mayor called the city's acting city manager and ordered him to have the public works staff to turn off the supply of water to a cooling station near NE 17th and Greenwood. That order was carried out even though the mayor had no authority to engage in such conduct. This order was given despite the fact a number of homeless individuals have died from the summer's excessive heat. Fortunately, cooler heads prevailed and the water was turned back on.

A little over two weeks later the council met to confirm its prior decision of allocating monies that would provide the needed capital to allow three non profit organizations to assist the city in addressing the homeless situation in Redmond. That prior decision was based upon a number of factors:

1. The growing number of homeless individuals in Redmond and the lack of affordable housing.
2. Recent court decisions and a new state statute which require cities to address and provide homeless shelters or allow homeless individuals to sleep in public places (parks, the canyon etc).
3. The plea by business organizations to address this issue in an intelligent and compassionate manner
4. The willingness of nonprofit organizations and the volunteer work by scores of individuals to shoulder the burden of providing these shelters as well as food, water and other life sustaining provisions.
5. The need to preserve the liveability of the Redmond community for ALL of its citizens.
6. The compassion required of all humans and particularly those who profess to be followers of the teachings and commandments of Jesus Christ.

That confirmation did not occur even though just days before the meeting the fourth vote to solve this problem assured a local pastor the budget adjustment to provide monies for the homeless would be approved.

Instead of approval the council, with the mayor's blessing engaged in processes that were without precedent.

First, the mayor allowed his wife, Councilor Endicott, without notice to the public, to reargue the prior council decision and even move to gut the resolution the public had been given notice of. Second, the mayor and three councils agreed to turn the budget process on its head by demanding the detail of expenditures before a budget allocation was made. This would be similar to the city council demanding the details of the contract to build a new police station before allocating any money in the budget for that purpose. All the budget adjustment does is make a pare allocation of funds which cannot be used until there is a detailed contract before the council. If the council is not satisfied with that detail the money stays in the general fund. This has been the normal practice for the past 50 years - are we now going to now require detailed contracts with all expendiures provided in detail before we make any budget decisions on everything?

Of Course not. The council knew what these monies were for. Bethlehem Inn gave a detailed explanation to both the city and the county. It was good enough for the county - what detail was missing? Shepard's House needed the funds for its kitchen facility so it could feed people in need. That certainly sounds more in line with our community needs than putting hundreds of thousands of dollars of our own taxpayers money at risk so we can have a rooftop bar downtown. I am not opposed to that investment per se but how does this reflect on our values? The last project -Oasis Village is the most perplexing one the city would turn down. Not only has the county offered land in what looks like a good location, the village would in large part help solve the problems we have in northeast Redmond which the business community is imploring we address intelligently.

The real issue here is whether or not we want to take the necessary steps to protect the liveability of Redmond. Without these projects the community will be at the mercy of the courts vis a vis the recent federal court holdings and recent state legislation requiring cities to all persons to sleep in public places unless there were shelters in place or objectively reasonable alternatives. One can claim addressing homelessness is not a "city issue" . Really? Just ask the police department as to whether or not it is a city issue. Look at your own council goals which place a huge emphasis on affordable housing. It does not get any more real to affordable housing by providing shelter to someone who is without any.

Legally we are on firm ground in addressing homeless shelters. The state and federal constitutions do not prohibit it. The federal legislation by which the city received these monies actually encourages such use by listing housing as an eligible recipient. Our state law impliedly requires it by punishing cities without adequate shelters. Most other cities are supporting homeless projects. The \$931,000 previously approved was appropriate and should be approved again. These monies are one time capital expenditures to give non profits the necessary tools to help the city government address a growing crisis which will affect as it has already the liveability of our community. Why are we even hesitating unless it is to pander to some right wing base which could care less about either the homeless or the liveability of our community.