



CITY COUNCIL

November 16, 2021

Virtual Meeting • www.redmondoregon.gov/CityCouncilLive

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

Krisanna
Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch *Councilor*

Shannon Wedding
Councilor

NOVEMBER 16, 2021

SPECIAL MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. PRESENTATIONS

- A. 1st Quarter Financial Report
- B. Capital Improvement Projects Update
- C. Fiscal Year: July 1, 2020 - June 30, 2021 Organizational Achievements

III. ACTION ITEMS

- A. Resolution #2021-34 - A resolution adopting City of Redmond updates to the Deschutes County Multi-Jurisdictional Natural Hazards Mitigation Plan.

IV. ADJOURN

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

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

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



City of Redmond - Financial Overview

1Q FY21/22

Key Financial Highlights

- * Year-to-date operating expenses at 23%, year-end projection = 98% (-\$1.4m City-wide, -\$0.4m GOF)
- * Health Insurance: Premiums +5.9% in January (bgt +10%); \$96k savings relative to bgt.
- * Property Taxes: Assessed Value: +9.6% (bgt +8.9%) (+\$70k vs. bgt.), Collections: primarily in Nov.
- * Development revenues remain robust; similar to 1st Qtr. 20/21
- * \$3.2 million in land sales completed in the 1st Qtr. (planned for in 4th Qtr. 20/21)
- * General Operating Funds projected to have \$0.6m operating surplus (3% of operating bgt.) in 21/22
- * Airport passengers +159% from 1st Qtr. 20/21, 21/22 projected to be cash flow positive w/o Fed. Relief
- * Juniper Golf Course net cash flow was \$234k in the 1st Qtr. 21/22; exceeding 1st Qtr. 20/21

Operating Financial Performance by Department (\$ in Millions)

General

Expenditures / Budget:	21%		
Operating Revenues / Budget:	24% * No Property Taxes yet, Lodging Taxes +36% from 1Q 20/21		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.101	\$ 1.469	\$ (1.980)
Sub-Fund Balance:	\$ 4.040	\$ 5.407	\$ 4.525

* +\$3.2m land sales

Police

Expenditures / Budget:	25%		
Operating Revenues / Budget:	27%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.191	\$ (0.016)	\$ (0.152)
Sub-Fund Balance:	\$ 2.529	\$ 2.322	\$ 1.937

* Personnel -\$100k (-1%)
Including 2 add'l officers

Public Works

Transportation

Expenditures / Budget:	20%		
Operating Revenues / Budget:	21% * Gas Tax Sharing at 18%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.099)	\$ (0.208)	\$ (0.382)
Sub-Fund Balance:	\$ 1.183	\$ 1.075	\$ 0.596

* Personnel -\$162k (-10%)

Parks & Facilities

Expenditures / Budget:	22%		
Operating Revenues / Budget:	26%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.083	\$ 0.140	\$ (0.030)
Sub-Fund Balance:	\$ 0.665	\$ 0.722	\$ 0.362

* Personnel -\$125k (-14%)

Water

Expenditures / Budget:	20%		
Operating Revenues / Budget:	37% * Water Sales at 38% (seasonal irrigation)		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 1.095	\$ (0.299)	\$ (0.410)
Sub-Fund Balance:	\$ 4.502	\$ 3.108	\$ 2.753

* Personnel -\$42k (-7%)

Wastewater

Expenditures / Budget:	22%		
Operating Revenues / Budget:	26%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.155	\$ (0.071)	\$ (0.256)
Sub-Fund Balance:	\$ 3.831	\$ 3.604	\$ 3.312

* Personnel -\$113k (-7%)

Stormwater

Expenditures / Budget:	26%		
Operating Revenues / Budget:	25%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.019)	\$ (0.029)	\$ (0.039)
Sub-Fund Balance:	\$ 0.432	\$ 0.422	\$ 0.359

Engineering

Expenditures / Budget:	21%		
Operating Revenues / Budget:	27% * Development Revenues at 31%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.077	\$ 0.013	\$ (0.218)
Sub-Fund Balance:	\$ 0.559	\$ 0.495	\$ 0.227

* Personnel -\$176k (-11%)

Key Statistics (\$ in Millions)

Property Tax (PT) Collections

FY21/22 (Current)	\$ -
FY21/22 (Projection)	\$ 11.686
FY21/22 (Budget)	\$ 11.616
FY20/21	\$ 10.671
FY19/20	\$ 9.837
FY18/19	\$ 9.093

Franchise Fees

FY21/22 (Current)	\$ 0.936
FY21/22 (Projection)	\$ 3.978
FY21/22 (Budget)	\$ 3.885
FY20/21	\$ 3.805
FY19/20	\$ 3.540
FY18/19	\$ 3.505

State Shared Revenues

FY21/22 (Current)	\$ 0.479
FY21/22 (Projection)	\$ 3.340
FY21/22 (Budget)	\$ 3.316
FY20/21	\$ 3.408
FY19/20	\$ 2.987
FY18/19	\$ 2.956

General Operating Fund (GOF) Balance

FY21/22 (Current)	\$ 8.987
FY21/22 (Projection)	\$ 10.105
FY21/22 (Budget)	\$ 7.692
FY20/21	\$ 8.660
FY19/20	\$ 7.173
FY18/19	\$ 6.634

Gen. Op. Fund (GOF) Balance Change

FY21/22 (Current)	\$ 0.327
FY21/22 (Projection)	\$ 1.444
FY21/22 (Budget)	\$ (2.634)
FY20/21	\$ 1.488
FY19/20	\$ 0.538
FY18/19	\$ (0.029)

Water Sales

FY21/22 (Current)	\$ 2.663
FY21/22 (Projection)	\$ 7.042
FY21/22 (Budget)	\$ 6.985
FY20/21	\$ 6.705
FY19/20	\$ 6.046
FY18/19	\$ 6.164

Sewer Sales

FY21/22 (Current)	\$ 1.530
FY21/22 (Projection)	\$ 6.129
FY21/22 (Budget)	\$ 6.155
FY20/21	\$ 5.904
FY19/20	\$ 5.611
FY18/19	\$ 5.369

Finance/Budget Contact:

Jason Neff
541.923.7729
jason.neff@redmondoregon.gov

Operating Financial Performance by Department Cont. (\$ in Millions)

Airport

Expenditures / Budget:	13%	* Debt Service at 0%, Operating Expenses at 59%		
Operating Revenues / Budget:	27%	* Enplanements +159% YOY. Parking at 44%, PFCs at 34%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 2.113	\$ 9.121	\$ 0.417	* Fed. Relief = \$9.0m
Sub-Fund Balance:	\$ 19.721	\$ 26.729	\$ 18.857	Cap. Proj. & Equip. = \$2.4m

CDD

Operations

Expenditures / Budget:	21%			
Operating Revenues / Budget:	24%	* Business Licenses at 2%, Code Enf. Surcharge at 35%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.032	\$ 0.058	\$ (0.031)	* \$100k for Skyline Village
Sub-Fund Balance:	\$ 0.384	\$ 0.410	\$ 0.209	

Building

Expenditures / Budget:	19%			
Operating Revenues / Budget:	30%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.271	\$ 0.650	\$ 0.165	
Sub-Fund Balance:	\$ 4.276	\$ 4.656	\$ 4.069	* 26 months of operating exp.

Current Planning

Expenditures / Budget:	24%			
Operating Revenues / Budget:	59%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.139	\$ 0.432	\$ (0.096)	
Sub-Fund Balance:	\$ 0.937	\$ 1.229	\$ 0.619	* 26 months of operating exp.

Long Range Planning

Expenditures / Budget:	22%			
Operating Revenues / Budget:	32%	* LR Planning Surcharge at 49%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.019	\$ 0.001	\$ (0.058)	
Sub-Fund Balance:	\$ 0.187	\$ 0.168	\$ 0.063	

Golf

Expenditures / Budget:	18%			
Operating Revenues / Budget:	25%	* Golf rounds at 36% of bgt., year-over-year Golf rev. +23%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.149	\$ 0.134	\$ (0.011)	* YTD oper. NCF +\$234k
Sub-Fund Balance:	\$ 0.422	\$ 0.407	\$ 0.164	* YE 80 days of oper. exp.

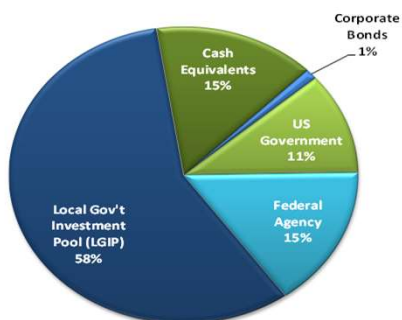
Infrastructure Maintenance Expenditures (\$ in Millions)

	YTD	YTD/Budget	YE Proj.	Proj/Budget	YE Budget
Transportation	\$ 0.736	38%	\$ 1.951	100%	\$ 1.951
Water	\$ -	0%	\$ 1.020	100%	\$ 1.020
Wastewater	\$ 0.006	1%	\$ 0.725	100%	\$ 0.725
Stormwater	\$ -	0%	\$ 0.480	100%	\$ 0.480

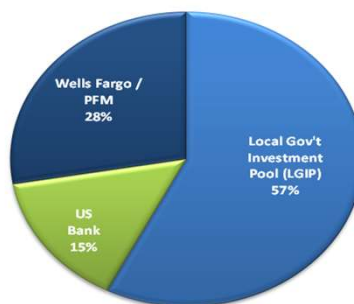
Cash & Investments Summary (excludes \$17.4m in bond proceeds)

Total Cash & Investments	\$83.3M	Yields	
Weighted Maturity	6 months	Wells Fargo / PFM Asset Mgmt.	
Weighted Credit Quality	AAA	Local Gov't. Investment Pool (LGIP)	

Diversification



Accounts



Key Statistics (Cont.)

Passenger Facility Charges

FY21/22 (Current)	\$ 0.463
FY21/22 (Projection)	\$ 1.786
FY21/22 (Budget)	\$ 1.374
FY20/21	\$ 1.251
FY19/20	\$ 1.484
FY18/19	\$ 1.797

Planning Permit Revenue

FY21/22 (Current)	\$ 0.243
FY21/22 (Projection)	\$ 0.861
FY21/22 (Budget)	\$ 0.345
FY20/21	\$ 0.465
FY19/20	\$ 0.369
FY18/19	\$ 0.475

Expenditures (Excl. URA)

FY21/22 (Current)	\$ 27.1
FY21/22 (Budget)	\$ 139.6
FY20/21	\$ 99.3
FY19/20	\$ 92.7
FY18/19	\$ 107.3

Debt Service Coverage Ratio

General Operating	4.22
Water	1.68
Wastewater	1.91
Airport	1.70

Long-Term Debt

FY21/22	\$ 80.7
FY20/21	\$ 90.5
FY19/20	\$ 93.1
FY18/19	\$ 78.8
FY17/18	\$ 80.6

Moody's Credit Rating

FFCO (10/21)	Aa3
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Cash/Investment Balances*

US Bank (cash)	\$ 12.4
LGIP (investments)	\$ 47.8
Wells Fargo (investments)	\$ 23.1
TOTAL	\$ 83.3

*excludes \$17.4m of bond proceeds

Assessed Value Growth (General)

FY21/22	9.6%
FY20/21	8.5%
FY19/20	8.1%
FY18/19	6.1%

Property Tax Base

Maximum Assessed	\$ 2,975
Real Mkt Value	\$ 5,621
MAV / RMV	53%

City/Citizen PT Rate / \$1,000

FY21/22	\$4.41 / \$18.51
FY20/21	\$4.41 / \$18.20
FY19/20	\$4.41 / \$17.93
FY18/19	\$4.41 / \$18.01

Redmond 5-Year Capital Improvement Plan

5-Year CIP Summary 21-22				Projects > \$100K				Funding							
FY	Project	Origin	Description/Driver	ADA	TOTAL	T	W	WW	SW	P	UR	FAA/ CO	A	G	
2020-21	NW 10th: Quince-Canyon	TSP	Provides sidewalks for school and park access	✓	\$200,000										
2020-21	NE Hemlock: Reroute to NE 9th	TSP	Improves industrial collector	✓	\$1,000,000										
2020-21	NW 9th/NW Maple Traffic Signal	TSP	Traffic study shows immediate need	✓	\$500,000										
2020-21	Highway 126 Sidewalks: 27th to 35th			✓	\$300,000										
2020-21	SW 6th: South of Reindeer		Enables industrial development		\$465,000										
2020-21	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan	✓	\$300,000										
2020-21	SW Kalama Ave. Waterline		Replaces old steel waterlines		\$240,000										
2020-21	Antler Reservoir Repiping	WMP	Eliminates un-needed booster pump and steel fire lines		\$270,000										
2020-21	S. Redmond Water Facility 20/21	WMP	Provides water pressure to south Redmond including industrial area		\$11,250,000										
2020-21	WPCF Pre-design	WWMP	Significant upgrade to allow WPCF to accommodate growth		\$300,000										
2020-21	N. Canal AC Line Replacement		Replaces deterioratrated asbestos cement sewer		\$190,000										
2020-21	Sewer Repairs - Highland/Glacier		Corrects offsets		\$220,000										
2020-21	Stormwater Improvements		Alleviates flooding from rainstorms		\$550,000										
2020-21	Quartz Park	PMP	Upgrades play equipment and paths	✓	\$4,000,000										
2020-21	Maple Avenue - Dry Canyon Staircase	PMP	Dry Canyon access		\$330,000										
2020-21	Taxiway F Rehabilitation	AMP	Improves pavement condition		\$7,800,000										
2020-21	4th/Evergreen Parking Lot	URP	Downtown parking		\$320,000										
2020-21	Old City Hall Parking Lot	URP	Downtown parking		\$1,200,000										
2021-22	S. Canyon: Highland-Quartz	TSP	Provides walks, replaces deteriorated pavement and steel waterlines	✓	\$980,000										
2021-22	SW Salmon/Odem Medo: 19th-Canal	TSP	Provides connectivity to Odem Medo signal and residential/highway access		\$1,381,550										
2021-22	SW 19th/SW Airport Way Roundabout	TSP	When warranted to improve safety and deal with congestion at SW 21st	✓	\$3,200,000										
2021-22	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan	✓	\$300,000										
2021-22	S. Redmond Water Facility 21/22	WMP	Provides water pressure to south Redmond including industrial area		\$6,600,000										
2021-22	WPCF Design	WWMP	Significant upgrade to allow WPCF to accommodate growth		\$5,500,000										
2021-22	Sewer Repairs: Black Butte/9th, Jackpine/8th				\$200,000										
2021-22	Yew Ave. Pump Station Upgrade		Improves operation and capacity		\$500,000										
2021-22	Stormwater Improvements: Antelope, Volcano, 33rd, Kingwood/9th, Hemlock outfall		Alleviates flooding from rainstorms		\$450,000										
2021-22	Airport Terminal Expansion Environmental/Design	AMP	Capacity expansion		\$3,000,000										
2022-23	NE 9th: Antler-Hemlock	TSP	Provides turn lanes, bike lanes and sidewalks to upgrade industrial arterial	✓	\$1,365,000										
2022-23	SW 15th: Pumice-Quartz	TSP	Completes minor collector	✓	\$360,000										
2022-23	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan	✓	\$300,000										
2022-23	SW Reservoir-Wickiup: 39th-Helmholtz	TSP	Improves substandard collector with bike lanes and walks and fixes storm problems	✓	\$1,350,000										
2022-23	NW 4th: Elm-Hemlock		Replaces old steel waterlines	✓	\$674,600										
2022-23	NW Greenwood: 5th-Canal		Provides walks, replaces deteriorated pavement and steel waterlines	✓	\$414,600										
2022-23	Well 9	WMP	Allow city to keep up with increasing demands		\$3,300,000										
2022-23	SW 13th/14th Waterlines		Replaces old steel waterlines		\$623,600										
2022-23	WPCF Improvements	WWMP	Significant upgrade to allow WPCF to accommodate growth		\$9,000,000										
2022-23	Sewer Mainline Repairs		Corrects sewer problems		\$150,000										
2022-23	Stormwater Improvements: Indian outfall, Umatilla, Quartz, Obsidian, Bentwood, S. Hts		Alleviates flooding from rainstorms		\$236,000										
2022-23	Airport Terminal Expansion Phase 2	AMP	Capacity expansion		\$13,000,000										
2023-24	NW Maple: 19th-27th	TSP	Upgrades to arterial standard with bike lanes and sidewalks	✓	\$4,866,800										
2023-24	NW 7th: Antler-Fir		Provides walks, replaces deteriorated pavement and steel waterlines	✓	\$955,550										
2023-24	NW 27th/NW Maple Roundabout	TSP	When warranted to improve safety and deal with congestion		\$3,200,000										
2023-24	SW Elkhorn/S. Canal Intersection Impr		When warranted, improves safety in school area	✓	\$2,000,000										
2023-24	NW 19th/NW Maple Traffic Signal	TSP	If warranted to improve safety	✓	\$500,000										
2023-24	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan		\$500,000										
2023-24	NW Cedar and Birch: 6th-10th	WMP	Provides walks, replaces deteriorated pavement and steel waterlines	✓	\$759,465										
2023-24	WPCF Improvements	WWMP	Significant upgrade to allow WPCF to accommodate growth		\$28,600,000										
2023-24	NE Negus Way Sewer Lateral - Skyline Village	WWMP	Serves proposed Skyline Village affordable housing project		\$833,000										

Redmond 5-Year Capital Improvement Plan

5-Year CIP Summary 21-22				Projects > \$100K				Funding							
FY	Project	Origin	Description/Driver	ADA	TOTAL	T	W	WW	SW	P	UR	FAA/ CO	A	G	
2023-24	Sewer Mainline Repairs		Corrects sewer problems		\$150,000										
2023-24	Stormwater: Airport Way, Valleyview, Canyon outfall, Nolan, Cascade Vista, Parkway		Alleviates flooding from rainstorms		\$305,000										
2023-24	Airport Terminal Expansion Phase 3	AMP	Capacity expansion		\$12,000,000										
2024-25	SE 9th: Antler-Highway 126	TSP	Provides turn lanes, bike lanes and sidewalks to upgrade industrial arterial	✓	\$1,635,000										
2024-25	Highway 126/SW 35th Traffic Signal	TSP	If warranted to improve safety		\$1,000,000										
2024-25	S. Highway 97 Corridor Improvements		Improves safety, traffic flow, business vitality, pedestrian and bicycle access	✓	\$1,500,000										
2024-25	NW 7th: Fir-Jackpine		Provides walks, replaces deteriorated pavement and steel waterlines	✓	\$949,300										
2024-25	SW Evergreen: 3rd-7th	URP	Downtown sidewalk improvements, waterline connection and pavement	✓	\$1,380,000										
2024-25	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan		\$300,000										
2024-25	SW 25th St. Waterlines		Replaces old steel waterlines		\$1,063,000										
2024-25	Sewer Mainline Repairs		Corrects sewer problems		\$150,000										
2024-25	Stormwater: Railroad, Deschutes, NE Quince, Glacier, Umatilla, Larch Tree Ct		Alleviates flooding from rainstorms		\$230,000										
2025-26	Old Town Steel Waterline Replacement	WMP	Replaces old steel waterlines		\$536,500										
2025-26	Sewer Mainline Repairs		Corrects sewer problems		\$150,000										
2025-26	NW 27th: Maple-Hemlock	TSP	Arterial connection improves traffic distribution	✓	\$1,498,170										
2025-26	N. Canal: Kingwood-Maple	TSP	Completes unimproved sections of N. Canal Blvd. in medical district	✓	\$881,000										
2025-26	Business 97: Jackpine-Maple	TSP	Provides sidewalk along NW 6th Street	✓	\$646,000										
2025-26	SE 9th/Airport Way/Veterans Roundabout	TSP	First phase of eastside industrial arterial project connecting to Hwy 126/SE 9th		\$800,000										
2025-26	Business 97: Kingwood Traffic Signal	TSP	Improves safety and access to medical district, must meet signal warrants		\$455,000										
2025-26	Annual ADA Projects	ADA	Ramp and sidewalk improvements in keeping with ADA Transition Plan	✓	\$300,000										
2025-26	Far East Sewer Interceptor: Phase 1	WWMP	Allows for North Area Development		\$1,000,000										
2025-26	Sewer Line A: 27th-S. Heights	WWMP	Provides S. Heights and S. Canal sewers, takes Cascade View Pump Stations off line		\$2,600,000										
2025-26	Stormwater Improvements: 21st, Lake Rd, Summit Crest, E. Antler		Alleviates flooding from rainstorms		\$220,000										
Origin (Designates the plan that identified the need for the project) TSP-Transportation System Plan WMP-Water Master Plan WWMP-Wastewater Master Plan AMP-Airport Master Plan URP-Urban Renewal Plan Maint-Maintenance		ADA -If checked, the project improves accessibility by filling sidewalk gaps, providing ramps or removing other barriers.		Funding (Box size represents the % of funding provided by each funding source) T-Transportation SDC, CIP and Pavement Maintenance Funds W-Water Capital Replacement and SDC Funds WW-Wastewater SDC and CIP Funds SW-Stormwater Fund P-Parks Fund UR-Urban Renewal Fund FAA/CO-Federal Aviation and Connect Oregon Grant Funding A-Airport Fund G-Other Grant Funds											



5-YEAR CAPITAL IMPROVEMENT PLAN

CITY COUNCIL - NOVEMBER 16, 2021



TOPICS

SLIDE / 2

01 CURRENT PROJECTS

02 THE 5-YEAR PLAN

03 DISCUSSION - PROJECT LIST AND PRIORITIES



CURRENT CIP PROJECT STATUS: EST. \$22,850,000

PROJECT	DESIGN	BID	CONSTRUCTION
NW 10 th St. Sidewalks \$0.4M			90% Complete
NE Hemlock Street Improvements \$1M			5% Complete
NW 9 th /Maple Traffic Signal \$0.5M	90% Complete		
Highway 126 Sidewalks \$0.35M		SOON	
SW 6 th St. Extension \$0.46M			100% Complete
S. Redmond Water Facility \$19.2M			60% Complete
Dry Canyon Stairs \$0.34M			95% Complete
2021 Stormwater \$0.6M		SOON	



NEAR TERM CAPITAL PROJECTS

SLIDE / 4

ANALYSIS/PRELIMINARY DESIGN UNDERWAY

- **SW Canyon Drive:**
Sidewalks, Waterlines, Pavement from Quartz to Highland
- **SW Salmon Dr to Odem Medo:**
Roadway Reconnection
- **SW 19th St./Airport Way:**
Roundabout Design
- **Yew Avenue:**
Sewer Pump Station Upgrade
- **ADA Improvements**
- **Highland, Glacier, Black Butte, N. Canal:**
Sewer Repairs



STREET UPGRADES 2022 - 24

SLIDE / 5

PLANNED UPGRADES 2022-23

- NE 9th St. Industrial Arterial Improvements: Antler to Hemlock
- SW 15th St Connection between Pumice and Quartz
- NW 4th and Greenwood Paving and Waterlines
- SW Reservoir/Wickiup Collector Upgrades sidewalk/Water/Sewer

PLANNED UPGRADES 2023-24

- NW Maple Arterial Street Improvements, 19th to 27th
- NW 7th St. Paving and Waterline from Antler to Fir
- NW Cedar and Birch Paving and Waterlines, 6th to 10th



STREET UPGRADES 2024 - 26

SLIDE / 6

PLANNED UPGRADES 2024-25

- SE 9th St. Industrial Arterial Improvements: Antler to Hwy 126
- S. Highway 97 Corridor Improvements
- NW 7th St. Paving & Waterline from Fir to Jackpine
- SW Evergreen Ave. Downtown Improvements from 3rd to 7th

PLANNED UPGRADES 2025-26

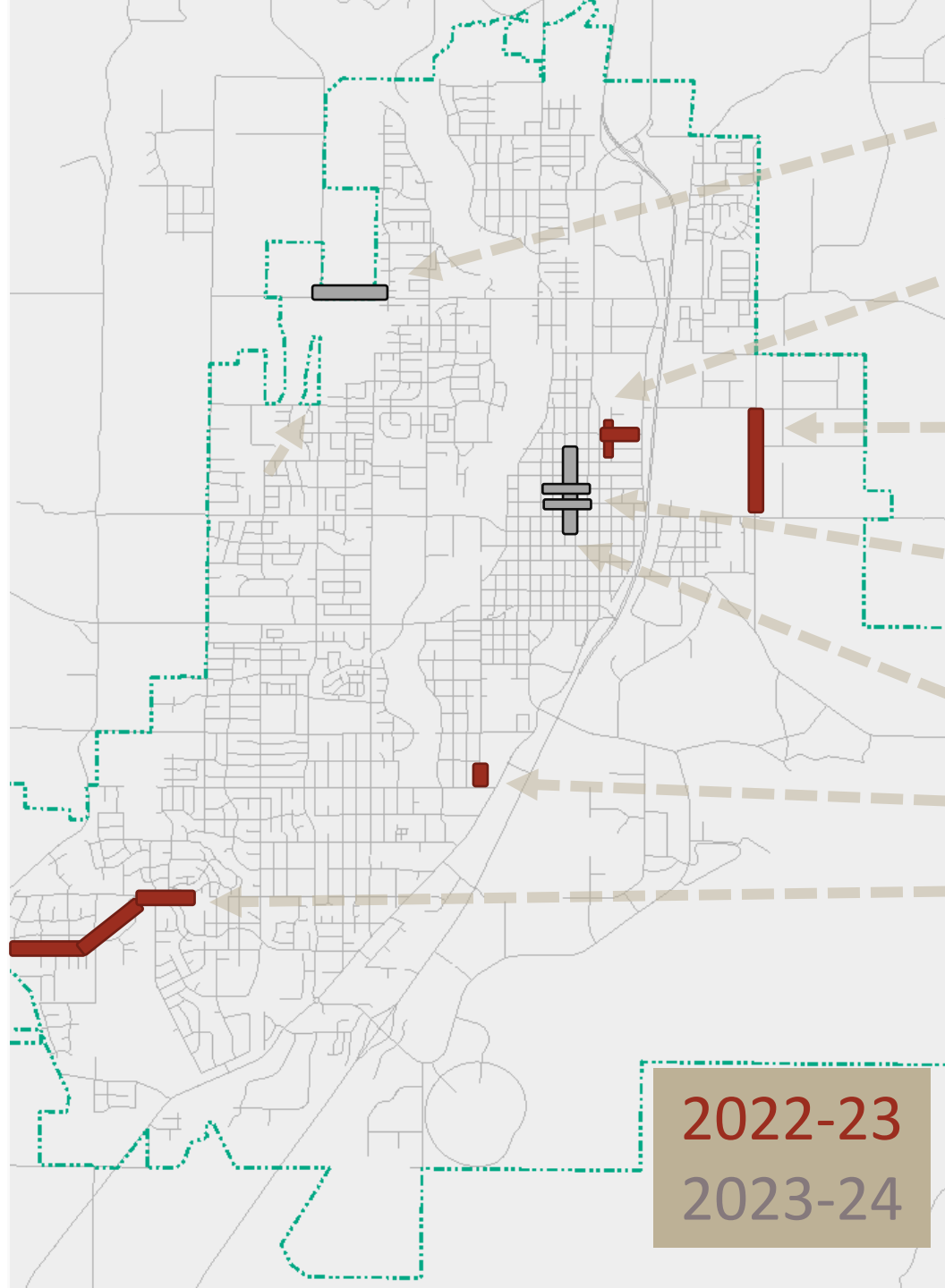
- NW 27th Arterial Street Improvements, Hemlock to Maple
- NW Canal Blvd. Street Improvements from Kingwood to Maple
- Business 97 Sidewalk Improvements from Jackpine to Maple



STREET IMPROVEMENTS 2022-24

\$10,600,000

SLIDE / 7



NW Maple Arterial \$4.9M

**NW 4th and Greenwood Paving
and Waterlines \$0.7M**

NE 9th Industrial Arterial \$1.4M

**NW Cedar and Birch Paving and
Waterline \$0.8M**

NW 7th Paving and Waterline \$1M

SW 15th Connection \$0.4M

**SW Wickiup & Reservoir
Paving, Waterline, Sewer
and Sidewalks \$1.4M**

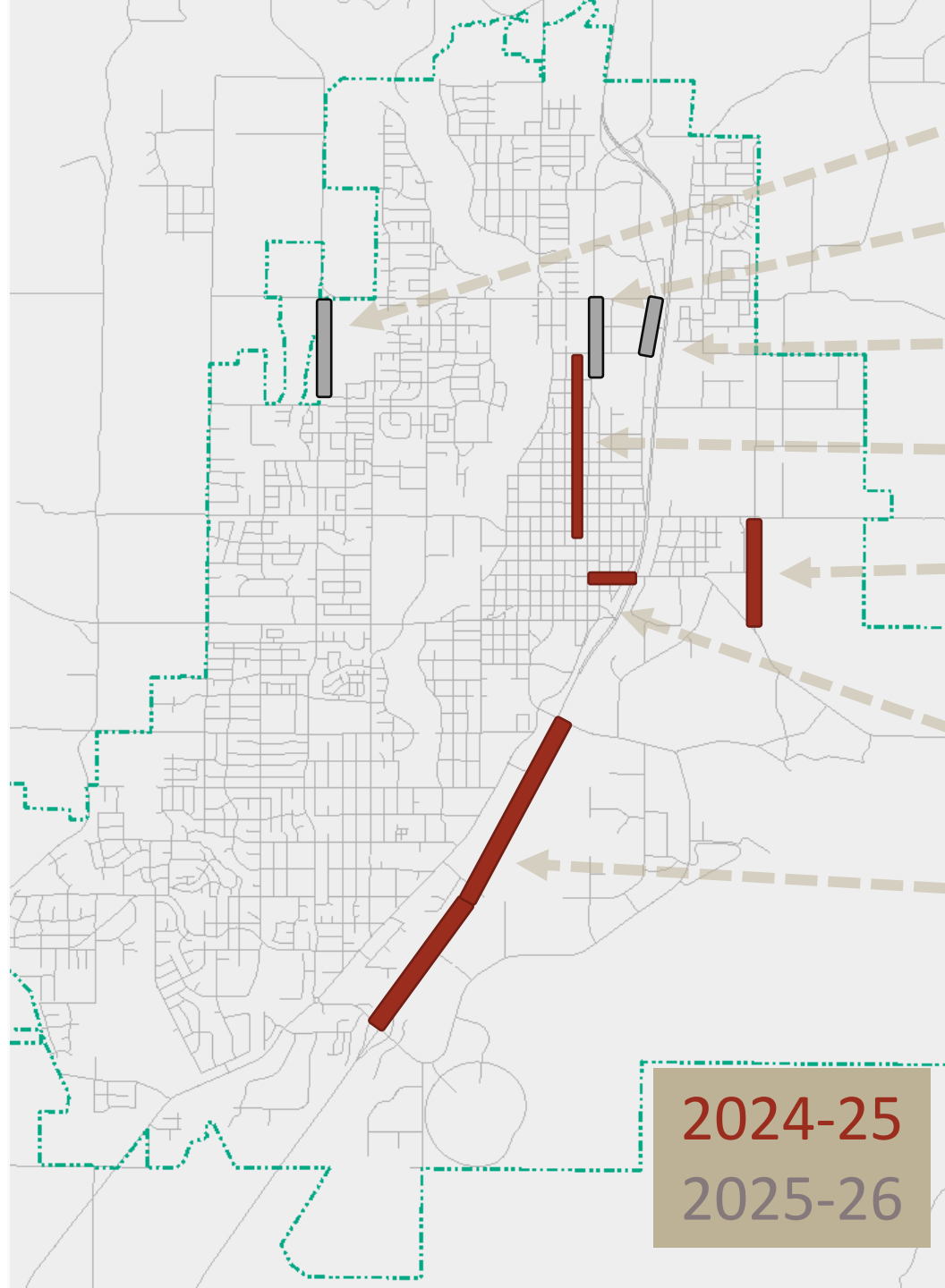
**MAINTAINING & IMPROVING
OUR INFRASTRUCTURE**



STREET IMPROVEMENTS 2024-26

**\$45,950,000 –
\$65,950,000**

SLIDE / 8



NW 27th Arterial \$1.5M

**Business 97 Sidewalk
Improvements \$0.65M**

NW Canal Blvd \$0.9M

NW 7th Paving and Waterline \$1M

SE 9th Industrial Arterial \$1.6M

**SW Evergreen Downtown
Improvements \$0.3M**

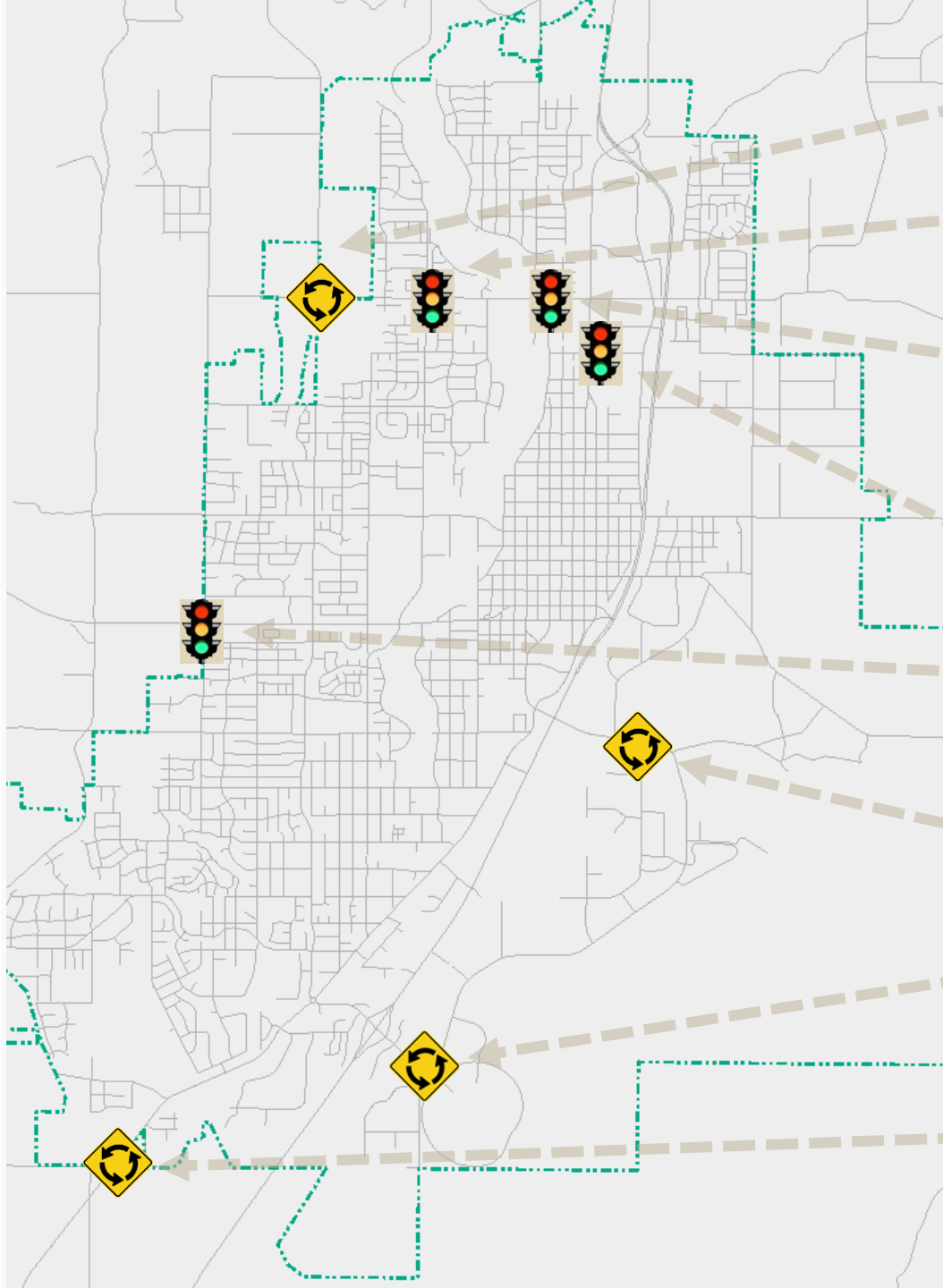
**S. Highway 97 Corridor
Improvements \$40-60M**

**MAINTAINING & IMPROVING
OUR INFRASTRUCTURE**



INTERSECTION IMPROVEMENTS

SLIDE / 9



2023-24 NW Maple/Northwest Way Roundabout

2023-24 NW 19th and Maple Traffic Signal

2021-22 NW Maple Ave/NW 9th St Traffic Signal (\$0.6M)

2025-26 Business 97 and Kingwood Traffic Signal

2024-25 SW Highland and 35th Traffic Signal

2025-26 SE 9th/SE Airport Way/SW Veterans Roundabout

2022-23 SW Airport Way and 19th Roundabout

2023-24 SW Canal and Elkhorn Roundabout



WATER/ WASTEWATER IMPROVEMENTS

SLIDE / 10

PLANNED UPGRADES

2022-23

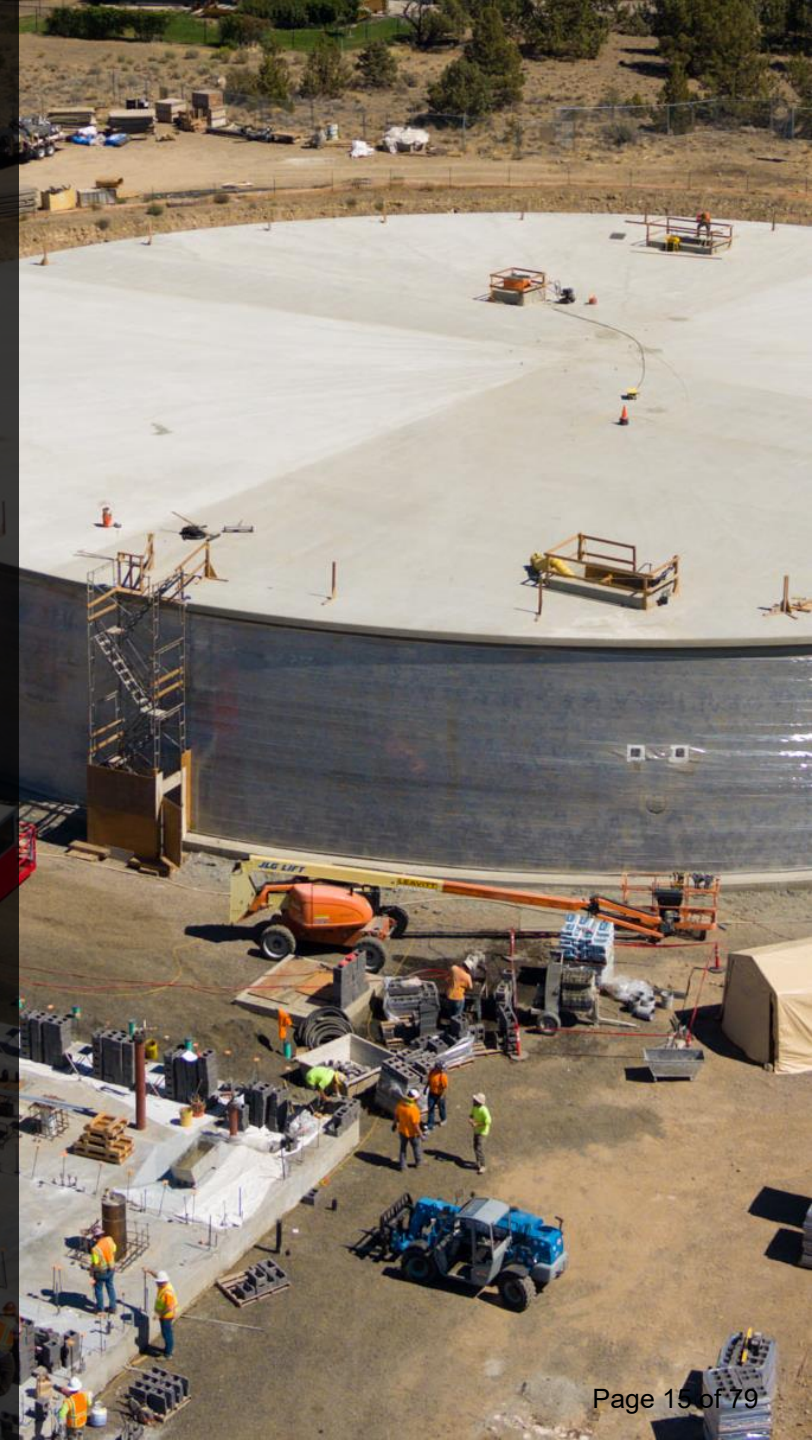
- Well 9
- SW 13th and 14th St. Waterlines

2023-24

- NW Birch and Cedar Waterlines and Paving, 6th to 10th
- Skyline Village Sewer, NE Maple-Negus

2025-26

- Far East Sewer Connection
- Sewer Line A, S. Canal from Yew to S. Heights
- Wetlands Complex
- Old Town Steel Waterline Replacement





STEEL WATERLINE REPLACEMENTS

SW CANYON-SW 13TH-SW 14TH-SW 25TH

NW CEDAR-NW BIRCH-NW 4TH - NW GREENWOOD-NW 7TH - SW 25TH



FUTURE CAPITAL PROJECTS 2026 AND BEYOND

SLIDE / 12

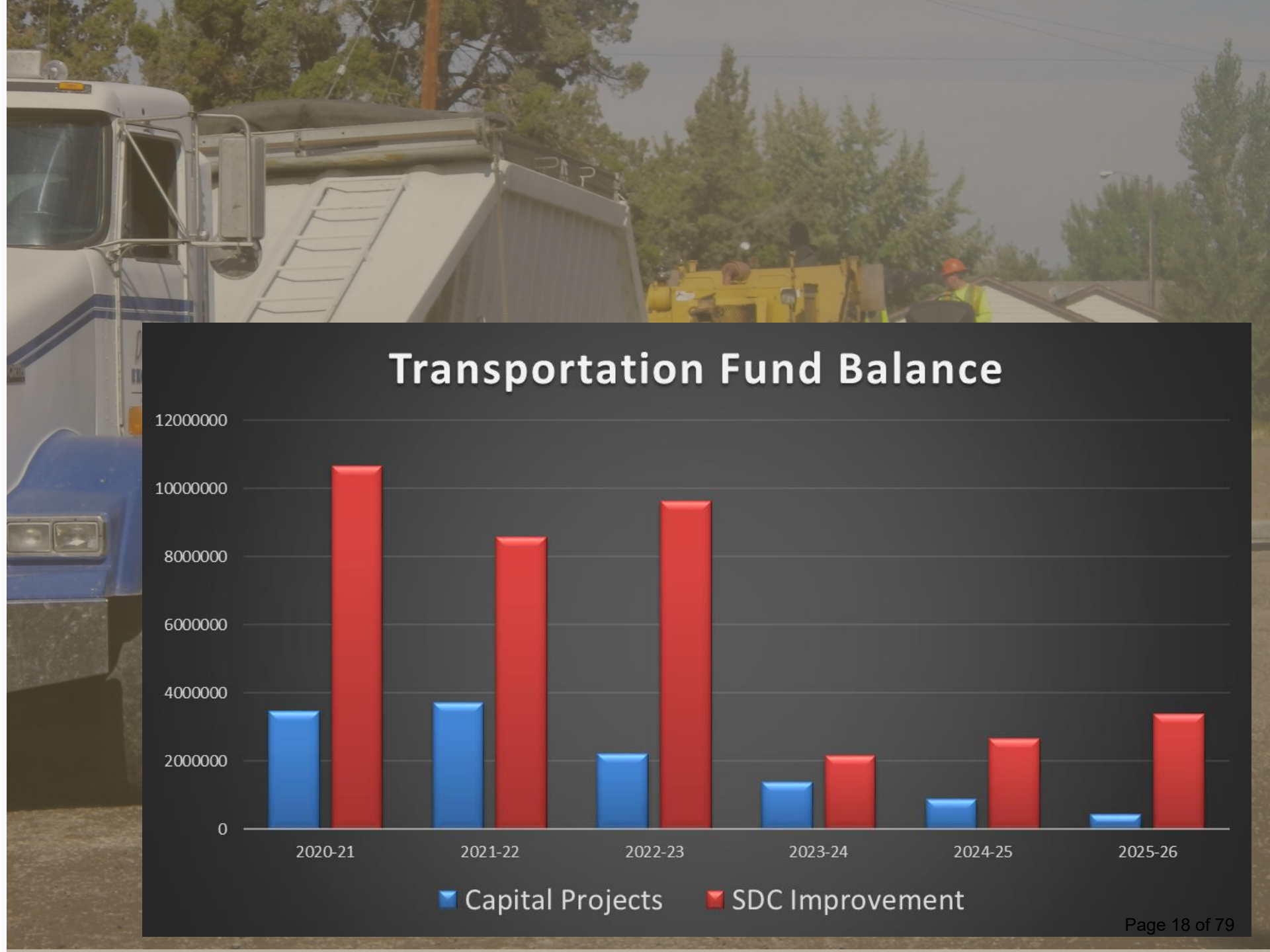
FUTURE PROJECTS 2026 ➡

- **SE 9th St between Highway 126 and Veterans/Airport Way**
- **SW Quartz from Canal to Railroad to Airport Way**
- **W. Antler Collector Improvements from 23rd to 35th**
- **SW Canal Arterial from Yew to Badger**
- **Highway 126 and Helmholtz Intersection Improvements**



FUNDING BUDGET COMMITTEE DISCUSSION

SLIDE / 13





QUESTIONS?



REDMOND CITY COUNCIL GOALS
FY 2020/2021
ACHIEVEMENTS
(July 1, 2020 – June 30, 2021)



1. SUSTAIN OPERATIONS

Provide or enhance current levels of operations in all facets of municipal service delivery.

POLICE	Adjusted for the COVID-19 environment by establishing safety protocols, wearing Personal Protective Equipment (PPE), and modifying call response and arrest procedures to minimize risk to staff.
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A. Provide critical and necessary services for the entire City.

- i. Strive to achieve a level of Police services required to make Redmond the “safest community in Oregon”.

- a. Make efforts to scale staffing needs in proportion to population growth.

CENTRAL SERVICES	Developed comprehensive understanding of financial and economic impacts associated with COVID-19. This analysis yielded a financially sustainable recommendation to add 16 new positions across 7 departments in the FY2021/22 budget.
POLICE	Hired three lateral officers, two entry level officers, and one Community Service Officer to fill vacancies. Updated hiring process using National Testing Network to recruit a more diverse range of applicants from around the country. Hired a lateral officer who is certified ASL (American Sign Language) – Identified 2 fluent Spanish speaking officers who are in the process of being hired. 1 fluent Spanish speaker in the process of being hired for our front desk/records position. Received Council direction to pursue a new Public Safety Facility.

- b. Achieve a high standard of professionalism and efficiency in the conduct of Police work such as investigating crimes and accidents, arresting violators, and addressing traffic safety issues.

POLICE	Created a Training Sergeant position to oversee and build a unified approach to training with one group of Force Tactics instructors. Increased crisis intervention training and de-escalation training. Re-established our partnership with RPA to provide a part-time SRO for their school. Added a second patrol/apprehension K9 officer to our K9 team.
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- c. Pursue opportunities to educate and partner with the community to enhance safety.

COMMUNITY DEVELOPMENT	The ‘Redmond Rallies Team’/COVID response team distributed more than 70,000 units of masks, hand-sanitizer and gloves to help local small businesses and their staff be safe; as well as helped distribute more than \$630,000.
ENGINEERING / POLICE / PUBLIC WORKS	In coordination with Police and Public Works conducted and evaluated numerous speed surveys, worked with traffic engineer to analyze intersections, placed driver feedback signs and interacted with public on speeding, intersection safety, vehicle noise and other traffic concerns. Obtained four driver feedback speed limit signs used in potential speeding areas. Feedback signs are relocated to new trouble areas every three months.

POLICE	Partnering with Deschutes County Behavioral Health, Mobile Crisis Assessment Team (MCAT), and 911 Dispatch to improve how MCAT and Law Enforcement respond to crisis calls.
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d. Advance initiative for a new Police Station through land acquisition and appropriate needs analysis, and financial strategies. Target opening new facility by 2024/2025.

POLICE	Received Council direction to pursue a new Public Safety Facility. All progress points occurred early in the 2021/2022 fiscal year (polling, land acquisition, ARPA resources, etc.) and will be reported out in next year's achievements.
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ii. Provide City water and wastewater operations to meet or exceed public health standards.

PUBLIC WORKS	Water, wastewater and stormwater services provided in accordance with state and federal requirements.
	Met the requirements of our Water Pollution Control Facility (WPCF) permit without exceeding pollution limits. Environmental Programs successfully implemented semi-annual toxics monitoring.
	Treated a total of 867,814,000 gallons of wastewater removing 42,665,557 pounds of pollutants with a 97.5% removal efficiency. Biosolids produced by the WPCF contain just 0.98% of the heavy metals allowed by Oregon Department of Environmental Quality (DEQ).
	Successfully provided over 2.5 billion gallons of water to the community in FY 20/21 while maintaining good pressure and state compliance, keeping Redmond in the top tier when it comes to state compliance.
	Worked closely with a consulting engineer to complete a plan that addresses any compliance issues with the American Water Infrastructure Act, which requires the City to address and mitigate potential disruptions from natural disasters, accidents, or intentional acts.

a. Fully evaluate Wastewater Treatment Plant expansion options and complete the design for the preferred option.

1. Leverage potential options with opportunity to connect residents to recreational opportunities outside of the UGB (Deschutes River, Smith Rock, BLM trails, etc.).

PUBLIC WORKS	Milestones for WWTP Expansion occurred at conclusion of 2020/2021 fiscal year and will be reported in next year's achievements (Terrebonne MOU, outreach events, design progress, cost estimates, facility amenities, etc.)
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iii. Ensure appropriate investment in Central Services staffing and infrastructure to support efficient delivery of City Services.

B. Increase the efficiency and/or effectiveness with which the City provides public services.

i. Explore opportunities to increase efficiencies and economies of scale through sharing of services and resources with other public agencies.

COMMUNITY DEVELOPMENT	Maintained Intergovernmental Agreements (IGA) with Deschutes and Crook Counties for mutual aid in case of unplanned vacancies in department.
	Collaborated with Redmond Fire and Rescue to include \$4 million in tax increment resources for a new fire station as part of the newly adopted South Highway 97 Urban Renewal Area.
	Coordination of Planning Division, Building Division, Airport, and GIS staff and Deschutes County to create and update an Airport Influence Area Map/GIS

	coverage. The map informs staff, developers and community of the protected airspace.
	Processed approximately 80 pre-development meetings in conjunction with Engineering Department and other divisions as needed.
	Initiated Intergovernmental Agreement Update with Deschutes County for Urban Growth Boundary.
	Worked with Redmond Fire to enhance permit review process, culminating in a plan to hire a consultant plans reviewer in the short term, and a new Fire Marshal in the long term.
	Trained Redmond Fire staff and their consulting fire and life safety plan review company to use City's electronic permitting system; allowing them to perform more efficient plan reviews.
	In collaboration with Department of Agriculture and Douglas County Health Dept., created a "Food Service" report to help them be aware of upcoming restaurants and grocery stores which required their review.
PUBLIC WORKS	Utilized Deschutes County resources to complete approximately 80 miles of street lane striping.
	Utilized cooperative agreements with Deschutes County and the Oregon Department of Transportation (ODOT) for winter maintenance activities.
	Utilized agreements with ODOT to provide traffic signal maintenance on City-owned equipment and sharing of resources for road maintenance activities.
	Utilized an Inter-Agency Agreement with ODOT to complete resurface and maintenance on the Maple Avenue Bridge. Work was performed by City/ODOT employees and was completed on time and under budget.
	Performed on a reimbursement basis approximately 150 hours of street sweeping; herbicide application on approximately 77 acres; and mowing on 200 acres of ODOT highways and rights-of-way within city limits.
	Joint use of Public Works facilities with Central Oregon Intergovernmental Council's (COIC) Cascades East Transit (CET).
	Provided incident response for local, county, and state highway requested closures for vehicle accidents.
	Provided traffic control for RF&R, the Police Department, and Deschutes County.
	Coordinated with Burlington Northern Santa Fe to conduct simultaneous railway and street repairs at the intersection of Veterans Way and Highway 97 in order to minimize impact to users.

- ii. Endeavor to ensure all enterprise activities (water, wastewater, stormwater, airport, golf, and community development) earn sufficient income to meet operating expenses including capital maintenance and replacement.

CENTRAL SERVICES	In December 2020, the annual 5-year rolling forecast was completed with the goals of identifying operating, infrastructure, and capital needs, understanding funding constraints and other economic impacts and planning for necessary fee adjustments. Wastewater, Stormwater, Airport, CDD-Building and CDD-Current Planning operations have maintained or improved fund balance over the past 5-years (2016/17 – 2020/21). Prior to COVID-19 the Airport was experiencing significant fund balance growth. The Airport remained financially buffered from COVID-19 through Fiscal Year (FY) 2020/21 because of over \$9 million in Airport specific CARES funding. Water operations has expectedly declined (about \$900k) over the 5-year period to fund the approximately \$2 million Advanced Metering Infrastructure (AMI) system replacement project (about 10,000 water meters), which began in FY 2017/18 and acquisition was completed in FY 2020/21. For the Juniper Golf Course, net operating cash flow (does not include construction debt service) has been positive from 2017/18 through 2020/21. With FY 2020/21 being the strongest on record at +\$262k.
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COMMUNITY DEVELOPMENT	Negotiated and purchased 1.46 acres on SW Helmholtz Way to preserve critical easements for sewer and water connectivity.
ENGINEERING	Completed an analysis of fees that the Engineering Departments charges for land development and construction plan reviews to determine if fees accurately covered time spent on these tasks. Fees were adjusted with some decreasing and most increasing. Council approved fees were compared to cities with similar fee structures and Redmond's fees were lower. Revised fee schedule was approved by City Council which will help ensure that development pays for development costs.

iii. Take continual steps to make City services more user/business friendly.

COMMUNITY DEVELOPMENT	Amended City Code Chapter 7 creating requirements for short term rentals (STR). After that, created a new STR application, supplemental materials and door hanger to process requests for STR business license requests. Processed a total of 35 STR applications and handled approximately 60 inquiries pertaining to STRs.
	Established a goal to see a significant reduction in commercial Temporary Certificates of Occupancy (TCO) issued. Subsequently made changes to customer service to be more collaborative and proactive with builders; from permit application through the end of construction. Specifics steps taken to create fewer TCOs and unnecessary delays in permit issuance included: • Researched similar processes/permits in 14 jurisdictions with similar population sizes in Oregon; conducted in-person meeting with City of Bend. • Adopted new TCO fee. • Held four preliminary interdepartmental meetings with additional follow-up email correspondence, specifically: Buildings, Public Works, Engineering, RF&R, and Planning staffs. • Created an acknowledgement form to be signed by the owner and contractor pertaining to "conditions of approval." • Permit Technicians reached out to 12 project managers prior to final inspections to discuss completion date and coordination of pre-final and final inspections. • Scheduled and conducted "pre-final" on-site inspections for Engineering, Water, Sanitation, Stormwater, RF&R, and Planning departments to meet with project managers on the following projects since implementation: ○ Cypress Apartment Office and Amenities Buildings ○ Cypress Apartments Buildings 1, 2 and 4 ○ Surf Thru Car Wash ○ Les Schwab, Remodel and Addition ○ Parsley Dental Remodel and Addition ○ Red Canyon South Apartment Buildings A and B ○ Garner Electric, New Commercial/Industrial Building ○ Patrick Building Remodel ○ DeRoux, New Commercial/Industrial Building ○ Design Center, New Commercial/Industrial Building ○ City Snow Removal Building (SRE) ○ Grocery Outlet ○ Yozamp Products Co. ○ AAA Storage ○ BasX ○ Kingwood Lofts Phase 1 ○ Bodywise ○ Elite Electric
	Organized and conducted quarterly meetings between City's primary growth management departments (CDD/Public Works/Engineering) to improve administrative and permit efficiencies.

	Implemented “Pre-final” inspections for significant commercial projects to help projects get approved for occupancy in a more efficient manner.
PUBLIC WORKS	Operationalized a new online park reservation system that allows users to more easily reserve parks and facilities. Before this process, users had to go in person to complete a reservation. About 2,700 reservations were processed over the year.
	Modified the Development Code to allow commercial use in parks. For instance, gyms and fitness studios can now host classes outside in the park which can allow continued use while meeting COVID restrictions.
	Surveyed 27 local dental offices regarding new federal mercury discharge regulations and provided compliance assistance as necessary.
	Provided assistance to 9 major industrial users regarding wastewater discharge compliance with federal standards, using a monthly basis.
	Completed implementation of new fats, oils and grease (FOG) reporting software, Swift Comply, to enable pumpers and self-cleaners to enter the data required for FOG reporting directly and electronically. Using Swift Comply saves time and money for the City as well as the pumpers.
	Codified difference between polar and non-polar oil and grease limits, allowing a broader achievable local limit for industrial permittees, while still maintaining protection of the wastewater collection and treatment systems.

iv. Seek and achieve efficiencies through the acquisition and implementation of new technologies.

CENTRAL SERVICES	Successfully completed a one-year pilot project for budget software intended to enhance financial tracking, reporting and transparency. In November 2020, City Council approved a 5-year contract with OpenGov Software, allowing for the full integration into departmental daily work. Human Resources (HR) began implementation of Employee Navigator, a free program that is used for employee onboarding and open enrollment. Payroll participated in testing and implementation of the Springbrook upgrade project. Implemented electronic approvals and process improvements to increase efficiency and effectiveness and sustain operations.
	Implemented lockbox services for check payments to free up existing staff time to perform more value-added services to maintain a high level of customer service for our utility customers.
COMMUNITY DEVELOPMENT	After conducting extensive research, implemented new enforcement software to increase productivity, time management and mobile code enforcement options. New software increases productivity by allowing the Code Officers to create, recorded evidence, and auto generate letter from their work vehicle; paperwork administration time has nearly been cut in half. Additional benefits: • Ability to enter case data in the field to increase accuracy. • New public portal to submit violations, follow progress, and send information directly to the enforcement officer. • Cloud based allowing all letters, timelines, statistics, photographs, and other enforcement paperwork to be quickly stored in one place. • GIS tracking of violations allowing mapping analysis and development of strategies tailored to neighborhoods.
	Customized/modified E-Permitting program to: • Enable results of inspections to be entered into the permit record through creating five new inspection types. • Improve tracking of projects with better use of permit software eliminating thousands of emails that had been previously used to track progress with various City departments.
	Explored software to replace existing Accela permitting program; researched, reviewed and tested planning modules with outside vendors.
POLICE	Several new software/hardware technologies were added to police systems; officer and staff trained in use of new computer-aided dispatch (CAD) system implemented

	by 911 Dispatch. Training software acquired to track recruits' field training progress, background investigation program obtained to track investigative progress, and a License Plate Reader System acquired and placed into operation for testing and evaluation. Increased Unmanned Aircraft System (drone) capabilities through adding additional pilots and acquired special licensing to fly restricted areas near Redmond Airport.
PUBLIC WORKS	Aeration basin motors and gearboxes replaced with direct drive equipment for ease of maintenance and safety of staff.
	Transitioned to modern external-element shaft couplers in order to minimize downtime and reduce exposure to hazardous conditions.
	Upgraded equipment and completed replacements to ensure uninterrupted treatment of wastewater due to aging components at the current Wastewater Plant.
	Implemented a new, more robust, tracking software for backflow devices, ensuring better efficiency and ease of tracking the testing of devices.
	Continued implementation of Leak and Pressure program which includes a very successful public, private partnership resulting in actionable data for the utility and its customers
	Completed upgrade of water SCADA back haul system to provide for redundancy and resiliency of the network
	Completed first water model update in over 13 years.
	Implemented online Street Cut Permit application process through existing software, Accela, with fillable forms and credit card payment options.
	Fleet implemented the new software, FleetFocus, to replace a 10-year old maintenance software program. The new software provides the ability to more efficiently manage and service the City's fleet and improve the vehicle availability metrics by utilizing mobile technology and real-time data.

- v. Incorporate strategic use of technology, social media, the internet and other tools to inform and communicate with citizens and stakeholders.

CENTRAL SERVICES	Procured OpenGov software to better inform citizen and stakeholders on financial and other operational topics. This includes communicating "stories" on specific topics and the ability to view real-time City-wide financial data.
COMMUNITY DEVELOPMENT	Modified customer service procedures to ensure responsiveness during COVID restrictions.
COMMUNITY DEVELOPMENT / ENGINEERING	Updated City website for Economic Development, Housing, Comprehensive Plan 2040, TSP update, US 97 South Redmond Corridor Plan and S. Redmond Water Facility to keep public informed on these projects.
POLICE	Participated in virtual #RPDReads program, virtual National Night Out (NNO), Facebook and Twitter linked for all social media posts to double exposure; RING Camera partnership for citizens with RING to instantly share video with the Police Department.
PUBLIC WORKS	Continued a partnership with Groundwater Solutions Inc. (GSI) to provide water conservation education to elementary school students in the Redmond School District, as well as resources for the public on residential water conservation methods through pamphlets, mailers and the City website.
	Refined the Water Conservation Rebate Program to educate and incentivize customers that would like the opportunity to save water. Water Division staff reached out to large water users like Parks and Redmond School District to educate on the availability of data and resources to conserve water and save money.
	Utilized social media to keep citizens apprised of current activities, weather events, and planned special events.
	Issued weekly media advisories to communicate planned road construction delays or disruptions, public assemblies, and winter weather events.

	Utilized online GIS for tracking of sanding equipment and snowplows allowing residents to view progress during major events.
	Converted to new online reporting system so local restaurants may enter grease interceptor cleanings electronically.
	Hosted a virtual open house for the design of Quartz Park through the City website and received over 150 survey responses and 120 open comments

- vi. Seek opportunities to strategically use City capital assets such as buildings and properties.

COMMUNITY DEVELOPMENT	Cleared and converted the former City Hall property (vacant since 2017) into a parking lot with 120 stalls to serve downtown customers.
PUBLIC WORKS	Explored options to most beneficially use and market approximately 15 acres of industrial zoned property on the east side of town.

- 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.

COMMUNITY DEVELOPMENT	Worked with Public Works to identify Community Development Block Grant (CDBG) funding available for the Senior Center Solar Project and grant application.
PUBLIC WORKS	Processed 853 tons of biosolids during FY 2020/21. Biosolids are a valuable resource used as both a soil amendment and fertilizer on City owned fields and select area farms. Nearly 868 million gallons of disinfected effluent is repurposed to irrigate hay fields and recharge the Deschutes aquifer.
	Installed new LED streetlights in residential developments and replaced approximately 150 existing streetlights with LED heads.
	Improved fuel efficiency through replacement of aged city fleet vehicles according to replacement guidelines and schedule.
	Received a \$100,000 grant from PacificPower's Blue Sky program, \$14,075 from Energy Trust of Oregon, and \$5,725 in Community Development Block Grant funds for the construction of a \$120K solar panel system on the Senior Center.

- C. Explore opportunities to augment revenues to support existing operations and infrastructure maintenance.

CENTRAL SERVICES	Worked to negotiate and receive approval for a Community Service Fee for Project Lemonade (Wild Mike's Ultimate Pizza).
	Cascade Natural Gas franchise fee (a General Fund resource) was re-negotiated to align with other City franchise fees, yielding approximately \$140,000 in additional annual revenue.
COMMUNITY DEVELOPMENT	Coordinated with the Accounting and Financial Reporting Department to identify the need and process to sunset the System Development Charges (SDC) deferral program; conducted outreach to Central Oregon Builders Association (COBA) and key stakeholders in development community to create awareness.
	Conducted an audit of the City's fee schedule resulting in accompanying tables being modified or eliminated, approximately 150 fees adjusted, and 20 new fees created.
	Implemented a Planning Review feed for new residential home permits without increasing overall cost of building permit. Revenue will fund the needed staffing of plan review and improve the turn-around time for permit approvals.
POLICE	Awarded Department of Justice grants for equipment and body armor, National Highway Traffic Safety Administration grants for traffic safety enforcement, Justice Assistance Grant for PPE and Medical Supplies
PUBLIC WORKS	Haying operations yielded 496 tons which was sold for a total of \$89,757.23 to support the disposal of biosolids and disinfected effluent.

	Worked with Energy Trust of Oregon on the South Redmond Water Facility to obtain rebates for energy saving devices such as Variable Frequency Drives and control valves ahead of procurement.
	Received a \$100,000 grant from PacificPower's Blue Sky program, \$14,075 from Energy Trust of Oregon, and \$5,725 in Community Development Block Grant funds for the construction of a \$120,000 solar panel system on the Senior Center.

D. Establish and adhere to best practice and sound financial policies associated with operating contingencies; fund balances/reserves/debt service ratios; and other metrics as needed.

- i. Maintain sufficient fund balance/reserves in the General Operating Funds and enterprise funds to accommodate cyclical cash flow needs as well as a reasonable contingency for unexpected financial liabilities.

CENTRAL SERVICES	Unrestricted fund balance policy adhered to as part of budget process, monitored and reported to City Council on a quarterly basis. The core tenants of the Unrestricted Fund Balance policy are: 1. A 60-day operating contingency for operating funds: the FY 2021/22 budget achieved this guideline except for the Golf Fund (32 days). 2. For the General Operating Funds, enough fund balance on July 1 to cover operations until property taxes are collected in November: FY 2021/22 budget achieved this guideline.
COMMUNITY DEVELOPMENT	Worked closely with Central Services staff to monitor contingency funds and building fund reserves. Updated fees for TCOs for both commercial and residential structures. Increased operating reserve to 32-months.

- ii. Ensure the City can remain healthy during downturns in the economy.

CENTRAL SERVICES	In FY 2020/21, the City's finances withstood the economic volatility created by COVID-19. In December 2020, City Council approved the prepayment of the Public Works Facility / Water line debt, eliminating a high interest revenue bond (the City's last remaining) and increasing financial flexibility into the future across multiple funds. Funds that are financially most susceptible to economic downturns are in a good position. Below are estimated fund balances at the end of FY 2020/21: • Airport Unrestricted Fund Balance = \$17.1 million or 18 months of operations + debt service • CDD-Building = \$4.0 million or 23 months of operations • CDD-Planning = \$0.8 million or 17 months of operations
COMMUNITY DEVELOPMENT	Modified workflow and customer service procedures to enable quality customer service and application intake during the COVID-19 building closure (to public). Prepared digital Standard Operating Procedure process, and a digital permit inspection system (particularly for landscape inspections).
PUBLIC WORKS	Shifted from initiating short-term contracts to long-term contracts for goods and services that are required for operations. This shift in contract management allows prices to be secured over a longer period of time to better manage budgets and reduce overall contract costs. Additionally, it reduces staff time in procuring goods and contract renewal.

E. Prioritize municipal services to match community needs and desires with available funding.

COMMUNITY DEVELOPMENT	In response to COVID-19, the Redmond Rallies Team connected over 50 businesses to funding resources to help them address losses due to the pandemic.
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	All told close to \$100,000 of Federal Cares Act funds were awarded to local Redmond businesses in initial funding phase.
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F. Take necessary actions to enhance and maintain the credit rating of the City and its affiliated entities.

G. Manage financial affairs in a transparent, responsible and consistent manner.

CENTRAL SERVICES	Solicited and executed long-term agreements for the City's Financial and Investment advisors.
	City Council meetings include a quarterly financial review. Additional transparency is planned through OpenGov (noted above).

2. EFFECTIVE STEWARDSHIP AND EMPLOYEE INVESTMENT

Cultivate a work environment that acknowledges employees are our most valuable asset.

CITY ALL	With the onset of the COVID-19 pandemic there were significant impacts to staffing workloads and processes in addition to transitioning to working remotely. Staff continued to maintain operations while responding to the everchanging requirements of the pandemic.
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A. Foster productivity, learning and growth, and recognize employees are the foundation of success.

- i. Promote an environment that retains and attracts a diverse, highly qualified and motivated workforce by offering training/career development, leadership opportunities and other motivating challenges.

CENTRAL SERVICES	Despite having a hiring freeze for the first quarter of FY 2020/21, conducted approximately twenty-five recruitments; including a new HR Specialist, Procurement Manager, Housing Programs Analyst, UB Manager, Senior Planner, a CSO, and four Police positions.
	Employees participated in 25+ courses through Central Oregon Community College (COCC) focused on technical skills, personal improvement, and leadership development. Utilized partner organizations to conduct multiple internal trainings.
	In response to new OSHA temporary rules, created three extensive training programs related to COVID-19, Operating in Extreme Heat, and Hazardous Air Quality training. LOC sponsored training specific to City Council.
COMMUNITY DEVELOPMENT	Attended 2-day virtual conference hosted by Americans for the Art.
	Received 32-hours of professional development training each through attending the American Association of Code Enforcement and the International Code Council conference. Training topics included: Game Theory, graffiti code enforcement management, zoning, code enforcement and mental illness, enforcement tactics, and VRBO's/Airbnb's enforcement.
	Supported staff training to obtain certifications; giving opportunities to team members to expand their roles. Specifically: • Permit Technicians, Inspectors and Plans Examiners participated in over 150-hours of continuing education, related to fire and life-safety systems, code administration, building energy conservation, plumbing and mechanical systems. • Inspectors and Plans Examiners took leadership roles with the Central Oregon Chapter of the International Code Council, holding positions and responsibilities as president and secretary. • Building Division staff participated in 60-hours of regularly scheduled statewide and local building code association meetings such as: OBOA, COC-ICC, Statewide Plumbing Chiefs, and local building inspectors.

	- Building Division staff obtained the following national or state certifications: - Permit Technician (ICC) - Building Official (State) - Commercial Mechanical Inspector (ICC) - Residential Plumbing Inspector (State)
	Staff joined two Urban Renewal statewide committees (i.e. Urban Renewal and Government Affairs through Oregon Economic Development Association) to engage in issues affecting the Urban Renewal program/redevelopment tool throughout Oregon.
	Senior Planner achieved American Institute of Certified Planners (AICP) status. Other staff maintained AICP certification through continuing maintenance credits/additional training.
IT	Hired former COCC IT intern as a full-time IT Support Specialist I, after a yearlong partnership with REDI's Internship Program.
POLICE	Implemented health/wellness program to include on-duty workouts, mindfulness training, and multiple opportunities to complete the ORPAT test for additional premium pay. In addition, leadership training opportunities were attended with a focus on managing during a pandemic occurred.
PUBLIC WORKS	Utilized Operator-in-Training positions to develop skilled workers in the wastewater field.
	Provided a rotating opportunity for Wastewater Operation crew members to gain experience by filling the Operations Coordinator position on a temporary basis.
	Provided a rotating opportunity for Transportation crew members to gain experience by filling the Lead Worker position on a temporary basis.

ii. Maintain positive, productive and collaborative labor relations.

CENTRAL SERVICES	Worked with both bargaining groups (AFSCME and RPOA) to complete multiple challenging personnel actions and implementation of temporary COVID-19 policies.
PUBLIC WORKS	Opened lines of communications through quarterly Public Works and Airport Joint Advisory Team meetings. Provided a venue for information sharing, discussion, and resolution of management/employee issues outside of the formal grievance process.

iii. Assure employment contracts are fiscally sustainable.

CENTRAL SERVICES / POLICE	Bargained a one-year extension to the RPOA Collective Bargaining Agreement (due to COVID-19). Successfully bargained a new RPOA CBA which will be in effect through June 2024.
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iv. Emphasize succession planning to maintain the long-term health of the organization.

CENTRAL SERVICES	Internal promotions are balanced with the need to attract outside talent to add new and diverse perspectives. Conducted 5 internal recruitment/promotions and 2 from temp/volunteers.
	Conducted bi-monthly virtual managers meetings which is comprised of supervisors across the organization for training, leadership discussions, and building leadership and management skills.
POLICE	Developing a leadership/executive training program for new supervisors; conducted a sergeant promotional process to fill supervisory vacancies.

v. Celebrate staff effort and achievement.

CENTRAL SERVICES	Weekly "400 Words or Less" Updates to City Staff regarding Council meetings.
	Encouragement of "Kudos" during department wide staff meetings

	Support environment of staff generated fun such as virtual Halloween costume contest and virtual ugly sweater contest (both led by John Roberts).
CITY MANAGER	Without the ability to gather and celebrate, Leadership Team again provided SnoPark/Forest/State Park Pass options to employees to help them get outdoors in 2022.
PUBLIC WORKS	Hosted small employee appreciation events by Division.

B. Maintain a clear strategic direction and policy guidance as a foundation for a creative, innovative and efficient work environment.

POLICE	Police Department continues to update Policies and Procedures to reflect best-practices and changing laws in policing. The department was awarded re-accreditation through Oregon Accreditation Alliance. To receive future federal grant funding, the Police Department met the requirements of the President's Executive Order on Safe Policing and received endorsement from Oregon Accreditation Alliance.
	Police Department is partnering with Washington State University to research body-worn camera footage for purpose of identifying best practices to increase successful outcomes with the public.

i. Support an organizational culture of collaboration, performance, accountability, and teamwork.

CENTRAL SVCS.	Re-upped the Working Agreements, which are an annual commitment to Citywide culture that encourages collaborative and open professional behavior for the betterment of the organization and are introduced to City employees during onboarding.
COMMUNITY DEVELOPMENT	Created and deployed a 'culture and expectations document' to keep all team members goal focused and to assist in project accountability, and proactive supervisor/employee relations.
IT	Rolled out Microsoft Teams, GOTO Meeting and other various collaboration software to assist staff connection during the pandemic. Mobilized 35% of our workforce to tele-work, upgraded security protocols for remote access to City networks. Upgraded AV in conference rooms, purchased video ready laptops, headsets and other accessories to facilitate video conferencing capabilities.
PUBLIC WORKS	Information sharing and coordination between PW divisions accomplished through SharePoint, weekly managers meetings, division team meetings and individual one-on-ones.

ii. Look for opportunities to improve efficiency through appropriate delegation of decision-making authority.

CENTRAL SERVICES	Performance evaluation evaluates supervisors on delegating decisions and empowering staff to take ownership of their work. Employees are encouraged to make appropriate decisions at all levels.
IT	Formalized policies for Cybersecurity & Security Awareness Training, implemented at the onset of the onboarding process.
	Purchased and installed Darktrace, a Threat Detection and Remediation software. Darktrace employs machine learning and AI algorithms to build a "pattern of life" for the City's network, users, and devices. Once the pattern is established, the system can detect and take action against attacks in real time.
	Implemented Darktrace Antigena Email to increase the accuracy of stopping phishing attacks, and spearphishing.
	Deployed PolicyPak, an application that improves security and IT staff efficiencies: authorized applications can be whitelisted and installed by end users; prevent

	ransomware infections by keeping users from running unauthorized software; lock down application specific settings; plus many more features.
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C. Commit to clear and collaborative lines of communication between City leadership and City Council.

CITY MANAGER	Conducted 11 monthly policy briefings between Leadership Team and City Council members.
	Completed a four-part “New Councilor Orientation” program to familiarize three new Council members on the work of the City and how the organization and City Council operate
	Sent more than 300 emails to City Council on organizational items and issues that may generate media or community interest to avoid them being surprised or unprepared.
	Added “Current Events” to City Council agendas as a way of bringing COVID updates and other news that is top of mind.
	Incorporated a “Construction Confidence Rating” chart into presentations to City Council on largescale capital projects to better explain costs and expectations for them to increase or decrease.

3. CITY INFRASTRUCTURE

Preserve and enhance the City’s infrastructure to position the City to accommodate growth.

A. Endeavor to adequately maintain the City’s roads, utility infrastructure, parks and pedestrian/bicycle infrastructure.

COMMUNITY DEVELOPMENT	Partnered with Public Works to fund, plan, and design the Homestead Canal Trail resulting in connecting one-mile of trail through downtown.
ENGINEERING	Released an extensive special provisions update to the 2010 Public Works Standards and Specifications to ensure infrastructure is constructed for a long life and is easy to maintain.
PUBLIC WORKS	Nearing completion of the final phase of a long-term meter change-out program to maintain compliance with the Department of Water Resources and ensure water system efficiency. Staff has replaced approximately 2,500 existing meters this year and 10,159 meters over the entire replacement program. Staff also installed approximately 600 meters for new development.
	Water Division staff rebuilt motor and pump components on two jockey pumps and upgraded both check valves for the continuous duty pumps at Forked Horn Butte pump station to ensure uninterrupted flows and pressures on the hill.
	Codified a change in the Oil and Grease Local Limit to better differentiate between the two types of Oil and Grease, Polar (animal, vegetable based) and Non-Polar (petroleum based) to allow specific and consistent control of discharges to the WPCF and more flexibility with its industrial users.
	Performed 363 residential and 38 commercial inspections for stormwater site compliance.
	Performed 2 industrial pretreatment program inspections and 1 sampling event at permitted industries.
	Sampled 6 UICs during various rainfall events for stormwater permit compliance.
	Completed construction of stormwater capital improvement projects at legacy flooding locations including the Yew Avenue overpass, Volcano Avenue/27 th Street, Cascade Avenue/12 th Street. Initiated design of stormwater improvements at Volcano Circle/28 th Street, Salmon Avenue/29 th Street, Salmon Avenue/33 rd Street, Quartz Avenue/31 st Street, Canyon Drive/Hemlock Avenue, and Kingwood Avenue/Canyon Drive.

	Initiated acquisition of parcel from County for construction of flood control facility.
	Reviewed over 170 development plans for public and private stormwater drainage facilities
	Maintained approximately 350 lane miles of streets at the target Pavement Condition Index of low 80's with a current rating of 83.
	City staff completed ADA upgrades and repairs to City-owned curbs totaling approximately 34 curb ramps, 2,000 feet of curb/gutter and 1,000 feet of sidewalk.

B. Maintain a 5-year Capital Improvement Program that drives decisions and is updated annually through a public process.

ENGINEERING	Continued to update the 5-year Capital Improvement Plan (CIP) with a collaborative approach and detailed input from Engineering, Public Works, Finance, Community Development and Urban Renewal.
PUBLIC WORKS	Completed an amendment to the Wastewater Treatment Plant Facility Plan evaluating an upgrade option to relocate the treatment process to the irrigation site.

C. Leverage General Fund revenues by exploring resource development opportunities, grants and other sources of revenue to address City's infrastructure needs.

CENTRAL SVCS.	Directly secured \$6M towards City Council priorities from the State as part of a rare one-time allocation created by American Rescue Plan dollars and a State Budget surplus.
PUBLIC WORKS	Administered a \$436,855 grant to provide transit services through CET for the 2019/2021 biennium.
	Received \$377,310.36 funding towards street maintenance projects from the Federal Surface Transportation Block Grant (STBG) administered by ODOT.

D. Develop the City's infrastructure pursuant to the priorities identified in the City's infrastructure systems plans.

ENGINEERING	Oversaw construction of approximately \$16 million of infrastructure associated with residential and commercial development.
	Managed design and construction of a roundabout at S Canal Boulevard and SW Pumice Avenue to address existing congestion and future traffic growth from an adjacent 192-unit apartment project.
	Upgraded NW Hemlock Avenue between NW 19 th Street and NW 27 th Street from a 2-lane county road to a city collector with two travel lanes, bike lanes, sidewalk and multi-use path.
	Completed 18- and 24-inch water transmission mains to deliver water from the South Redmond Water Facility to residential, commercial and industrial areas.
	Completed 30 percent design of the Eastside Industrial Arterial (SE 9 th Street) connection from Highway 126 to Airport Way/Veterans Way. This positions the project for funding.
	Completed stormwater upgrades at the Yew Avenue Interchange, SW 27 th Street and Volcano Avenue and SW 12 th Street and Cascade Avenue.
ENGINEERING / PUBLIC WORKS	Completed design, selected a Construction Manager and General Contractor and began construction of a 4-million-gallon reservoir, 1,000-foot-deep well (one of the largest in Oregon), a 10,000 GPM booster pump station, and a 4-million-gallon storage reservoir for the South Redmond Water Facility. This project will address increased development in the south part of town to include the recently annexed Large Lot Industrial (LLI) area. This facility will also provide flows for the rapidly growing south Redmond area along with supply and storage for the rest of the city.

POLICE	City and PD started a working group focused on obtaining funding and planning for a new Public Safety Facility with the first step acquiring land for this new facility.
PUBLIC WORKS	Awarded a design contract for the expansion of the Wastewater Treatment Plant to accommodate City growth over the next 20 to 30 years.
	Worked with GSI and the Central Oregon Irrigation District (COID) to further develop the City's existing water rights and to obtain new certificated rights ahead of growth that will help Redmond develop well into the next 50 years.
	Continued design of Quartz Park, a new neighborhood park at the south end of the Dry Canyon.
	Started construction of a staircase into the Dry Canyon at Maple Avenue. This access point has long been identified as a priority connection point for the City's trail network.

- E. Look for opportunities to fund elements of the ADA Transition Plan over the long term. Ensure implementation is facilitated in cooperation and with input from the disabled community and the general public.

COMMUNITY DEVELOPMENT	Worked with Engineering to plan and fund 4 sidewalk projects to address gaps in the pedestrian network in the downtown core between Antler Avenue and Forest Avenue, the Medical District, and in Midtown.
ENGINEERING	Complete ADA improvements expanding outward from City Hall.
PUBLIC WORKS	City staff completed ADA improvements to 34 curb ramps.

4. **ECONOMIC DEVELOPMENT**

Develop and maintain an environment that promotes and supports a strong, healthy and diverse economic base.

- A. Help existing businesses within the city thrive and foster opportunities for new business and job growth.

COMMUNITY DEVELOPMENT	Processed 1,938 business licenses/renewals, of which approximately 200 required contact with the Code Enforcement Division for additional follow-up.
	Permitting: - Processed over 2,400 permits with a total valuation of more than \$217 million; 564 single family dwellings, 260 multi-family dwelling units, 30 commercial buildings, and 1 manufactured dwellings. - Conducted and completed approximately 23,689 building inspections. - Analyzed the impacts from House Bill 2306 and changed public improvement acceptance and building permit intake accordingly. - Amended Chapter 9 of the City Code to adjust for recent changes made by State Building Codes Division to enable the City to continue to effectively administer its building codes programs
	Applications: - Intake of approximately 200 land use applications for review and approval. Of these, 5 were for subdivisions, and 32 site plan reviews for commercial and industrial development. - Responded to approximately 50 inquiries a week (10/day) from community and customers regarding: land use regulations, zoning, application processes and applicable standards.

- i. Promote the connection between the business community and the related services provided by Central Oregon Community College's (COCC) Technology Education Center, Redmond Economic Development, Inc. (REDI), Redmond Chamber of Commerce, and State agencies.

- ii. Work with REDI, EDCO, and other partners to facilitate new business development in Redmond.

CITY MANAGER / CDD	Worked with REDI on numerous successful recruitments and expansions. In progress work on one land sale and one land development agreements that will bring a combined 200+ traded sector jobs.
COMMUNITY DEVELOPMENT	Met with REDI over 30 times to answer questions and provide land use guidance on potential development and other economic activity.
	Met with the Department of State Lands (DSL) over 22 times to facilitate future planning and development of the DSL and LLI lands.
	Worked with REDI and ECONorthwest to develop and adopt the first Redmond Economic Opportunities Analysis (EOA). Development and adoption of EOA involved a public survey, over 20 staff meetings, and extensive work sessions and three public hearings with the Planning Commission.
	Coordinated with REDI to amend the Desert Rise Industrial Area guiding policies and CC&Rs to facilitate the recruitment of a company; processed amendments through City Council and initiated survey and partition work.
	Served as the project lead to assist REDI with the re-designation of the Enterprise Zone, inclusive of hosting the required taxing district public hearing with Council.
	Served as the project lead to research and process the Regionally Significant Industrial Sites application through Business Oregon.
	Researched and analyzed marijuana business regulations. Performed setback and zoning analysis in conjunction with GIS Division.
	Coordinated to GIS department to update, improve and deploy the new 2040 Greater Redmond Area Comprehensive Plan and Zone Map.
	Developed process and applications for 1) parklets and 2) use of alleys in the downtown core.
ENGINEERING	Coordinated extensively with REDI on multiple industrial development proposals (e.g., Wild Mike's Pizza); creation of smaller industrial lots, Large Lot Industrial Lands (LLI), and development of SB 1544 lands.
	Worked with REDI, McKenzie Cascade Construction, Nosler and ODOT to obtain Immediate Opportunity Fund grant of \$162,500 for extensions of SW 6 th Street south of SW Reindeer Avenue. This extension will allow Nosler to further develop their site and McKenzie Cascade to create industrial building space. Completed design and obtained construction bids. Construction completed August 2021.
PUBLIC WORKS	Completed a 5-acre partition on Desert Rise property north of NE Greenwood Avenue to prepare a site for Bridge Masters.
	Regular communication with REDI regarding the ability of the Water and Wastewater infrastructure to support new development now and in the future.
	Provided various utility-based incentives for approved Enterprise Zone applicants.

- iii. Leverage partnerships to drive target industry cluster competitiveness, technology commercialization and innovation.

B. Maintain Redmond's reputation as "the place to do business in Central Oregon".

- i. Provide incentive programs that are regionally and nationally competitive and targeted towards businesses that benefit the community through the creation of family-wage jobs.
- ii. Ensure an adequate supply of planned commercial and industrial land.

COMMUNITY DEVELOPMENT	Adopted first Redmond Economic Opportunities Analysis (EOA). The EOA identifies that Redmond has adequate land supply for commercial and industrial development.
COMMUNITY DEVELOPMENT / PUBLIC WORKS	Examining opportunities to bring additional Heavy Industrial (M2) land into the Urban Growth Boundary (UGB) to meet increasing demand.

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

PUBLIC WORKS	Evaluated new and expanding businesses regarding utility capacity and applicable environmental requirements. Provided pertinent outreach as appropriate.
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- iv. Make efforts to offset infrastructure costs with state and federal resources.
- v. Partner with education and workforce institutions to increase access to quality job opportunities.

PUBLIC WORKS	The Wastewater Division participated in an operations internship program in cooperation with colleges and worker relocation programs to encourage pursuit of careers in water technologies.
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C. Invest in infrastructure on key opportunity sites that facilitates commercial and industrial site readiness.

- i. Take necessary steps required to increase water and sewer service to strategic lands that are currently unserved or underserved.

COMMUNITY DEVELOPMENT	Adopted of new Urban Renewal Plan to provide funding for water and sewer infrastructure to areas along South Highway 97 and the South Redmond Tract lands south of the fairgrounds.
ENGINEERING	Worked with DSL on the extension of SW 19 th Street and utilities to serve LLI property. The South Redmond Water Facility and transmission mains will ensure adequate water flows to this area. Initiated analysis and design of improvements to the Yew Avenue sewer pump station to ensure that it will handle Phase 1 flows from the LLI property.

D. Support the expansion of educational opportunities.

- i. Strengthen the City's relationship with the Redmond School District, the Redmond Proficiency Academy, COCC, and other educational institutions.

PUBLIC WORKS	Through a cooperative agreement with the City of Prineville, the Wastewater Division is facilitating the opportunity for Grade 5 students in Prineville to participate in sampling and laboratory analysis of wastewater from the Crooked River Wetlands Complex.
	Water Division continued partnership with GSI to bring water conservation education to elementary school students in the Redmond School District and provided information for the public on how to conserve water in residences through pamphlets, mailers and the City website.

- ii. Highlight the merit of technical learning in local high schools and other forums.
- iii. Ensure the region has a well-trained workforce with technical and management-level talent capable of meeting the needs of cluster firms.
- iv. Support the expansion, relocation and/or creation of new institutions of higher education into the Central Oregon region.
- v. Look for opportunities to get City departments involved in internship programs through REDI and the Better Together initiative.

5. REDMOND AIRPORT / ROBERTS FIELD

Establish Redmond Municipal Airport as the best airport of its size in the country.

A. Maintain safety and security as the number one priority for the airport.

AIRPORT	Completed the annual Transportation Security Administration (TSA) inspection with zero findings.
	Processed and trained nearly 1,000 new and renewing individuals for Airport security access badges.
	Implemented a new internal 3-step file auditing program to prevent administrative errors on ID holder files.
	Successfully hosted the Oregon Airport Manager's Association (OAMA) conference virtually with 80+ attendees.

B. Promote business activities on airport lands located inside the fence line.

i. Attract aviation related businesses to airport property within the fence line.

AIRPORT	Attracted and negotiated a long-term lease for a private 24,000 square foot corporate hangar including a large ramp build-out.
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ii. Apply leasing strategies that are flexible and attractive to tenants yet comply with FAA and TSA requirements.

AIRPORT	City Council approved an update to the 2015 Leasing Policy through a year-long public participation effort.
	Completed the Airport's first reversion of a private hangar (KC Aero) to Airport ownership.
	Conducted two independent appraisals for all Airport-owned hangars to ensure rates/charges are fair and equitable.

iii. Aggressively pursue physical improvements to airport facilities, increase amenities and enhance the customer experience.

AIRPORT	Coordinated TSA CT-80 (scanner) upgrades.
	LED lighting upgrade for the Forest Service Hangar, at a power savings of over 68%. (replaced over 98 400W high pressure sodium fixtures with LED).
	Created/Implemented cleaning procedures that included Electrostatic equipment use, sanitizing stations, face masks, and COVID fighting disinfectants.
	Implemented Ultra-Violet germicidal filtration system.

iv. Pursue State, FAA, and other funding for development, expansion and preservation of the airport's physical facilities.

AIRPORT	Completed a new \$3 million, 500 spot parking lot, a \$14 million Operations building, a new TSA third Lane, and purchased 2 multi-use snow removal vehicles. (\$1.6M)
	Applied for, designed, and began construction on Taxiway F reconstruction project garnering \$6 million in FAA funding.
	Began Terminal Area Concept Plan to look at the feasibility and needs for an upcoming terminal expansion.
	Successfully received and applied for \$8.3 million in FAA grants (Including \$5 million in discretionary grants).
	Awarded an Oregon Department of Aviation grant totaling \$150,000.

	Managed and applied \$6 million in CARES grant dollars to off-set impacts of COVID-19.
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C. Maximize the development potential of airport lands located outside the fence line.

- i. Create and implement standardized leases for current and future leased properties.

AIRPORT	Council adoption of an updated Leasing Policy after a year-long process which included significant stakeholder involvement.
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- ii. Ensure long-term relationships with property developers contain enforceable benchmarks and performance measures.

AIRPORT	Continued funding and partnership with REDI.
	Met with 10 developers interested in outside-the-fence investment.
	Began land lease negotiations with a private hotel developer on Airport land near the fairgrounds.

- iii. Examine existing plans to determine viability of bringing water, sewer, and other necessary utilities, to undeveloped and unserved airport lands.

AIRPORT	Received FAA 163 approval to release over 30 acres of Airport property to non-aeronautical use.
	Continued to work closely with Engineering Department and ODOT to extend 9 th Street through the Old Juniper Golf Course property.
ENGINEERING	Worked with the Airport to upgrade waterlines on the north side of the airport serving the new Snow Removal Equipment Building, Forest Service complex and hangar development.

D. Provide exceptional air service opportunities.

AIRPORT / CENTRAL SERVICES	Proactively managed Airlines' Cost per Enplanement (CPE) as part of the budget process. CPE at the Airport remains below \$7 which is competitive with the CPE of airports in the NW region. A recent survey of 17 airports in Oregon and Washington showed an average CPE of \$6.37, with the 4 closest in size averaging \$7.37.
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- i. Actively work with the Central Oregon Air Service Team (COAST) to market the airport and the region to attract new commercial air carriers, and new and expanded routes.

AIRPORT	New start-up airline (Avelo) began service to Burbank, California.
	Successfully added a new daily commuter airline to Portland 2x daily (8-seater).
	Applied for a \$800,000 Small Community Air Service Development Grant through the Department of Transportation for direct service to Dallas. The full package, including local matches, is \$1.3 million.

- ii. Encourage regional cooperation to create a sustainable air service development funding strategy that could provide necessary incentives to attract additional commercial air carrier service.

AIRPORT	Successfully used \$200,000 from the newly implemented Central Oregon Visitors Association Air Service Development fund.
	Continued strong relationship with COAST to apply for a Department of Transportation Small Community Air Service Development Grant for direct service to Dallas/Ft. Worth.

- iii. Market the airport as an asset to commercial aviation businesses other than passenger carriers.

AIRPORT	Completed design for new retail concession store and a remodel of the café post-security.
	Increased marketing revenue in the terminal by 30%.

- iv. Use the Airport terminal and other opportunities to promote City amenities and attractions.

6. COMMUNITY ENHANCEMENT AND PARTICIPATION

Create an image and identity that generates a sense of community pride and ensures a high level of livability.

COMMUNITY DEVELOPMENT	Issued 16 special event permits for 2021.
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- A. Improve and beautify City assets through volunteer efforts.

COMMUNITY DEVELOPMENT	Coordinated with 8 local students and 2 Redmond Committee for Art in Public Places (RCAPP) members to paint 2 electrical boxes.
	“The Nest”, sculpture piece donated to the City by Sky Kimel, was installed in the new Centennial parking lot on 7 th and Evergreen Avenue.
	RCAPP planned for and initiated the opening of Graffiti Art Tunnel under Highland; open to paint by all.
PUBLIC WORKS	Coordinated with RCAPP for installation of artwork in City rights-of-way and parks.

- B. Improve the quality and amenities of Redmond neighborhoods.

COMMUNITY DEVELOPMENT	Amended the Redmond City Code to allow review and approval of murals by RCAPP.
	Through the Art Around the Clock Program, extended current loan for 18 sculptures until June 2022.
	Adopted code amendments to Chapters 2, 5, 7 and 9 of City Code focused on: enabling an appeal of code enforcement decision, clarifying terminology, streamlining procures for efficiency, and enforcement of dangerous or abandoned buildings.
	Initiated 1,353 code enforcements/cases and resolved 97% of the code violations with voluntary compliance.
	Conducted enforcement on 193 business licenses to assist the Program Coordinator with compliance.
	Updated the Development Code (City Code Chapter 8) to improve residential design standards, ‘missing middle’/House Bill 2001 housing, day care and improved administration. Development and adoption involved 6 work sessions and 2 public hearings with Planning Commission; prior to Council adoption. Continued to make code modifications to further update the Development Code to address HB2001, SB 8, 458; involved 8 public hearings and 1 work session.
	Conducted one work session with Planning Commission to develop a draft area plan for over 100-acres of mixed-use lands near Highway 126 and Helmholtz Way; West Redmond Area Plan (WRAP).
	Administered the CDBG funds, projects, and deliverables. Successfully: completed award of \$450,000 in CDBG funds to Housing Works to acquire land for the development of Midtown Place, a 47-unit affordable housing project;

	• worked with Habitat for Humanity to complete the transfer of \$130,000 of CDBG funds to purchase property for affordable housing development; • completed 5 Environmental Reviews and 5 Subrecipient Agreements; • monitored reporting requirements for 11 existing CDBG projects; • updated the CDBG Consolidated Plan through managing required public participation and hosting a public hearing; • staffed the Housing and Community Development Committee (HCDC) to evaluate proposals in awarding CDBG and CDBG-CV funds (approximately \$620,940 was available). • prepared and presented CDBG programmatic overview and intro to approximately 10 local non-profits. • conducted CDGB subrecipient training to four non-profits. • deployed CDBG program year 2020 funds, in the amount of \$343,040 to four projects: ○ Habitat for Humanity for homebuyer assistance. ○ Senior Center to expand the Meals on Wheels program. ○ THRIVE Central Oregon for referral and case management services. ○ Families Forward for land acquisition for an affordable housing development. • deployed CDBG-CV1 funds (first tranche of CDBG-Covid funding in the amount of \$121,000) to three projects: ○ Thrive Central Oregon for referral and case management services, and rent/mortgage utility assistance ○ Senior Center to expand the Meals on Wheels program ○ Latino Community Association for rent/mortgage/utility assistance. • deployed CDBG-CV2 funds (second tranche of CDBG-COVID funding in the amount of \$156,900) to four projects: ○ THRIVE Central Oregon for referral and case management services, and rent/mortgage utility assistance ○ Redmond Senior Center to expand the Meals on Wheels program, and provide a licensed clinical social worker to work with seniors in need ○ Latino Community Association for rent/mortgage/utility assistance ○ Shepherd's House for homeless shelter services (including a nurse, staff, & PPE supplies). • adopted amendments to the CDBG Annual Action Plan and Citizen Participation Plan to enable distribution of COVID CARES Act funding; and • updated the Consolidated Annual Performance and Evaluation Report (CAPER) as required by US Department of Housing and Urban Development. • acquired new software ('Zoom') to better manage all HUD subrecipient agreements. Served in the capacity of a housing liaison which successfully: • participated in eight Redmond Service Providers (RSP) meetings to address homeless and/or transitional shelter initiatives. • participated in federally mandated Point In Time (PIT) homeless count in conjunction with RSP. • provided feedback and information on housing studies specific to Redmond (e.g., League of Women's Voters and Jericho Road consultant) • organized 3 meetings with the 17th Street Businesses and service providers (17th St. Partners) to work toward short-term and long-term solutions for homelessness within the vicinity of 17th street. • created, in conjunction with Urban Renewal, downtown housing sub-committee; conducted land to building value analysis identifying over 30 blighted properties for potential housing redevelopment.
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ENGINEERING	Worked with Redmond Bicycle and Pedestrian Advisory Committee to develop a network of quiet streets to encourage biking and walking by users of all ages and abilities.
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C. Invest in the use of public participation and community engagement in public policy decisions.

i. Use innovative approaches to public outreach and public participation.

CITY MANAGER	Conducted 5 th Annual Community Survey on City Services. Results contribute toward the development of policy and initiatives.
COMMUNITY DEVELOPMENT	Conducted one Nuisance Appeals Board hearings to resolve three appeals of code enforcement citations and fines.
	Participated in 10 monthly meetings with the Central Oregon Builders Association (COBA) to discuss permit activities, opportunities for improvement and better coordination.
	Presented to the COBA regional membership on specific Redmond growth challenges, infrastructure projects and building activity.
	Adopted the Redmond Comprehensive Plan 2040; City's primary policy and land use guidance document. Involved working with 3J Consulting to round out public engagement, advisory committee feedback and plan development. Project implementation in 2020 included: website development and maintenance, 2 land use scenario planning open houses, 1 joint Council and Planning Commission work session, noticing, and 2 Planning Commission public hearings; prior to Council adoption.
PUBLIC WORKS	Promoted the use of Aquahawk, the City's water user consumer engagement platform, to help reduce leaks and promote water conservation.
	Continued partnership with GSI to advance the requirements of the Water Management Conservation Plan to include public outreach and classroom curriculum.

ii. Recognize and celebrate the work of the volunteers who serve on City committees and commissions.

CITY MANAGER	Distributed annual letters of appreciation from the Mayor and CM to all committee/commission members.
COMMUNITY DEVELOPMENT	Created an annual online/virtual tour of recent Urban Renewal projects for committee members to celebrate the accomplishments of their project work.
	Provided orientation for 2 new Planning Commissioners.

iii. Provide appropriate staffing and resources for the City's committee/commission structure.

COMMUNITY DEVELOPMENT	Organized and facilitated 10 RCAPP meetings. Provided orientation for 2 new Commissioners.
	Through the National Park System Certified Local Government Grant (administered by Oregon State Historic Preservation Office), completed the "Historic Residential Resources of Redmond" National Register Multiple Property Documentation Form (MPDF). Submitted the MPDF to the Oregon State Historic Preservation Office (SHPO) for review and approval.
PUBLIC WORKS	Provided staff support to the Parks Committee and Golf Committee.

iv. Celebrate the diversity of our community through Committees and Commissions

D. Beautify and improve the major transportation corridors within the city.

COMMUNITY DEVELOPMENT	In partnership with the Redmond Chamber of Commerce and Public Works, coordinated and funded 170 hanging flower baskets to beautify downtown. Coordinated with ODOT regarding landscape and pedestrian amenities for the South Highway 97 Corridor project.
PUBLIC WORKS	Coordinated with RCAPP for installation of artwork in City rights-of-way and parks. Maintained 147 street light banners.

E. Plan, promote and develop bicycle and pedestrian facilities.

ENGINEERING	Issued 23 special event permits for 2020, all which were cancelled.
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F. Strive for an interconnected community of parks and open spaces.

PUBLIC WORKS	Began design of a new Neighborhood Park at Quartz Avenue to serve the surrounding area and improve the entrance and usability of the Dry Canyon.
	Began construction of a new staircase at the Maple Avenue bridge.

- i. Collaborate with community partners to ensure Redmond residents have access to parks and open space amenities.

COMMUNITY DEVELOPMENT	Collaborated with three local teachers to provide artistic opportunities for 15 students through painting and art projects at two local and widely used parks; the Redmond Skate Park and Pump Track. Over 30 students submitted design options for the two parks.
	Worked to help promote a successful Farmer's Market in Centennial Park to connect residents to the park amenity. The Market has had its greatest success in the last three years. Foot traffic and sales at the Market reached an all-time high in 2020.
PUBLIC WORKS	Placed wayfinding signage along the Dry Canyon and Homestead Canal Trail to help users connect to key features throughout the city.

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.

- i. Using the City Code and other tools, incorporate the Great Neighborhood Principles for both new and infill development.
- ii. Review and drive livability goals for design requirements in residential and commercial development in Redmond.

COMMUNITY DEVELOPMENT	Prepared and adopted Phase 3 Development Code (Chapter 8) Update; included modified provisions to improve amenities and aesthetics in residential and commercial areas. The Redmond Comprehensive Plan Update 2040 included new and improved policies to require implementation of the Great Neighborhood Planning and Livability principals as part of development review.
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B. Support orderly annexation from Urban Growth Boundary.

COMMUNITY DEVELOPMENT	Annexation/UGB: Finalized the annexation schedule for special impact areas to enable the proper payment to the either the School District or RCAPP.
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	- Processed and completed 156-acre land swap of industrial land; worked with County to reconfigure the Redmond UGB east side of Redmond. - Approved an annexation agreement 16.25-acre property located in south Redmond and within the Southwest Area Plan. - Prepared and submitted a UGB amendment application to the County for the Skyline Village affordable housing project. - Prepared 4 annexation agreements approved by City Council: Malone, Curtis, Dunlop, Canyon Trails.
ENGINEERING	Managed analysis of wastewater collection system to allocate excess capacity in existing sewers and determine need for sewer interceptor extensions.

C. Update Transportation System Plan and associated plans that advance the City's long-term development goals.

COMMUNITY DEVELOPMENT / ENGINEERING	Worked with the consultant and ODOT to complete the TSP update and adopt it into the Comprehensive Plan. Organized project management meetings, reviewed and revised goals and policies, updated map data and project lists within the TSP. Included approximately 12 project management meetings, 2 work sessions, and 1 public hearing prior to Council adoption in December 2020.
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D. Work with partners on Emergency Management and Preparedness.

COMMUNITY DEVELOPMENT	Engaged in Economic Response and Recovery Planning efforts in response to COVID. Played a central role in PPE distribution and deploying approximately \$100,000 in grant funding. Took the lead on developing economic metrics in collaboration with other cities, Deschutes County, and State partners to measure recovery so resources can be deployed effectively.
	Attended 2 regular meetings with the local advisory group on wildfire prevention and natural disasters.
	Served on the CET technical review committee to review Requests for Qualifications for the Deschutes County Statewide Transportation Improvement Fund (STIF) project; inclusive of the City of Redmond Fixed Route Planning and Feasibility Study Analysis. Participated in 3 City of Redmond Fixed Route Planning Study evaluation committee meetings.
	Served on the Natural Hazards Mitigation Plan committee and attended 12 meetings to update City/County plan.
	Participated in technical group for the Regional Emergency Services Training Coordination Center to prepare a land use strategy for project process.
POLICE	Police Department participated in critical incident exercise with County Emergency Management, RF&R, and Airport staff. Continued participation with County Emergency Management, Health Authority, OSHA, and first responder organizations regarding COVID-19 response. Began working with Deschutes County Office of Emergency Management to update and rewrite the PD's Emergency Ops Plan (EOP).
PUBLIC WORKS	Continued partnership with Oregon Water/Wastewater Agency Response Network (ORWARN) for potential support during emergencies.
	Regular attendance at County-wide Emergency Management Planning Committee (EMPC) Meetings.
	Coordinated with Deschutes County Emergency Management to provide a fuel trailer in support of forest fire fighting efforts.
	Communication with Oregon Association of Clean Water Agencies (ACWA) regarding the wastewater chlorine disinfection shortage, experienced across the states of Oregon and Washington

- i. Coordinate emergency planning and preparedness exercises that require mobilization of facilities such as the Redmond Airport.
 - ii. Participate in Cascadia related emergency planning and preparedness.
- E. Identify housing objectives, policies, and implementation strategies to diversify the range of housing choices.

COMMUNITY DEVELOPMENT	Collaborated with new Housing Coordinator to develop objectives to stimulate deployment of Urban Renewal resources to help increase availability of housing in the downtown and midtown areas. A Downtown Housing Subcommittee as formed to engage the community in the process.
	Hired full-time Housing Programs Analyst focused on CDBG program administration, housing policies, and initiatives.
	Conducted analysis of vacant city-owned properties potentially available for affordable housing or zoned for homeless shelters.
	Researched and processed City's first property tax exemption for a 36-unit multi-generational housing complex for families and seniors earning no more than 60% AMI; worked extensively with Redmond School District and Redmond Fire in approval process.
	Fostered and advanced homelessness awareness and coordination through: • Research and creating a draft affordable housing dashboard identifying Redmond-specific inventory, needs and tools. • Attended 3 COIC Housing 4 All meetings as City liaison; • Allocated \$100,000 in Coronavirus Relief Funds to 2 local service providers (Thrive Central Oregon and Latino Community Association) for rent/mortgage/utility assistance for income-qualified individuals affected by COVID-19. • Coordinated with Bethlehem Inn to apply for Phase I of Project Turnkey funding to acquire a hotel to convert into a homeless shelter. • Organized and conducted tours of 4 transitional villages located in Eugene, Cottage Grove and Medford.
	Began 2040 Comprehensive Plan discussions for implementing new housing policies at Planning Commission level then finalized for recommendation to Council. Continued to complete Skyline Village process for annexation and UGB expansion. Applied for \$15,000 grant to audit city codes for compliance with HB 2001.
IT / POLICE	Actively participated in the tri-county Joint Information Center JIC. Disseminating information for the COVID-19 Emergency Command Center and the Oregon wildfires as a designated evacuee site for Beachie Creek & Lionshead fire victims.

8. REGIONAL COOPERATION

Recognize Central Oregon as a whole is stronger than the sum of its individual parts and regional relationships are critical in Redmond's planning and decision-making process.

- A. Participate in and support the work of the Central Oregon Cities Organization and League of Oregon Cities.

PUBLIC WORKS	Provided Underground Injection Control permitting documents, templates, and recommendations to the City of Madras to assist with their pending application for a DEQ permit.
	Provided Pretreatment Program implementation manual & guidance documents, templates, ordinances and recommendations to the City of Prineville to assist with their DEQ Permit requirements to implement an approved Pretreatment Program.
	Provided recommendations on methods and equipment for wastewater flow monitoring in the City of Sisters.

- B. Maintain Redmond's positive working relationship with regional, national and statewide entities and governments.

CITY MANAGER	Participated in quarterly forums managed by COIC which includes all regional City and County Administrators to discuss strategic issues (Housing, Homelessness, CARES Funding, Public Health and general service delivery).
COMMUNITY DEVELOPMENT	Interagency Coordinator and Engagement included: - Presented overview of homelessness and related Redmond conditions and strategies to the Homeless Leadership Coalition. - Participated in 1 Habitat for Humanity Board meeting to provide an overview of City affordable housing initiatives. - Keynote speaker/presenter and City staff liaison for regional wide homelessness meeting. - Six Community Development Department staff participated in a Housing Works sponsored mobile workshop and tour of 3 of their new multifamily affordable housing projects near Canal. - Served on the Housing Works Board of Directors; attended 6 Board meetings. - Attended 4 Redmond Housing and Service Providers (RHSP) meetings as City Liaison.
	Maintained membership in the Congress for New Urbanism, Oregon City Planning Directors Association, and Oregon and National American Planners Associations.
	Attended and coordinated materials for Central Oregon Childcare Task Force, help facilitate creation of concierge service.
PUBLIC WORKS	Performed various services for neighboring communities on a reimbursement basis (vehicle maintenance, vegetation control, street sweeping).
	Attended Deschutes County's Noxious Weed Board meetings.

- i. Support countywide recreation initiatives through partnerships with the Redmond Area Park and Recreation District.
- ii. Examine opportunities to create a stronger connection between Fairground activities and Redmond.

COMMUNITY DEVELOPMENT	Staff joined Oregon Community Foundation Leadership Council to help direct foundation resources to Redmond. Participated in several meetings and the joint review committee to work toward achieving this objective.
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- iii. Strategically promote the placement and appointment of Redmond representatives to committees that have state and regional significance.

PUBLIC WORKS	Active memberships to various regional professional groups such as Oregon Association of Clean Water Agencies, Pacific Northwest Clean Water Association, American Water Works Association, the Deschutes Basin Water Collaborative, and Oregon Water Utilities.
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- iv. Strategically promote Redmond priorities and initiatives to appointed and elected state officials and statewide committees.
- v. Maintain Council liaison assignments and advocacy on the Central Oregon Area Commission on Transportation; the Central Oregon Cities Organization; the Central Oregon Council on Aging; the Central Oregon Intergovernmental Council; the Deschutes County Fair Board and Fair Association; Deschutes Water Alliance; Economic Development for Central Oregon; Greater Redmond Historic Society; Housing Works; the League of Oregon Cities; Local Officials Advisory Committee; Local Public Safety Coordinating Council; NeighborImpact; Oregon Mayors Association; Redmond Area Park and Recreation District; Redmond Chamber of Commerce; Redmond Economic Development, Inc.; and the Redmond School District Board.

COMMUNITY DEVELOPMENT	Served on the Redmond School District Bond Task Force participating in 7 meetings and helping with passage of November bond measure.
	Served on the Central Oregon Housing Authority (dba 'Housing Works') Board of Directors participating in 6 Board meetings.
PUBLIC WORKS	Provided staff support to the Parks Committee and Golf Committee.

- C. Participate in the activities and groups that are addressing water related issues affecting the Deschutes River Basin.

PUBLIC WORKS	The Wastewater Division, in cooperation with the City of Prineville Wastewater Division, is supporting a sampling arrangement to facilitate testing of wastewater throughout the treatment process. The purpose of this sampling is to quantify the effectiveness of a lagoon/treatment wetlands facility in protecting groundwater resources.
	Member of Central Oregon Cities Organization Water sub-group.
	Membership and active involvement with the Pacific Northwest Clean Water Association, the Deschutes Basin Water Collaborative and the Oregon Association of Clean Water Agencies to ensure pollution prevention and groundwater control.

- D. Provide leadership and participation on efforts to develop a corridor improvement plan and evaluate mechanisms to plan, prioritize and fund regional transportation system improvements to the US 97 corridor.

COMMUNITY DEVELOPMENT	City Council adopted the South Highway 97 Urban Renewal Area, creating opportunities to leverage local dollars for implementation of the adopted Corridor Plan.
ENGINEERING	Incorporated US 97 South Redmond Corridor Plan into the updated TSP and worked with Urban Renewal staff to create a new urban renewal district. Started working with ODOT on scoping and preliminary design of a phased improvement project.

- E. Seek and utilize State and Federal economic development programs and grants.

9. URBAN RENEWAL

Invest resources to encourage new business investment in designated blighted areas that will grow the job base and strengthen and diversify the tax base in that area.

A. Manage urban renewal area to ensure consistent program delivery and sufficient financial resources.

CENTRAL SERVICES	Financial dashboard presented to the Downtown Urban Renewal Advisory Committee (DURAC) on a semi-annual basis. An \$8 million bond was included in FY 2021/22 budget; fund balance and project cash flow monitored to appropriately time the bond financing.
COMMUNITY DEVELOPMENT	Established monthly meetings with Finance Division to ensure grants and loans are funded adequately, efficiently, and expediently.

B. Advance objectives of the Downtown Urban Renewal Plan to maintain the vitality of the downtown core; provide sufficient parking; make productive use of land; create opportunities for new development; relieve traffic problems and improve pedestrian safety; and provide new public amenities and open spaces.

COMMUNITY DEVELOPMENT	Property Assistance Program issued 20 grants and loans funding \$227k and leveraging \$3.8 million in investment.
	Completed construction and opened two (2) parking lots to provide for additional parking downtown. The lots, when combined, will offer approximately 160 free off-street parking stalls.
	Participated in 4 CET meetings centered on planning for a transit system in Redmond; identifying strategic stops, routes and preferred transit types within the Urban Renewal boundary.
	Nurtured several dozen business leads to encourage investment and location in the city's commercial core to enhance the vitality of downtown. The outreach resulted in approximately 10 businesses touring downtown and several leasing or buying buildings.
	Downtown Housing Sub-Committee: Sub-committee conducted land valuation analysis building ratio study (land valuation analysis) resulting in identification of 15 properties to consider for housing redevelopment, infill or affordable housing opportunities.
	Collaborated with the Deschutes Public Library design team and process for development of the new library through participating in 4 meetings.
ENGINEERING	Designed, bid and initiated construction of the 4 th and Evergreen Parking Lot. Assisted with design and construction of parking in Old City Hall site.

i. Select a private developer and begin to move forward on the redevelopment of the Old City Hall site.

COMMUNITY DEVELOPMENT	A newly designed 126-space public parking lot will opened in early 2021 .
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ii. Advance initiatives in the Medical District and Mid-Town area.

COMMUNITY DEVELOPMENT	Medical District: Staff oversaw construction of Central Oregon Medical Specialists Building through awarding and administering a \$600,000 construction loan for the \$6 million building renovation and expansion.
	Mid-Town Place Affordable Housing: Awarded a \$2.9 million construction loan for the \$12.4 million 47-unit workforce housing development. Ensured all loan, legal requirements and program requirements were satisfied. Mid-Town Place will open in late 2021 (workforce housing).

- C. Invest in infrastructure projects that make a demonstrable, positive impact on job creation and encourage private investment.

COMMUNITY DEVELOPMENT	Completed transfer of \$2.8 million asset of Centennial Park to the City.
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- D. Pursue catalytic projects through programs that maximize private investment and leverage urban renewal resources in order to grow the tax base.

COMMUNITY DEVELOPMENT	\$21 million in Urban Renewal investments since 2013 has contributed a \$98 million increase to the tax base.
	Achieved average annual growth of 7% in assessed value in Downtown Urban Renewal District.
	Provided grant and loan incentive funding for \$1.8 million revitalization of long vacant Arch/Urban on 6th Building into retail and eight housing units.

- E. Collaborate with ODOT and taxing district partners in implementation and funding, including a new urban renewal area, for the South US Highway 97 improvement project.

COMMUNITY DEVELOPMENT	City Council approved the South Highway 97 Urban Renewal District (S97 URD) in December 2020. The District received support for all primary taxing jurisdiction partners.
	Staff engaged and initiated several meetings and planned with ODOT for first projects planned along the South Hwy 97 corridor.
	In partnership with REDI, Staff engaged with several businesses interested in a lot within the Large Lot Industrial area.
	The Redmond Urban Renewal Agency received assessed value certification from the Deschutes County Assessor's office. The frozen tax base for the S97 URD is set at \$169,321,416. The increment for the first year of the District will be calculated in November 2021.



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: November 16, 2021
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Deborah McMahon, Planning Manager
SUBJECT: Resolution #2021-34 - A resolution adopting City of Redmond updates to the Deschutes County Multi-Jurisdictional Natural Hazards Mitigation Plan.

Addresses Council Goal:

7. COMPREHENSIVE PLANNING

Enhance the quality of life through adoption of programs, policies, and standards that manage growth while maintaining Redmond's small-town feel.

7.C. Work with partners on Emergency Management and Preparedness.

- i. Coordinate emergency planning and preparedness exercises that require mobilization of facilities such as the Redmond Airport.
- ii. Participate in Cascadia related emergency planning and preparedness.

Report in Brief:

This item requests City Council adopt Resolution 2021-34 approving an update to the Deschutes County Natural Hazards Mitigation Plan.

Background:

Regular updates are required of the Deschutes County Natural Hazards Mitigation Plan (NHMP) to ensure the county, cities, and special districts in the County maintain eligibility for federal disaster-related funding through the Federal Emergency Management Agency (FEMA) should an event occur.

Natural hazard mitigation plans assist communities in addressing Statewide Land Use Planning Goal 7 (Natural Hazards), which requires communities to protect life and property from natural hazards. This is accomplished through a base established in the NHMP that documents historical incidents of hazards in the community and the effects natural hazards can have on current and future development.

Natural hazard mitigation plans also recommend action items to assist communities in reducing risk and preventing loss from natural hazard events. The Deschutes County NHMP includes a city-specific look at multiple jurisdictions' risks, vulnerabilities and mitigation strategies for different hazards. The NHMP includes city addenda updates for: cities of Bend, La Pine, Redmond, and Sisters.

Attachments to the Staff Report for reference include:

- City of Redmond Addendum to Deschutes County NHMP.
- FEMA's Pre-Approval Letter.

Discussion:

The update to the Deschutes County NHMP was developed by the County Natural Hazard Mitigation Plan Steering Committee, while the Redmond addendum was created by the City of Redmond Steering Committee.

The NHMP update process included the following steps and actions in 2021:

- A Steering Committee that met from January through April.
- Jurisdictional / city specific Steering Committee meetings were conducted in May.
- A public input session was held in June.
- A draft of the NHMP was submitted to federal entities (i.e., OEM/FEMA) in July.
- Received tentative approval from FEMA in September.

Deschutes County and cities will independently adopt the updated NHMP in October and November 2021.

The specific natural hazards and associated risks evaluated as part of the NHMP update included: drought, earthquake, flood, landslide, volcanic event, wildfire, windstorm, and winter storm. Table RA-4 below provides a hazard summary for each of the hazards evaluated in the update. The summary includes hazard history, location, extent, vulnerability, impacts, and probability. Conducting the hazard analysis was a useful step in planning for hazard mitigation, response, and recovery. The method provided Redmond with a sense of hazard priorities, but did not predict the occurrence of a particular hazard.

Three chronic hazards (winter storm, wildfire and windstorm) and one catastrophic hazard (volcano) rank as the top four hazard threats to the city (Top Tier). The Cascadia earthquake, drought, and crustal earthquake hazards comprise the next three highest ranked hazards (Middle Tier), while flood and landslide hazards comprise the lowest and ranked hazards (Bottom Tier).

Table RA-4 Hazard Analysis Matrix – City of Redmond:

Table RA-4 Hazard Analysis Matrix – City of Redmond

Hazard	History	Probability	Vulnerability	Maximum Threat	Total Threat Score	Hazard Rank	
Winter Storm	20	70	50	90	230	# 1	Top Tier
Wildfire	10	49	45	90	194	# 2	
Windstorm	16	63	20	80	179	# 3	
Volcano	2	14	50	100	166	# 4	Middle Tier
Earthquake (Cascadia)	2	7	40	100	149	# 5	
Drought	8	56	15	30	109	# 6	
Earthquake (Crustal)	2	14	5	80	101	# 7	Bottom Tier
Flood	2	7	5	10	24	# 8	
Landslide	2	7	5	10	24	# 8	

Source: City of Redmond NHMP Steering Committee, 2021.

After formal approval and adoption by FEMA, implementation and maintenance of the NHMP will begin. The Deschutes County Emergency Manager was designated as the NHMP's convener and will take the lead in implementing, maintaining and updating the NHMP post adoption.

Because the City's addendum is considered part of the County NHMP, the City will look for opportunities to partner with the County to maintain the NHMP, and coordinate mitigation efforts through the implementation of action items. The City of Redmond Steering Committee will convene after re-adoption annually with the County every fall. The City's Planning Manager and Public Works Director will serve as the co-conveners and will be responsible for convening the City of Redmond steering committee. The conveners will also remain active in the County's planning process.

Fiscal Impact:

There is no fiscal impact. Existing staff, county and consultants will be used to accomplish needed tasks.

Alternative Courses of Action:

1. Approve Resolution #2021-34.
2. Do not approve Resolution.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to adopt Resolution 2021-34."

CITY OF REDMOND ADDENDUM

Introduction

This document serves as the City of Redmond's Addendum to the Deschutes County Natural Hazards Mitigation Plan (NHMP). The City's Addendum is considered part of the County's multi-jurisdictional plan, and meets the following requirements: (1) Multi-jurisdictional Plan Adoption §201.6(c)(5), (2) Multi-jurisdictional Participation §201.6(a)(3), (3) Multi-Jurisdictional Risk Assessment §201.6(c)(2) (iii), and (4) Multi-jurisdictional Mitigation Strategy §201.6(c)(3) (iv).

A description of the city specific planning and adoption process follows, along with detailed community specific action items; for detailed information see Volume IV, Appendix B. Information about the city's risk relative to the County's risk to natural hazards is documented in this addendum's Hazard Analysis and Issue Identification section. The section considers how the city's risk differs from or matches that of the County's; additional information on the Risk Assessment is provided within Volume I, Section 2 of this NHMP. The community's mitigation strategy is provided herein along with community specific action items; action items that have a city role but are identified at the County level are provided in Volume I, Section 3 and Volume IV, Appendix A.

How was the Plan Developed?

The NHMP was developed by the Deschutes County Natural Hazard Mitigation Plan steering committee, while this addendum was created by the City of Redmond steering committee. The Deschutes County Emergency Manager was designated as the NHMP's convener and will take the lead in implementing, maintaining and updating the plan. Locally, the City of Redmond convened a steering committee for the purpose of developing the city's addendum.

The local steering committee was closely involved throughout the development of the plan and served as the local oversight body for the plan's development. The local steering committee met on one occasion: April 16th, 2021 (see Appendix B for more information). Steering committee members contributed data and reviewed, and provided guidance towards the community profile, risk assessment, mitigation strategy (action items), and implementation and maintenance plan. The addendum reflects effort from the formal meeting and during subsequent informal meetings between members of the steering committee and with Central Oregon Intergovernmental Council (COIC).

An open public involvement process is essential to the development of an effective plan. In order to develop a comprehensive approach to reducing the effects of natural disasters, the planning process should include opportunities for the public, neighboring communities, local and regional agencies, as well as private and nonprofit entities to comment on the plan.¹ COIC provided a publicly accessible project webpage for the general public in order to make meeting materials and contact information available throughout the update process. In addition,

¹ Code of Federal Regulations, Chapter 44. Section 201.6, subsection (b). 2015

Deschutes County and the City of Redmond provided press releases on their websites to encourage the public to offer feedback on the plan update.

In addition, COIC administered a public opinion survey to obtain additional input from the public regarding the county’s risks, vulnerabilities, hazards history, and mitigation strategies. See Volume IV, Appendix F for more information.

Updating the mitigation plan is a requirement to gain eligibility for the Federal Emergency Management Agency’s Pre-Disaster Mitigation, Hazard Mitigation, and Flood Mitigation Assistance grant Programs. This project is funded through the Federal Emergency Management Agency’s (FEMA) FY12 Pre-Disaster Mitigation Competitive Grant Program (PDMC – PL-10-OR-2012-002).

The Redmond Addendum to the Deschutes County NHMP was adopted on [DATE] and approved by FEMA on [DATE]. The Deschutes MNHMP was approved by FEMA on [DATE], the plan is effective for Deschutes County and Redmond through [DATE].

For more information on the composition of the steering committee and the process see this NHMP’s Volume I, Acknowledgements and Executive Summary, and Volume IV, Appendix B.

Action Item Matrix

The City’s action items were first developed through a two-stage process in 2015 by the local steering committee, facilitated by Oregon Partnership for Disaster Resilience (OPDR). In 2021, the local steering committee, facilitated by COIC, updated the status of existing action items and removed one action item. In addition, there are 18 County Action Items that include Redmond as an “Affected Jurisdiction.” For additional information see the discussion near the end of this document.

The City’s actions are listed below in matrix format. For more detailed information on each action, see the action forms within Attachment 1 of this addendum. For additional information on the County actions affecting the city see Volume I, Section 3 and Volume IV, Appendix A.

Table RA-1 City of Redmond Action Items

2021 Action Item	High Priority	Mitigation Action Title	Lead Organization	Partner Organization(s)	Timeline	Status
Multihazard #1	X	Participate in emergency preparedness and disaster planning with the County, Redmond School District and other organizations to ready the City and Citizens for emergency situations.	Community Development	<u>Internal:</u> Police Department, Public Works, Redmond Airport <u>External:</u> Deschutes County Emergency Services, Redmond F & R	Long-Term	Ongoing
Earthquake #1		Examine the airport facility needs related to emergency preparedness and its regional designation in the Oregon Resiliency Plan and the Cascadia Event.	Redmond Airport	<u>Internal:</u> Community Development, Engineering, Public Works <u>External:</u> Deschutes County Community Development, Emergency Services	Ongoing	Ongoing
Flood #1		Complete a stormwater drainage study and mitigate problem areas.	Public Works	<u>Internal:</u> Community Development <u>External:</u> OWRD	Long-Term	Removed

Source: City of Redmond NHMP Steering Committee, 2021

How Will the Plan be Implemented?

The City Council will be responsible for adopting the City of Redmond addendum to the Deschutes County NHMP. This addendum designates a coordinating body and a convener to oversee the development and implementation of action items. Because the city addendum is considered part of the County plan, the city will look for opportunities to partner with the County to maintain the plan, and coordinate mitigation efforts through the implementation of action items, etc. The City's steering committee will convene after re-adoption of the City of Sisters addendum annually with the County every fall. For more details on the meeting schedule and process, see Volume I, Section 4. The City's Planning Manager and Public Works Director will serve as the co-conveners and will be responsible for convening the local steering committee. The convener will also remain active in the County's planning process. The steering committee will seek to involve senior staff and decision makers throughout the duration of the five-year implementation and maintenance of the NHMP addendum.

Implementation through Existing Programs

Many of the Natural Hazards Mitigation Plan's recommendations are consistent with the goals and objectives of the city's existing plans and policies. Where possible, the City of Redmond will implement the NHMP's recommended actions through existing plans and policies. Plans and policies already in existence have support from local residents, businesses, and policy makers. Many land-use, comprehensive, and strategic plans get updated regularly, allowing them to adapt to changing conditions and needs. Implementing the NHMP's action items through such plans and policies increases their likelihood of being supported and implemented.

The City of Redmond currently has the following plans that relate to natural hazard mitigation:

Table RA-2 Existing Plans

Jurisdiction	Document	Year
City of Redmond	Comprehensive Plan and supporting materials	2020
City of Redmond	Development Code (no mapped SFHA)*	2015
City of Redmond	Transportation Master Plan	2020
City of Redmond	Greater Redmond CWPP**	2017
City of Redmond	Wastewater Collection System	2007
City of Redmond	Wastewater Facility Plan: Redmond Water Pollution Control Facility*	2021
City of Redmond	Wastewater Facility Plan: Redmond Water System*	2021
City of Redmond	Water System Risk & Resilience Plan	2021
Redmond Municipal Airport	Airport Master Plan	2019

Source: City of Redmond | *Revision in process | **Up for revision in 2021-2022

The steering committee and the community's leadership have the option to add or implement action items at any time. This allows the steering committee to consider mitigation strategies as new opportunities arise, such as funding for action items that may not be of the highest priority. When new actions are identified, they should be documented using an action item form (see Attachment 2). Once a proposed action form has been submitted to the convener, the action will become part of the City's addendum.

Continued Public Participation

Keeping the public informed of the city's efforts to reduce the city's risk to future natural hazards events is important for successful plan implementation and maintenance. The city is committed to involving the public in the plan review and updated process. The City Addendum along with the County Plan will be posted online on COIC's website (<https://www.coic.org/emergency-preparedness/natural-hazard-mitigation-plans/deschutes-county-nhmp/>), as well as the County and City websites, so that the public may view the plan at any time.

In addition, natural hazards information dissemination is conducted throughout the year when opportunities present themselves via the city offices and website.

Plan Maintenance

The multi-jurisdictional Deschutes County Natural Hazards Mitigation Plan will be updated every five years in accordance with the update schedule outlined in the Disaster Mitigation Act of 2000. During the County plan update process, the city will also review and update its addendum. The convener will be responsible for convening the steering committee to address the questions outlined below.

- Are there new partners that should be brought to the table?
- Are there new local, regional, state, or federal policies influencing natural hazards that should be addressed?
- Has the community successfully implemented any mitigation activities since the plan was last updated?
- Have new issues or problems related to hazards been identified in the community?
- Are the actions still appropriate given current resources?
- Have there been any changes in development patterns that could influence the effects of hazards?
- Have there been any significant changes in the community's demographics that could influence the effects of hazards?
- Are there new studies or data available that would enhance the risk assessment?
- Has the community been affected by any disasters? Did the plan accurately address the impacts of this event?

These questions will help the steering committee determine what components of the mitigation plan need updating. The steering committee will be responsible for updating any deficiencies found in the plan.

The remainder of this addendum includes three sections:

1. Community Profile and Asset Identification,
2. Hazard Identification and Risk Assessment, and
3. Mitigation Strategy.

COMMUNITY PROFILE

ASSET IDENTIFICATION

This section provides city specific asset identification. For information on the characteristics of Redmond, in terms of geography, environment, population, demographics, employment and economics, as well as housing and transportation see Volume IV, Appendix C, *Community Profile*. Many of these community characteristics can affect how natural hazards impact communities and how communities choose to plan for natural hazard mitigation. Considering the city specific assets during the planning process can assist in identifying appropriate measures for natural hazard mitigation.

We live in a place with a varied geography and communities. We would like to recognize and acknowledge the indigenous land of the Confederated Tribes of Warm Springs, Molalla, Paiute, Klamath, Modok, Yahooskin Band of Snake Indians, and Tribes of Middle Oregon. We want to recognize the people that came before us and honor their traditions and stewardship of the land. Acknowledgement is a simple, powerful way of showing respect for Indigenous People's history and culture.

Asset Identification

The following assets were identified by the steering committee in 2015 and updated in 2021:

Critical and Essential Facilities

- Deschutes County Sheriff's Office Emergency Management has access to an inventory of critical and essential facilities.

Special Districts with Offices in Redmond

- Central Electric Cooperative – 2098 N Highway 97
- Pacific Power – 1440 SE Lake Road
- Redmond Fire & Rescue
 - Station 401 Headquarters – 341 NW Dogwood
 - Station 403 Airport – 911 SE Salmon
 - Station 404 Cline Falls – 100 SE 67th Street

Redmond School District (schools located in Redmond)

Elementary Schools:

- John Tuck – 209 NW 10th Street
- MA Lynch – 1314 SW Kalama Street
- Sage – 2790 SW Wickiup Ave
- Tom McCall – 1200 NW Upas
- Vern Patrick – 3001 SW Obsidian

Middle Schools:

- Elton Gregory – 1220 NW Upas
- Obsidian – 1334 SE Obsidian Drive

High Schools:

- Edwin Brown Education Center - 850 W Antler Avenue
- Redmond – 675 SW Rimrock Drive
- Redmond Proficiency Academy
 - 657 SW Glacier Ste 2370
 - RPA Middle SW 25th St
- Downtown - 657 Glacier Avenue
- West Campus - 2105 W Antler Avenue
- Ridgeview – 4555 SW Elkhorn Avenue

Colleges and Universities

- Central Oregon Community College – 2030 SE College Loop

Hospitals

- St. Charles Medical Center – 1253 NW Canal Boulevard

Social Service Providers

Please see <https://www.thrivecentraloregon.org/services> for a comprehensive list of resource providers throughout Central Oregon, including Sisters.

Population

Redmond’s certified population estimate as of July 1, 2020 was 32,215 people². Redmond has become a mid-sized community of over 30,000 and has grown by 6,000 residents since the 2010 Census. By the year 2032, Redmond’s population is expected to grow to over 40,000 residents and to 51,625 by 2043³. This represents an increase of almost 20,000 people in the next 20 years or approximately 1,000 new residents per year.

Land Use

The City acknowledged comprehensive plan is the “Redmond Comprehensive Plan 2040”. The Oregon Land Conservation and Development Commission first acknowledged the comprehensive plan in 1979. The City completed a major update to the comprehensive plan in December of 2020.

² Portland State University Population Research Center.

³ Coordinate Population Forecast 2018 - 2068; Deschutes County Urban Growth Boundaries & Areas Outside UGBs - Population Research Center Portland State University

The City implements the plan through: 1) 2040 Greater Redmond Area Comprehensive Plan and Zone Map, 2) creating alignment with the 33 Support Plans identified in the Comprehensive Plan 2040, and 3) Redmond Development Code (Chapter 8 of the City Code).

The Redmond Comprehensive Plan 2040 is a policy framework rooted in a factual basis that helps inform other critical planning documents and implementing tools that together serve as a coordinated, overarching strategy for the City. This approach established the structure for how the City functions and the types of services that it provides. Ultimately, the Comprehensive Plan outlines the direction that the City will take when planning for land use and making public investments.

Redmond has been chosen as a pilot community by the Department of Land Conservation and Development to enact the process that is provided in Oregon Administrative Rules 660-024-0045 to preserve large industrial lots for regional large-lot industrial needs. The area chosen for this is just south of the current Redmond UGB and south of the Deschutes County Fairgrounds. On May 7, 2015, the Central Oregon Intergovernmental Council unanimously voted to endorse the South Redmond Tract as the first site in the Regional Large Lot Industrial program. With this endorsement, the property owner, Department of State Lands, will start a UGB amendment process and request annexation into the city limits and rezoning to the Large Lot Industrial described in the Oregon Administrative Rules (OARs) above. The site is about 1,000 acres and has been successfully added to the UGB.

Redmond Parks and Recreation

City of Redmond

The City of Redmond Parks Division maintains over 26 public parks and their facilities, which includes picnic areas, trails and playgrounds. Biking, fishing and skateboarding are just some of the many activities available in Redmond's parks.

Redmond Area Park and Recreation District – RAPRD

At this time, the district's facilities include the Cascade Swim Center and CSC Park, the RAPRD Activity Center, the High Desert Sports Complex, and undeveloped parks at Majestic Ridge in Redmond and outside the city limits at Tetherow Crossing and Borden Beck Park. RAPRD offers recreational programs for the greater Redmond, Oregon community. The district offers a variety of recreation programs. These include youth and adult sports, before and after school programs, Red Cross classes, art classes, swim lessons and many others.

Economy

Redmond is one of the fastest growing cities in Deschutes County. The community has a fast growing manufacturing sector (growing 22% in employment from 2012-2015)⁴. The growing traded sector industries in Redmond include⁵:

- Bioscience;
- Aviation and Aerospace Manufacturing;

⁴ Economic Development for Central Oregon website, <https://www.edcinfo.com/>, accessed April 28, 2015.

⁵ Ibid

- Specialty manufacturing;
- Building Products Manufacturing;
- Corporate and Administrative Office Centers; and
- Food Manufacturing.

The seasonally adjusted unemployment rate for Deschutes County was 8.6% in 2020. The city adopted its first comprehensive Economics Opportunity Analysis (EOA) in 2020. The EOA included various economic policies which were incorporated into the 2040 Comprehensive Plan. Redmond works closely with Redmond Economic Development Inc. (REDI).

Cultural and Historic Resources

The sites and structures listed below (Table RA-3) represent the city's official list of historic places compiled by the city and County, and approved by the Oregon Land Conservation and Development Commission.⁶

Table RA-3 List of Historic and Cultural Resources - City of Redmond

Historic Site/ Name	Location
Jack Elliot House	303 NW Canyon Dr.
Redmond Passenger Depot	3716 SW 21st Place
Redmond Freight Depot	778 NE 11th St
Robert (Roy) Holmes House	349 SW 12th St
J. Sidney and Lizzie Lloyd House	135 SW 6th St
John Roberts House	111 NW 8th St
East Whited Farmstead	2087 SW Helmholtz
Fred Atkinson Building	535-537 S. 6th St.
J.D. Butler Building	453 S. 6th St.
Theron Beogher Cottage	422 S.W. 13th St.
Presbyterian Community Church	641 S.W. Cascade Ave.
Ehret Brothers Store	251 S. 6th St.
B.H. & A.T. McMickle House	614 N.W. Cedar Ave.
Milton Odem House	623 S.W. 12th St.
Redmond Union High School	411 S.W. 9th St.
Lew A. Smith House	1329 S.W. Evergreen
The New Redmond Hotel	521 S. 6th St.
WWII Airport Hanger	Sisters Avenue
Roy Carpenter House	342 S.W. Canyon Dr.
C.O. Cooperative Creamery	640 S.W. Evergreen Ave.

Source: City of Redmond

⁶ Redmond Area General Plan, 1998.

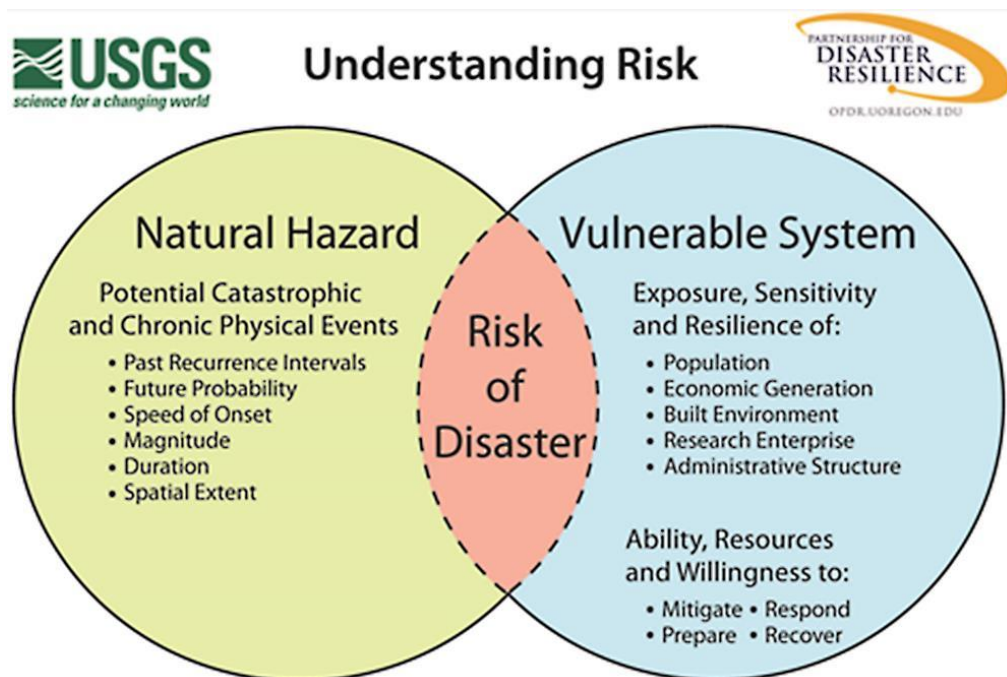
RISK ASSESSMENT

This section of the NHMP addendum addresses 44 CFR 201.6(b)(2) - Risk Assessment. In addition, this chapter can serve as the factual basis for addressing Oregon Statewide Planning Goal 7 – Areas Subject to Natural Hazards. Assessing natural hazard risk has three phases:

- **Phase 1:** Identify hazards that can impact the jurisdiction. This includes an evaluation of potential hazard impacts – type, location, extent, etc.
- **Phase 2:** Identify important community assets and system vulnerabilities. Example vulnerabilities include people, businesses, homes, roads, historic places and drinking water sources.
- **Phase 3:** Evaluate the extent to which the identified hazards overlap with, or have an impact on, the important assets identified by the community.

The information presented below, along with hazard specific information presented elsewhere in this addendum, within the Hazard Annexes (Volume II), and community characteristics presented in the Community Profile (Appendix C), will be used as the local level rationale for the risk reduction actions identified in this addendum. The risk assessment process is graphically depicted in Figure RA-1 below. Ultimately, the goal of hazard mitigation is to reduce the area where hazards overlap vulnerable systems.

Figure RA-1 Understanding Risk



Source: Oregon Partnership for Disaster Resilience

Hazard Analysis Methodology

This NHMP utilizes a hazard analysis methodology that was first developed by FEMA circa 1983, and gradually refined by the Oregon Military Department's Office of Emergency Management over the years.

The methodology produces scores that range from 24 (lowest possible) to 240 (highest possible). Vulnerability and probability are the two key components of the methodology. Vulnerability examines both typical and maximum credible events, and probability endeavors to reflect how physical changes in the jurisdiction and scientific research modify the historical record for each hazard. Vulnerability accounts for approximately 60% of the total score, and probability approximately 40%.

This method provides the jurisdiction with a sense of hazard priorities, or relative risk. It doesn't predict the occurrence of a particular hazard, but it does "quantify" the risk of one hazard compared with another. By doing this analysis, planning can first be focused where the risk is greatest.

In this analysis, severity ratings, and weight factors, are applied to the four categories of history, vulnerability, maximum threat (worst-case scenario), and probability as shown in the table below. See Volume I, Section 2 (Risk Assessment) for more information.

Hazard Analysis

On April 16th, 2021, the City of Redmond addendum steering committee developed their hazard vulnerability assessment (HVA), using the County's HVA as a reference. Changes from the County's HVA were made where appropriate to reflect distinctions in vulnerability and risk from natural hazards unique to the City of Redmond, which are discussed throughout this addendum.

Table RA-4 shows the HVA matrix for Redmond showing each hazard listed in order of rank from high to low. For local governments, conducting the hazard analysis is a useful step in planning for hazard mitigation, response, and recovery. The method provides the jurisdiction with a sense of hazard priorities, but does not predict the occurrence of a particular hazard.

Table RA-4 Hazard Analysis Matrix – City of Redmond

Hazard	History	Probability	Vulnerability	Maximum Threat	Total Threat Score	Hazard Rank	
Winter Storm	20	70	50	90	230	# 1	Top Tier
Wildfire	10	49	45	90	194	# 2	
Windstorm	16	63	20	80	179	# 3	
Volcano	2	14	50	100	166	# 4	Middle Tier
Earthquake (Cascadia)	2	7	40	100	149	# 5	
Drought	8	56	15	30	109	# 6	
Earthquake (Crustal)	2	14	5	80	101	# 7	Bottom Tier
Flood	2	7	5	10	24	# 8	
Landslide	2	7	5	10	24	# 8	

Source: City of Redmond NHMP Steering Committee, 2021.

Three chronic hazards (winter storm, wildfire and windstorm) and one catastrophic hazard (volcano) rank as the top four hazard threats to the city (Top Tier). The Cascadia earthquake,

drought, and crustal earthquake hazards comprise the next three highest ranked hazards (Middle Tier), while flood and landslide hazards comprise the lowest ranked hazards (Bottom Tier).

Table RA-5 categorizes the probability and vulnerability scores from the hazard analysis for the city and compares the results to the assessment completed by the Deschutes County NHMP Steering Committee (areas of difference are noted with **bold** text within the city ratings).

Table RA-5 Probability and Vulnerability Comparison

Hazard	Redmond		County	
	Probability	Vulnerability	Probability	Vulnerability
Drought	High	Low	High	Low
Earthquake (Cascadia)	Low	High	Low	High
Earthquake (Crustal)	Low	Moderate	Low	Low
Flood	Low	Low	High	Low
Landslide	Low	Low	Moderate	Low
Volcano	Low	High	Low	High
Wildfire	Moderate	High	High	High
Windstorm	High	Moderate	High	High
Winter Storm	High	High	High	High

Source: City of Redmond NHMP Steering Committee and Deschutes County NHMP Steering Committee, 2021.

Drought

A drought is a period of drier than normal conditions that results in water-related problems. Drought occurs in virtually every climatic zone, but its characteristics vary significantly from one region to another. Drought is a temporary condition; it differs from aridity, which is restricted to low rainfall regions and is a permanent feature of climate. The extent of drought events depends upon the degree of moisture deficiency, and the duration and size of the affected area. Typically, droughts occur as regional events and often affect more than one city and County.

The steering committee determined that the city's probability for drought is **high** (which is the same as the County's rating) and that their vulnerability to drought is **low** (which is the same as the County's rating).

The city has ample high quality groundwater supplies fed by seven (7) production wells within the Deschutes regional aquifer. There are no issues with groundwater supply and the annual recharge to the aquifer is high and long-term water level trends show ample supply for expected population growth and water usage.⁷ In addition, the city maintains six (6) storage facilities totaling 13.5 million gallons, two (2) booster pump stations, one (1) transfer pump station, and one (1) pressure reducing station.⁸

For more information on the Drought Hazard (including history and extent) see the Drought Annex in Volume II.

⁷ CH2MHill, 2007. Wastewater (collection system) and Water System Master Plan. City of Redmond Oregon.

⁸ City of Redmond Website, <http://www.redmond.or.us/>, accessed April 16, 2021.

Earthquake

Oregon and the Pacific Northwest in general are susceptible to earthquakes from four sources: 1) the off-shore Cascadia Fault Zone; 2) deep intraplate events within the subducting Juan de Fuca Plate; 3) shallow crustal events within the North American Plate; and 4) earthquakes associated with volcanic activity.⁹

The areas most susceptible to ground amplification and liquefaction have young, soft alluvial sediments, found along river and stream channels. The extent of the damage to structures and injury and death to people will depend upon the type of earthquake, proximity to the epicenter and the magnitude and duration of the event.

The steering committee HVA evaluated both crustal earthquakes and a Cascadia earthquake. The steering committee determined that the city's probability of experiencing a crustal earthquake is **low** (which is the same as the County's rating) and that their vulnerability to a crustal earthquake is **low** (which is lower than the County's rating). The steering committee determined that the city's probability of experiencing a Cascadia earthquake is **low** (which is the same as the County's rating) and that their vulnerability to a Cascadia earthquake is **high** (which is the same as the County's rating).

Two-thirds of Redmond's buildings were built after 1990 and the codification of seismic codes. Redmond is not particularly susceptible to liquefaction, and is not expected to experience very strong to violent shaking in an earthquake event (see Volume II, Tables II-5 and II-6). As such, the city's vulnerability to earthquakes is reduced because of its relatively new infrastructure and buildings in combination with the particular geology of the area. However, the city considers itself to have high vulnerability to a Cascadia earthquake event due to secondary effects of the hazard, including access to transportation routes, energy resources, communications, and the need to assist with refugees of the damage that is expected west of the Cascades.

Information on specific buildings' estimated seismic resistance, determined by DOGAMI in 2007, is shown in Tables RA-6 below. The table displays the rankings of all facilities within the city's jurisdiction; each "X" represents one building within that ranking category. These scores have not been updated since 2007, but any new buildings can be assumed "low" risk given new building codes.

Of the school facilities evaluated by DOGAMI using RVS, none have very high (100% chance) collapse potential. Five (5) buildings have high (greater than 10% chance) collapse potential; however, three of these buildings are located at the former Evergreen Elementary School which is no longer used as a school facility (it is expected that these buildings will receive structural seismic upgrades and be the future home of city hall). Of the public safety facilities evaluated, none have very high (100% chance) collapse potential; however, two (2) buildings have high (greater than 10% chance) collapse potential. None of the community college buildings or the hospital are rated with High or Very High collapse potentials.

⁹ Taylor, George H. and Chris Hannan. *The Oregon Weather Book*. Corvallis, OR: Oregon State University Press. 1999

Table RA-6 Rapid Visual Survey Scores

Facility	Level of Collapse Potential			
	Low (1%)	Moderate (1%)	High (10%)	Very High (100%)
Schools				
John Tuck Elementary School (209 NW 10th St, Redmond)	X	XXXX		
MA Lynch Elementary School (1314 SW Kalama St, Redmond)		XX		
Vern Patrick Elementary School (3001 SW Obsidian, Redmond)	X			
**Deschutes Edge Charter School (1220 NW Upas, Redmond)			X	
Hugh Hartman Middle School (2105 W Antler, Redmond)	X			
Obsidian Middle School (1334 SE Obsidian Ave, Redmond)			X	
Redmond High School (675 SW Rimrock Dr, Redmond)	X	XXX		
Ridgeview High School (4555 SW Elkhorn Ave, Redmond OR 97756)	Not addressed in the 2007 survey			
Central Oregon Community College - Redmond Campus				
College Center	X			
MATL	X			
One Stop Building	X			
Public Safety				
Redmond F&R - Station 401 Headquarters (341 NW Dogwood, Redmond)	X			
Redmond F&R - Station 403 Airport (911 SE Salmon, Redmond)			X	
Hospitals				
St. Charles Medical Center - Redmond (1253 NW Canal Blvd, Redmond)	XX			

Source: DOGAMI 2007. Open File Report 0-07-02. Statewide Seismic Needs Assessment Using Rapid Visual Assessment.

The County and cities have opted to create one action item for all the facilities that have a ‘high’ or ‘very high’ rating (see Appendix A). The buildings with ‘high’ or ‘very high’ collapse potential include multiple education and public safety facilities located throughout the city, all of which can play a key role in/during disaster events or during long-term recovery.

For more information on the Earthquake Hazard (including history and extent) see the Earthquake Annex in Volume II.

Flood

Flooding results when rain and snowmelt creates water flow that exceeds the carrying capacity of rivers, streams, channels, ditches, and other watercourses. In Oregon, flooding is most common from October through April when storms from the Pacific Ocean bring intense rainfall.

Most of Oregon's destructive natural disasters have been floods.¹⁰ Flooding can be aggravated when rain is accompanied by snowmelt and frozen ground; the spring cycle of melting snow is the most common source of flood in the region. The principal types of flood that occur in Redmond include flash floods (associated with thunderstorms) that occur frequently and may cause localized flooding that can impact development within Redmond as it did in August 2013¹¹. Redmond is the only incorporated city within Deschutes County that does not have a mapped special flood hazard area (floodplain); the Deschutes River is located west of the city. However, the city does have a canal that runs through the city as part of the Central Oregon Irrigation District's (COID) Pilot Butte Canal (running from Bend, through Redmond to Terrebonne).

The steering committee determined that the city's probability for flood is **low** (which is lower than the County's rating) and that their vulnerability to flood is **low** (which is the same as the County's rating).

National Flood Insurance Program (NFIP)

The Deschutes County Flood Insurance Rate Maps (FIRMs) were modernized in 2007 and do not include a special flood hazard area for Redmond. The table below shows that as of November 2014, Redmond has zero (0) National Flood Insurance Program (NFIP) policies in force and no paid claims. The city has never had a Community Assistance Visit (CAV) and is not a member of the Community Rating System (CRS). The community repetitive flood loss record for Redmond does not include any repetitive flood loss, or severe repetitive flood loss, buildings and has not had any repetitive loss claims.

Table RA-7 Flood Insurance Detail

Jurisdiction	Current FIRM Date	Initial FIRM Date	Total Policies	Pre-FIRM Policies	Policies by Building Type				Minus Rated A Zone
					Single Family	2 to 4 Family	Other Residential	Non-Residential	
Redmond	9/28/2007	9/28/2007	0	0	0	0	0	0	0

Jurisdiction	Insurance In Force	Total Paid Claims	Pre-FIRM Claims Paid	Substantial Damage Claims	Repetitive Loss Buildings	Severe Repetitive Loss Buildings	Total Paid Amount	CRS Class Rating	Last CAV
Redmond	\$0	0	0	0	0	0	\$0	NP	NA

Source: Information supplied by the Federal Emergency Management Agency, April 2021.

NP - Not Participating | NA - Information not Available/ Not Applicable.

For more information on the Flood Hazard (including history and extent) see the Flood Annex in Volume II.

Landslide

A landslide is any detached mass of soil, rock, or debris that falls, slides or flows down a slope or a stream channel. Landslides are classified according to the type and rate of movement and the type of materials that are transported. In a landslide, two forces are at work: 1) the driving forces that cause the material to move down slope, and 2) the friction forces and strength of

¹⁰ Taylor, George H. and Chris Hannan. *The Oregon Weather Book*. Corvallis, OR: Oregon State University Press. 1999

¹¹ "Redmond couple's home hit by flooding" KTVZ News, accessed April 29, 2015, <http://www.ktvz.com/news/redmond-couples-home-hit-by-flooding/21678364>

materials that act to retard the movement and stabilize the slope. When the driving forces exceed the resisting forces, a landslide occurs.

The steering committee determined that the city's probability for landslide is **low** (which is lower than the County's rating) and that their vulnerability to landslide is **low** (which is the same as the County's rating).

The city has had no problems with landslides in city limits in known history and is located in a generally stable area. A few neighborhoods within the city (around the Dry Canyon) are located on steep hillsides but have not experienced problems in the past.

For more information on the Landslide Hazard (including history and extent) see the Landslide Annex in Volume II.

Volcano

The Pacific Northwest lies within the "ring of fire", an area of very active volcanic activity surrounding the Pacific Basin. Volcanic events occur regularly along the ring of fire, in part because of the movement of the Earth's tectonic plates. Volcanic events have the potential to coincide with numerous other hazards including ash fall, earthquakes, lava flows, pyroclastic flows, lahars, and debris flows, and landslides.

The steering committee determined that the city's probability for a volcanic event is **low** (which is the same as the County's rating) and that their vulnerability to a volcanic event is **high** (which is the same as the County's rating).

Were a volcanic event to occur in the Cascades region of Oregon, Redmond could be at risk for ash fall, depending on the severity of the event and the direction of the wind. Due to Redmond's proximity to the Three Sisters and Newberry Crater, in relation to other areas within eastern Oregon, the effects of a volcanic event may be more disruptive to normal business, economic activity, and health.

For more information on the Volcano Hazard (including history and extent) see the Volcano Annex in Volume II.

Wildfire

Wildfires occur in areas with large amounts of flammable vegetation that require a suppression response due to uncontrolled burning. Fire is an essential part of Oregon's ecosystem, but can also pose a serious threat to life and property particularly in the state's growing rural communities. Wildfire can be divided into three categories: interface, wildland, and firestorms. The increase in residential development in the Wildland Urban Interface areas has resulted in greater wildfire risk. Fire has historically been a natural wildland element and can sweep through vegetation that is adjacent to a combustible home. New residents in remote locations are often surprised to learn that in moving away from built-up urban areas, they have also left behind readily available fire services providing structural protection.

The steering committee determined that the city's probability for wildfire is **moderate** (which is lower than the County's rating) and that their vulnerability to wildfire is **high** (which is the same as the County's rating).

Compared to other areas within the County, Redmond has a lower risk of wildfire due, in part, to its location in relation to irrigated agricultural land. The Greater Redmond Area Community Wildfire Protection Plan (CWPP, October 2011) relies upon (1) the Oregon Department of Forestry Assessment of Risk Factors and (2) the classification ratings of individual areas under the Oregon Forestland-Urban Interface Fire Protection Act of 1997 (Senate Bill 360) to determine fire risk within the Greater Redmond Wildland-Urban Interface (WUI). According to the Senate Bill 360 ratings all Redmond WUI communities (see Attachment 3) are rated as High fire risk. According to the ODF Assessment all urban areas within the Greater Redmond WUI are rated with a Moderate probability of wildfire risk occurring (except for the urban southwest which is rated High) and Low vulnerability¹². The first priority areas for hazardous fuel treatments identified within the CWPP include the urban northwest community (the three other urban communities are listed as second priority).¹³ For more information on wildfire risk and fuels reduction projects see the Greater Redmond Area CWPP and visit the Project Wildfire website: <http://www.projectwildfire.org/>.

Table RA-8 Wildfire Communities and ODF and SB 360 Hazard Ratings

Community at Risk	Acreage	Homes	Estimated Population	ODF		SB 360	
				Probability	Vulnerability	High	Extreme
Northeast	13,797	815	2,038	Moderate	Low	97.9%	2.1%
Southeast	26,354	116	290	High	Low	100.0%	0.0%
Northwest	34,809	2,677	6,692	Moderate	Low	93.5%	6.5%
Southwest	20,388	2,437	6,092	High	Low	97.0%	3.0%
Urban Northeast	3,263	961	2,402	Moderate	Low	100.0%	0.0%
Urban Southeast	4,462	500	1,250	Moderate	Low	100.0%	0.0%
Urban Northwest	3,351	3,139	7,848	Moderate	Low	100.0%	0.0%
Urban Southwest	4,579	5,459	13,648	High	Low	100.0%	0.0%
Total	111,003	16,104	40,260	-	-	97.2%	2.8%

Source: Greater Redmond CWPP compiled Tables 1, 2, and 5

Note: Estimated population is based on Deschutes County's estimate formulated as 2.5 x the number of homes.

For more information on the Wildfire Hazard (including history and extent) see the Wildfire Annex in Volume II and the Greater Redmond CWPP.

Windstorm

Winds associated with thunderstorms are short-lived, but strong winds not associated with thunderstorms can last several hours. Although windstorms can affect the entirety of Deschutes County, they are especially dangerous in developed areas with significant tree stands and major infrastructure, especially above ground utility lines. A windstorm will frequently knock down trees and power lines, damage homes, businesses, public facilities, and create tons of storm related debris.

¹² The ODF Assessment takes into account the likelihood of a fire occurring, hazard rating, protection capability, human and economic values protected, structural vulnerability to determine the overall score. For detailed information review the CWPP available on the Project Wildfire website: <http://www.projectwildfire.org/>

¹³ Greater Redmond CWPP, 2011.

The steering committee determined that the city's probability for windstorm is **high** (which is the same as the County's rating) and that their vulnerability to windstorm is **moderate** (which is lower than the County's rating).

Historical wind events have uprooted trees, damaged roofs and windows, and damaged utility lines. Windstorms have not caused disastrous local damage but are a persistent problem. Windstorms are often associated with microbursts (thunderstorms). A primary windstorm vulnerability for the community is damage to utility lines, including fiber optics, which are key to the economic sectors of the community.

For more information on the Windstorm Hazard (including history and extent) see the Windstorm Annex in Volume II.

Winter Storm

Severe winter storms can consist of rain, freezing rain, ice, snow, cold temperatures, and wind. They originate from troughs of low pressure offshore that ride along the jet stream during fall, winter, and early spring months. Severe winter storms affecting Deschutes County typically originate in the Gulf of Alaska or in the central Pacific Ocean. These storms are most common from November through March.

The steering committee determined that the city's probability for winter storm is **high** (which is the same as the County's rating) and that their vulnerability to winter storm is **high** (which is the same as the County's rating).

Redmond is located in the high desert of Central Oregon, on the east flanks of the Cascades. Positioned at this desert-mountain interface subjects the city to often intense and unpredictable storm events. Major winter storms can and have occurred in the Redmond area, and while they typically do not cause significant damage; they are frequent and have the potential to impact economic activity. Road closures on Highway 97, or the passes to the Willamette Valley (Highways 58 and 126), due to winter weather are a common occurrence and can interrupt commuter and large truck traffic. The city budgets funds for seasonal winter storm needs, such as clearing roads.

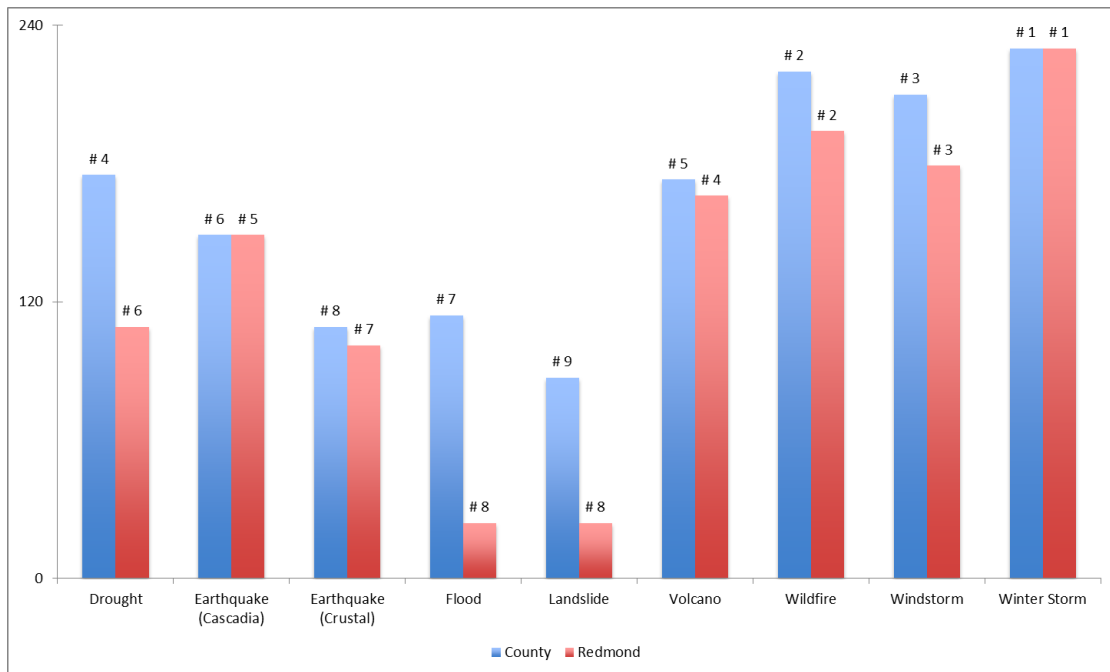
For more information on the Winter Storm Hazard (including history and extent) see the Winter Storm Annex in Volume II.

Summary

The figure below presents a summary of the hazard analysis for the City of Redmond and compares the results to the assessment completed by the Deschutes County NHMP Steering Committee.

In terms of history, probability, vulnerability, and maximum threat, the hazard analysis for the city overall rated their threat to the drought, earthquake (crustal), flood, landslide, volcano, wildfire, and windstorm hazards lower than the County while the earthquake (Cascadia) and winter storm hazards were rated the same as the County's ratings.

Figure RA-2 Overall Hazard Analysis Comparison – Redmond and Deschutes County



Source: City of Redmond NHMP Steering Committee and Deschutes County NHMP Steering Committee, 2021.

Mitigation Plan Mission

The plan mission states the purpose and defines the primary functions of Deschutes County's NHMP. It is intended to be adaptable to any future changes made to the plan and need not change unless the community's environment or priorities change.

The mission of the Deschutes County NHMP is:

To promote sound public policy designed to protect people, critical facilities, infrastructure, property, and the environment from natural hazards.

This can be achieved by increasing public awareness, documenting the resources for risk reduction and loss-prevention, and identifying activities to guide the County towards building a safer, more disaster resistant community.

The Redmond steering committee reviewed the 2015 NHMP plan mission statement and agreed it accurately describes the overall purpose and intent of this plan. The Steering Committee believes the concise nature of the mission statement allows for a comprehensive approach to mitigation planning.

Mitigation Plan Goals

Mitigation plan goals are more specific statements of direction that Deschutes County citizens, and public and private partners can take while working to reduce the County's risk from natural hazards. These statements of direction form a bridge between the broad mission statement and particular action items. The goals listed here serve as checkpoints as agencies and organizations begin implementing mitigation action items.

The Redmond Addendum steering committee reviewed and agreed to the 2021 Deschutes County NHMP plan goals. All the plan goals are important and are listed below in no particular order of priority. Establishing community priorities within action items neither negates nor eliminates any goals, but it establishes which action items to consider to implement first, should funding become available. Below is a list of the 2021 NHMP goals:

Goal 1 - Protect life and reduce injuries resulting from natural hazards.

Goal 2 - Minimize property damage from natural hazards.

Goal 3 - Minimize damage to critical or essential infrastructure and services from natural hazards.

Goal 4 - Enhance the ability of Deschutes County's economy to rebound quickly from the effects of natural hazard events.

Goal 5 - Minimize project impacts to the environment and utilize natural solutions to protect people and property from natural hazards.

Goal 6 - Enhance the County's capability to implement a comprehensive County wide natural hazards mitigation strategy.

Goal 7 - Motivate the "whole community" to build resilience and mitigate against the effects of natural hazards through engagement, listening, learning, information- sharing, and funding opportunities.

Goal 8 - Eliminate development within mapped hazardous areas where the risks to people and property cannot be practicably mitigated.

Goal 9 - Minimize damage to historic and cultural resources from natural hazards.

Goal 10 - Enhance communication, collaboration, and coordination among agencies at all levels of government, sovereign tribal nations, and the private sector to mitigate natural hazards.

Goal 11 - Mitigate the inequitable impacts of natural hazards by prioritizing and directing resources and investments to build resilience in the most vulnerable populations and the communities least able to respond and recover.

Goal 12 - Develop, integrate, and align natural hazards mitigation and climate adaptation efforts based on the evolving understanding of the interrelationships between climate change and climate-related natural hazard events.

Goal 13 - Reduce repetitive and severe repetitive flood losses.

Goal 14 - Minimize or eliminate potential impacts from dams posing the greatest risk to people, property, and infrastructure

(Note: although numbered the goals are not prioritized.)

Mitigation Plan Action Items

Short- and long-term action items identified through the planning process are an important part of the mitigation plan. Action items are detailed recommendations for activities that local departments, citizens and others could engage in to reduce risk. They address both multi-hazard (MH) and hazard-specific issues. Action items can be developed through a number of sources, including steering committee work sessions, stakeholder interviews, public community forums, surveys, local policies and plans, and regional risk assessments. A description of how the plan's mitigation actions were developed is provided below.

Action Item Worksheets

Each action item has a corresponding action item worksheet describing the activity, identifying the rationale for the project, identifying potential ideas for implementation, and assigning coordinating and partner organizations. The action item worksheets can assist the community in pre-packaging potential projects for grant funding. The worksheet components are described within Volume I, Section 3 (Mitigation Strategy). The City specific action item worksheets are located in Attachment 1, *Action Item Forms*.

The City is also a party to several actions described in the County NHMP; each jurisdiction listed on the County Action Item Forms as an “Affected Jurisdiction” will contribute to and work towards completion of that action as it pertains to their jurisdiction. There are 18 County Action Items that included Redmond as an “Affected Jurisdiction”. For detailed information on each County level action item form see Volume I, Section 3, *Mitigation Strategy* and Volume IV, Appendix A, *Action Item Forms*.

Action Item Development Process

Development of action items was a multi-step, iterative process that involved brainstorming, discussion, review, and revisions. Action items were developed by the steering committee and were influenced by actions identified as part of the Sustainable City Year work program. A number of actions identified by the County steering committee include the City as an affected jurisdiction; these actions are broad actions that include implementation components at both the County and city level. All actions were reviewed by the committee and revised as necessary before becoming a part of this document.

ATTACHMENT I: ACTION ITEM FORMS

Action Item Forms

The action item forms portray the overall action plan framework and identify linkages between the plan goals, partnerships (coordination and partner organizations), and actions. Table RA-9 provides a list of actions for the city. The pages that follow include individual forms for each mitigation action.

Table RA-9 Mitigation Actions

Action Item	High Priority	Timeline	Status	Related Hazards							
				Drought	Earthquake	Flood	Landslide	Volcano	Wildfire	Windstorm	Winter Storm
MH #1	X	Long-Term	Ongoing	X	X	X	X	X	X	X	X
EQ #1		Ongoing	Ongoing		X						
FL #1		Long-Term	Removed			X					

Source: City of Redmond NHMP Steering Committee

Mitigation Action: Multi-hazard #1 (What do we want to do?)		Alignment with Plan Goals:				High Priority Action Item?
Participate in emergency preparedness and disaster planning with the County, Redmond School District and other organizations to ready the City and Citizens for emergency situations.		☒ 1	☒ 2	☒ 3	☐ 4	☒ Yes
		☒ 5	☐ 6	☒ 7	☐ 8	
		☒ 9	☒ 10	☐ 11		
Alignment with Existing Plans/Policies:						
City/County Comprehensive Plans and Development Codes						
Rationale for Proposal (Why is this important?):						
Public awareness of external events and how to prepare for and deal with them is critical to community preparedness.						
Ideas for Implementation (How will it get done?):		Action Status Report				
The department will work with the U of O Sustainable Cities Initiative in developing a comprehensive emergency preparedness plan for the Cascadia Event. Update and conduct outreach for the City emergency operations plan.		Ongoing (added in 2015). The University of Oregon Sustainable Cities Initiative completed a short report on this (available on the City of Redmond's website).				
Champion/ Responsible Organization:	Community Development					
Internal Partners:		External Partners:				
Police Department, Public Works, Redmond Airport		Deschutes County Emergency Services, Redmond F & R				
Potential Funding Sources:		Estimated cost:		Timeline:		
Sustainable City Year - Budgeted		\$15,000		☐ Ongoing ☐ Short Term (1-2 years) ☒ Long-Term (3-5 years)		
Form Submitted by:	2015 NHMP Committee					
Action Item Status:	Ongoing					

Mitigation Action: Earthquake #1 (What do we want to do?)		Alignment with Plan Goals:	High Priority Action Item?
Examine the airport facility needs related to emergency preparedness and its regional designation in the Oregon Resiliency Plan and the Cascadia Event.		☒ 1 ☒ 2 ☒ 3 ☐ 4 ☒ 5 ☐ 6 ☒ 7 ☐ 8 ☐ 9 ☒ 10 ☐ 11	☐ Yes
Alignment with Existing Plans/Policies:			
Airport Master Plan, Comprehensive Plan, Facilities Plan			
Rationale for Proposal (Why is this important?):			
Redmond's airport serves all of central Oregon and is the site of the command center.			
Ideas for Implementation (How will it get done?):		Action Status Report	
Examine operational readiness and development of the emergency plans. Program needed expansion and key maintenance efforts.		Added in 2015. Removed from High Priority list. Continue to look for opportunities to build capacity at Redmond Airport as a regional emergency services facility.	
Champion/ Responsible Organization:	Redmond Airport		
Internal Partners:		External Partners:	
Community Development, Public Works		Deschutes County Community Development, Deschutes County Emergency Services, FEMA, OEM, Department of Homeland Security (DHS), City of Redmond	
Potential Funding Sources:		Estimated cost:	Timeline:
Local Resources - Grants, Bonds		To be determined	☒ Ongoing ☐ Short Term (1-2 years) ☐ Long-Term (3-5 years)
Form Submitted by:	2015 NHMP Committee		
Action Item Status:	Ongoing		

Mitigation Action: Flood #1 (What do we want to do?)		Alignment with Plan Goals:				High Priority Action Item?
Complete a stormwater drainage study and mitigate problem areas.		☒ 1	☒ 2	☒ 3	☒ 4	☐ Yes
		☒ 5	☐ 6	☐ 7	☒ 8	
		☒ 9	☒ 10	☐ 11		
Alignment with Existing Plans/Policies:						
Stormwater Master Plan						
Rationale for Proposal (Why is this important?):						
Flash floods occur in Redmond and have the potential to damage structures; the most recent large event occurred in August 2013 and the event of record occurred on June 10-17, 2006. The event of record caused flooding in the streets of downtown and other parts of Redmond. The City does not have an extensive stormwater collection system, rather the city has used underground injection controls (dry wells) and valved interconnections between the storm and sanitary system. During large storm events street flooding is relieved by opening valves to divert stormwater to gravity sanitary sewer pipelines as allowed per the city's discharge permit for the Redmond WPCF. Other areas are relieved with the use of the city's vacuum trucks. (Redmond Wastewater (Collection System) and Water System Master Plan, 2007)						
Ideas for Implementation (How will it get done?):		Action Status Report				
Update existing Stormwater Master Plan		Removed (added in 2015). Recent projects have been completed to address the localized flooding experienced downtown, at the Yew Avenue interchange and at SW Glacier and 25th Street. Past flooding within Redmond has typically been the result of heavy, localized storm events. As problem areas are identified from these events, projects are developed and incorporated into a 5-year capital projects plan. This is an ongoing process that is managed by Stormwater Division personnel, therefore completing a Stormwater Drainage study is not necessary.				
Champion/Responsible Organization:		Public Works				
Internal Partners:		External Partners:				
Community Development, Engineering		Oregon Water Resources Department				
Potential Funding Sources:		Estimated cost:		Timeline:		
SDC's, grants, Local Resources		\$125,000		☐ Ongoing ☐ Short Term (1-2 years) ☒ Long-Term (3-5 years)		
Form Submitted by:	2015 NHMP Committee					
Action Item Status:	Removed					

ATTACHMENT 2: ACTION ITEM FORM TEMPLATE

Action Item: (What do we want to do?)	Alignment with Plan Goals:	High Priority Action Item?
	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 11 ☐ 12 ☐ 13 ☐ 14 ☐	☐ Yes
Alignment with Existing Plans/Policies:		
Rationale for Proposed Action Item (why is it important?):		
Ideas for Implementation (how will it get done?):	Action Status Report	
Potential Funding Sources:	Estimated Cost:	Timeline:
		☐ Ongoing ☐ Long (6+ years) ☐ Medium (2-5 years) ☐ Short (0-2 years)
Coordinating/Lead Organization:		
Internal Partners:	External Partners:	
Form Submitted by:		
Action Item Status		



FEMA

September 10, 2021

Ms. Amie Bashant
State Hazard Mitigation Officer
Oregon Military Department
Office of Emergency Management
P.O. Box 14370
Salem, Oregon 97309

Dear Ms. Bashant:

The Federal Emergency Management Agency (FEMA) Region 10 completed a pre-adoption review of the draft Deschutes County Multi-Jurisdictional Hazard Mitigation Plan. The attached Mitigation Plan Review Tool documents the Region's review and compliance with all required elements of 44 CFR Part 201.6, as well as identifies the jurisdictions participating in the planning process. This letter serves as Region 10's commitment to approve the plan upon receiving documentation of its adoption by participating jurisdictions.

Formal adoption documentation must be submitted to FEMA Region 10 by at least one jurisdiction within one calendar year of the date of this letter, or the entire plan must be updated and resubmitted for review. Once FEMA approves the plan, the jurisdictions are eligible to apply for FEMA Hazard Mitigation Assistance grants.

Please contact Kyle McCormick, Regional Mitigation Planning Program Manager, at 202-856-2030 or kyle.mccormick@fema.dhs.gov with any questions.

Sincerely,

John D. Schelling
Risk Analysis Branch Chief
Mitigation Division

Enclosures

EG:v1

**CITY OF REDMOND
RESOLUTION NO. 2021-34**

A RESOLUTION ADOPTING CITY OF REDMOND UPDATES TO THE DESCHUTES COUNTY MULTI-JURISDICTIONAL NATURAL HAZARDS MITIGATION PLAN.

WHEREAS, the City of Redmond recognizes the threat that natural hazards pose to people, property, and infrastructure within our community; and

WHEREAS, undertaking hazard mitigation actions will reduce the potential for harm to people, property and infrastructure from future hazard occurrences; and

WHEREAS, an adopted Natural Hazards Mitigation Plan (NHMP) is required as a condition of future funding for mitigation projects under multiple Federal Emergency Manager Agency (FEMA) pre- and post-disaster mitigation grant programs; and

WHEREAS, the City of Redmond has fully participated in the FEMA prescribed mitigation planning process to prepare the *Deschutes County, Multi-Jurisdictional Natural Hazard Mitigation Plan*, which has established a comprehensive, coordinated planning process to eliminate or minimize these vulnerabilities; and

WHEREAS, the City of Redmond has identified natural hazard risks and prioritized proposed actions and programs needed to mitigate the vulnerabilities of the City of Redmond to impacts of future disasters within the *Deschutes County, Multi-Jurisdictional Natural Hazard Mitigation Plan*; and

WHEREAS, these proposed projects and programs have been incorporated into the *Deschutes County, Multi-Jurisdictional Natural Hazard Mitigation Plan* that has been prepared and promulgated for consideration and implementation by the cities of Deschutes County; and

WHEREAS, the Oregon Office of Emergency Management and FEMA, Region X officials pre-approved the *Deschutes County, Multi-Jurisdictional Natural Hazard Mitigation Plan*, and the City of Redmond addendum (dated, September 10, 2021) contingent upon this official adoption of the participating governments and entities; and

WHEREAS, the NHMP is comprised of four main elements: Basic Plan, Hazard Annex, City Addenda, and Mitigation Resources, collectively referred to herein as the NHMP; and

WHEREAS, the NHMP is in an on-going cycle of development and revision to improve its effectiveness; and

WHEREAS, City of Redmond adopts the NHMP and directs the City to develop, approve, and implement the mitigation strategies and any administrative changes to the NHMP.

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 Deschutes County Multi-Jurisdictional Natural Hazards Mitigation Plan, as updated, as an official plan.

SECTION TWO: The City of Redmond will submit this Adoption Resolution to the Oregon Office of Emergency Management and Federal Emergency Management Agency, Region X officials to enable final approval of the *Deschutes County Multi-Jurisdictional Natural Hazards Mitigation Plan*.

SECTION THREE: This resolution shall be effective this 16th day of November 2021.

ADOPTED by the City Council and **SIGNED** by the Mayor this 16th day of November 2021.

George Endicott, Mayor

ATTEST:

Trish Pinkerton, Assist. to the Recorder's Office