



CITY COUNCIL
November 15, 2022
Council Chambers • 411 SW 9th Street

**COUNCIL
MEMBERS**

George Endicott
Mayor

Jay Patrick
Council President

Krisanna
Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch
Councilor

Shannon Wedding
Councilor

Cat Zwicker
Councilor

NOVEMBER 15, 2022

REVISED REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor John McKay, Grace Bible of Redmond

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

A. Written Comments from Donna Abelein

V. CONSENT AGENDA

A. Minutes of July 19, 2022, Council Meeting

B. Minutes of August 23, 2022, Council Meeting

C. Minutes of September 6, 2022, Council Meeting

D. Minutes of September 13, 2022, Council Meeting

E. Minutes of October 4, 2022, Council Meeting

F. Minutes of October 11, 2022, Council Meeting

G. Authorize Computer Equipment Purchase for Information Technology -
Dell Technologies \$192,350.43

H. Amendment to City Contract #2021-61 with Schmoyer Land Use
Consulting LLC \$50,000

VI. PRESENTATIONS

A. Deschutes Public Library-Downtown Redmond Project Update

B. Worksession #2 for discussion of proposed Amendments to various
sections of the Redmond Development Code (Chapter 8).

C. Overview of Seaside, Oregon and Bosie, Idaho Homeless Ordinance and
Applicability to Redmond, Oregon

D. 1st Quarter Financial Report

VII. BID AWARDS / BID REJECTIONS

- A. Authorize Contract of up to Seven Years with Fratzke Commercial to Serve as the City of Redmond Broker of Record for Real Estate Services

VIII. MAYOR'S COMMENTS

IX. COUNCIL COMMENTS

X. CITY MANAGER COMMENTS

XI. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XII. 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

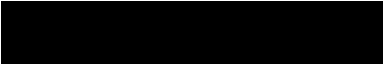
Redmond City Council - 11-15-22

Council Members, thank you for allowing me to speak. The last two times I was here I spelled out some of the dangers of what goes on in Portland in regards to the homeless situation. When I heard about the Council possibly having a conversation to take away my 2nd Amendment right to open carry in the city of Redmond I thought we are going the wrong way for the citizens of Redmond and their safety. That is the catalyst that made me want to come here.

I like to listen to the Council meetings afterwards. Thank you for posting them online so I can watch them later at my convenience. I believe the 11th street conversation about the homeless was a good one. It is the beginning of the homeless taking our money away to pay for storage fees for their belongings. OR hiring more police persons to protect their rights. I need to ask you this question, what about your tax paying citizens that are not homeless? How will you keep us safe without the homeless taking away our Liberty? You have stated you want to have a conversation to not allow open carry in Redmond. When confronted with a paranoid homeless person who thinks I may be Satan that gun is my only protection. A police officer in Portland once told us that a person on meth can be so paranoid that they sometimes kill their own children because they believe they are Satan. Unless we do different than Portland we will ALL need strong methods to protect ourselves.

Portland police told us non homeless citizens to give up our rights if we want to be safe. Don't go out at night, do not carry a purse, be sure to lock your car doors when you drive, things like that. The homeless can hassle you anywhere for money or to buy their drugs and even bully you. I believe this is the wrong road to go down. We need to do different than Portland.

I don't know the answers. Perhaps a committee to figure it out? Perhaps a large tent area with beds, port-a potties and showers to take the homeless to when needed? Perhaps well trained armed citizens to help protect the likes of me? A policeman in Portland told a group of us that a 5' woman on meth can take down 5 or 6 strong policemen. At that time I had a friend who typed up the police reports for Multnomah County and she verified that what he told us was absolutely true. Thank you very much.

Sincerely, Donna Abelein 

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD JULY 19, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding (Virtual) – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Chief Financial Officer Jason Neff – City Engineer Jessica MacClanahan – Deputy City Manager John Roberts – IT Specialist Nam Ly – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Captain Aaron Wells – Civil Engineer Steve Wilson – Parks Planner & Project Manager Maria Ramirez

MEDIA PRESENT: None

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

CONSENT AGENDA

- A. Authorize 3-year expenditure for Information Technology - Microsoft Enterprise Agreement: \$343,733.67**
- B. Resolution #2022-15: A resolution of the City of Redmond declaring certain City property to be surplus. (Public Works vehicles and equipment)**
- C. Purchase Authorization for 2022 Hurco Hydro Excavation Trailer for Parks Division: \$64,670**
- D. Purchase Authorization for 2022 Crafcro Crack Sealing Machine for Transportation Operations Division: \$105,643.45**
- E. Purchase Authorization for 2023 Ford E-Transit 350 Van for Fleet Services Division: \$54,895.66**

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

PRESENTATIONS

A. Fiscal Year 2021 - 2022 Organizational Achievements

City Manager Keith Witcosky explained that the Council's goals direct the annual actions and activities pursued by staff. The organizational achievements reflect on the accomplishments of the City from July 1, 2021, through June 30, 2022. Staff presented with their most significant achievements to the Council and addressed questions.

PUBLIC HEARINGS

A. Resolution #2022-22: A resolution of the City of Redmond, Oregon, establishing the NW 10th Street Reimbursement District.

Mayor Endicott opened the public hearing.

City Engineer Jessica MacClanahan requested approval of Resolution #2022-22 which establishes the NW 10th Street Reimbursement District. Encore Cinder Butte, LLC constructed street, water and sewer line improvements along NW 10th Street from NW Upas Avenue to the Central Oregon Irrigation District canal located north of NW Walnut Avenue. Three properties will benefit from these improvements. The reimbursement district will be in effect for 10 years; Encore Cinder Butte, LLC can apply for two (2) 5-year extensions. Ms. MacClanahan and Civil Engineer Steve Wilson answered questions from the Council.

With no further testimony, Mayor Endicott closed the public hearing.

Councilor Evelyn moved, seconded by Councilor Zwicker to approve Resolution #2022-22 and authorize the City Manager to execute the reimbursement [Agreement establishing the NW 10th Street Reimbursement District], motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

ACTION ITEMS**A. Priority Setting for the 2023 Oregon Legislative Session**

Mayor Endicott explained the process used by the League of Oregon Cities to determine priorities for the upcoming legislative session. Central Oregon Cities Organization (COCO) Lobbyist Doug Riggs highlighted areas that may be of interest to the Council such as land use, housing and homelessness, the effects of Ballot Measure 110, property tax reform, economic development initiatives, and infrastructure financing.

The Council presented their individual priorities. Mr. Witcosky noted there is some overlap between the Council's priorities and those identified by the Leadership Team. He asked the Council to email him their top five priorities from the following choices and he will tally the results and submit them to the League of Oregon Cities:

<u>Priority</u>	<u>Title</u>
4(A)	Full Funding and Alignment for State Land Use Initiatives
4(B)	Local Funding to Address Homelessness
4(C)	Infrastructure Funding to Support Needed Housing
4(D)	Economic Development Incentives
4(E)	Community Resiliency and Wildfire Planning
5(D)	Address Measure 110 Shortcomings
6(D)	Adequate Funding for State Climate Initiatives
7(B)	Lodging Tax Flexibility
7(C)	Economic Development Incentives
9(A)	Transportation Safety Enhancement
9(D)	Funding for Recovery of Abandoned Recreational Vehicles
10(C)	Infrastructure Financing and Resilience

B. Award of contract to Deschutes Construction for the Sam Johnson Park - ADA Improvements Construction Project (PK2202): \$375,000

Parks Planner & Project Manager Maria Ramirez requested approval to enter into a contract with Deschutes Construction for Americans with Disability Act (ADA) Improvements at Sam Johnson Park. Two bids were received in response to a formal solicitation. After review, Deschutes Construction was deemed the lowest responsible bidder at \$275,275.12. Identified in the City's ADA Transition Plan as a high-priority, funding for the project will be reimbursed from Community Development Block Grant. Since \$375,000 was budgeted for this project, Staff is requesting an award in an amount not to exceed \$375,000 to allow for additional tasks such as an additional exit and angled parking which will improve ADA access.

Councilor Zwicker moved, seconded by Councilor Clark-Endicott, to award the Sam Johnson Park ADA improvements construction contract to Deschutes Construction in an amount not to exceed \$375,000 and authorize the City Manager to sign the contract., motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

C. Intergovernmental Agreement with the Oregon Department of Transportation for right-of-way relinquishment to the City as part of the OR126: Redmond - Powell Butte project (Key No. 20167)

Ms. MacClanahan requested the Council's approval of an Intergovernmental Agreement with the Oregon Department of Transportation (ODOT) for designing improvements to Highway 126 including upgrades to sidewalks, curbs, ramps, etc. Because the Oregon Revised Statutes' identifies ODOT's jurisdiction as curb-to-curb, ODOT must obtain additional right-of-way, from the City in order to compete components of the project. The Intergovernmental Agreement formalizes the right-of-way, from the railroad tracks to Lake Road, and allows ODOT to proceed with their project at no cost to the City.

Councilor Clark-Endicott moved, seconded by Councilor Zwicker, to approve the City of Redmond entering into the Intergovernmental Agreement with the Oregon Department of Transportation as part of the OR126 Redmond - Powell Butte project, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

D. Resolution #2022-23: A resolution adopting amendments to the City of Redmond 2010 Public Works Standards and Specifications.

Ms. MacClanahan requested approval of Resolution #2022-23 which updates the City's blasting standards for construction. The third draft is a result of input from community members, subject matter experts, stakeholders, and the Council. Ms. MacClanahan reviewed the proposed changes and noted the language will continue to be refined and improved upon as needed.

In response to questions from Councilor Patrick, Ms. MacClanahan opined the modifications address homeowner concerns and aligns with other jurisdictions. Mr. Witcosky stated he thought the draft found a balance between stakeholder views.

Councilor Evelyn moved, seconded by Councilor Zwicker, to adopt Resolution #2022-23, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

EXECUTIVE SESSION

Mayor Endicott convened the Council into Executive Session at 7:18 p.m. in accordance with ORS 192.660(2)(h) authorizing executive sessions to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed and ORS 192.660(2)(d) authorizing executive sessions "to conduct deliberations with persons designated by the governing body to carry on labor negotiations."

Mayor Endicott closed the Executive Session portion of the meeting at 7:33 p.m.

The regular portion of the meeting was called to order at 7:33 p.m.

MOTIONS AS A RESULT OF EXECUTIVE SESSION

There were no motions as a result of the executive session.

There being no further business, the meeting was adjourned at 7:33 p.m.

Prepared by ABC Transcription Service
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD AUGUST 23, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Cat Zwicker

COUNCIL MEMBERS EXCUSED: Shannon Wedding

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – City Engineer Jessica MacClanahan – Deputy City Manager John Roberts – IT Network Technician Christian Armatas – Housing Program Analyst Linda Cline – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Chief Devin Lewis – Accounting & Financial Reporting Director Brooks Slyter – Public Works Director Bill Duerden – Urban Renewal Programs Manager Chuck Arnold – Urban Renewal Programs Analyst Meghan Gassner

MEDIA PRESENT: Central Oregon Daily News

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

BLESSING

Pastor Jim Holm of City Center Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Clark-Endicott led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond Economic Development, Inc. Senior Director Steve Curly addressed the Council regarding the Safe Parking program. He stated that homelessness continues to negatively impact Redmond's traded sector businesses and more tools are needed to move people into permanent housing.

Ron Hagen, John Seger, Andrew Kaza, Patty Larson, Bob Bohac, James Cook, Stephanie Hunter, John Nielsen, Lena Berry, and Kathy Helie addressed the Council in support of the Safe Parking program.

Gilbert Shepherd asked for additional information on the process for approving locations and whether it involves a public meeting for approval.

Susan Torassa expressed general support for the Safe Parking but was concerned with the lack of transparency in the selection and preparation of the property located at 19th Street and Pershall Way. She asked for the proposed location to be reevaluated.

Greg Crivellone, Jenny Hurst, Dusty Stenkamp, Dan Stenkamp, John Brenton, Alan Lawyer, John Kringler, Tamy Kluser, Jessie Rose Davidson, Mike Murphy, James Peterson, Tamara Murphy, Kirsten Rodine, and Kyle Rodine expressed concern with the Safe Parking location on NW 19th Street and NW Pershall Way and the lack of transparency and notification to those living in the vicinity. Many did; however, express support for the program in general.

Mountainview Fellowship Pastor Rick Russell and Safe Parking Program Case Manager/Program Director Sierra Hopper reviewed the history of the Safe Parking Program and gave a synopsis of the program's "Be Neighborly" agreement. Pastor Russell responded to the public's testimony and Ms. Hopper read a letter by a Safe Parking Program participant.

City Manager Keith Witcosky spoke to concerns raised about the transparency and notification process and the appropriateness of the site. Mr. Witcosky apologized for whatever role the City played in not effectively communicating the decision.

Pastor Russell addressed questions from Council about the coordination between law enforcement and the Safe Parking Program and whether there is a plan to provide extra lighting for visibility. Police Chief Devin Lewis addressed concerns about security, safety, and parking.

Mr. Witcosky addressed Councilor Clark-Endicott's question regarding the Safe Parking Program funds and clarified that the resources in use were allocated from a different set of funds from the Public Works Department. Councilor Clark-Endicott requested to see a budget of the resources being utilized toward the Safe Parking Program and suggested having an open discussion with Council and a decision on this issue.

The City Council will have a Safe Parking Program worksession on September 6, 2022, Mr. Witcosky confirmed that the site preparation will stop and that a public notice will be sent out prior to the meeting.

CONSENT AGENDA

- A. Minutes of February 1, 2022, Council Workshop**
- B. Minutes of June 28, 2022, Council Meeting**

Councilor Clark-Endicott moved, seconded by Councilor Zwicker, to approve Consent as presented, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-absent, Zwicker-yes)

PRESENTATIONS

A. Redmond Development Activity Update

Deputy Building Official Alex Sabin presented an update on the City's development and permitting activity and addressed Council's questions regarding the causes for the decline in inspections for 2022, project locations, and multi-use inspections.

BID AWARDS / BID REJECTIONS

A. SW Canyon Drive: SW Highland Ave to SW Quartz Ave - Hickman Williams and Associates Design Contract: \$89,850

City Engineer Jessica MacClanahan requested approval to enter into a contract with Hickman Williams and Associates for design of the SW Canyon Drive: SW Highland Avenue to SW Quartz Avenue improvement project in the amount of \$89,850. Three bids were received in response to a formal solicitation. After review, Hickman Williams and Associates received the highest score on the technical component and had the most cost-effective proposal. The Engineer's estimate for design work was \$100,000. Ms. MacClanahan addressed questions from Council regarding the cost disparity amongst the proposals.

Councilor Zwicker moved, seconded by Councilor Patrick, to award the design of the SW Canyon Drive: SW Highland Ave to SW Quartz Ave improvement project to Hickman Williams and Associates in the amount of \$89,850 and authorize the City Manager to sign the contract, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-absent, Zwicker-yes)

MAYOR'S COMMENTS

Mayor Endicott discussed public outreach for the Safe Parking Program noting the Council and staff need to do a better job. He spoke to the City's Sign Code and the expectation of sign placement during the political season. He shared that the Madras Airport will utilize the Redmond Airport as their base of operations for the next several days during the Air Show.

COUNCIL COMMENTS

Councilor Fitch suggested not removing political signs located in front of homes and explained residents may not know how to identify right-of-way. Mr. Leitz confirmed the City can leave those signs in place.

Councilor Zwicker commented on communication between the residents and Council regarding the Safe Parking Program and apologized for her part in any miscommunication. She thanked her campaign supporters but asked that they not place her signs in the right-of-way.

Councilor Patrick apologized for his signs found in the right-of-way and agreed with Councilor Fitch's suggestion. He shared that he toured the Leading-Edge building and thought it was amazing and thanked Staff for all they do for the City. He supports the Safe Parking Program and hopes the community can figure out how to make it work.

Councilor Evelyn shared that there should be a way to explain and/or visualize to candidates what the term "right of way" means. He supports the Safe Parking Program and believes staff will address the concerns about the miscommunication and safety.

Councilor Clark-Endicott commented on the car show that happened during the weekend and thanked Dan Mooney for his hard work in organizing the event. She reported on the recent Central Oregon Area Commission on Transportation (COACT) Safety meeting and announced that she has been appointed to the COACT Oregon Safe Travel Team Subcommittee where their focus will be to prevent fatalities and crashes on Highway 97. Councilor Clark-Endicott shared that she would be attending the for 21st Annual City and County Insurance Service Conference where they will be discussing risk management.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported that aha! Airlines and their parent company have filed bankruptcy which means there will no longer be flights from Redmond to Reno/Tahoe. He noted that the partnership with Avelo is going well and confirmed that the Palm Springs route will start November 11, 2022, and that Avelo's numbers from Redmond are stronger than most markets. Mr. Witcosky shared there will be an open house for the Redmond Wetlands Complex on August 30, 2022, with the purpose of giving an update on the 30 percent design. He discussed that staff will facilitate the conversation on the Safe Parking issue and bring it back to Council on September 6, 2022. He ensured there would be no budget impact to the work that has been done to date at NW 19th Street and NW Pershall Way.

Council confirmed that they do not want political signs removed from the green strips between the sidewalk and curb in front of private property. Councilor Zwicker clarified that political signs in green strips should only be placed there if given permission by the property owner.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

Wyatt Pierce thanked the Council and staff for stopping further work on the Safe Parking location on NW 19th Street and NW Pershall Way. He requested the Council a further decree that the property would not be used and that no parking would occur until the workshop process has been completed. He opined taxpayers should be reimbursed for the funds that were already used on the Safe Parking Program.

Kathryn Osborne asked for additional clarification on green space and the right-of-way behind a property's fence. Mr. Witcosky said going forward additional information on sign placement will be included in the election instruction packet. Council suggested including diagrams showing the correct and incorrect sign placement.

There being no further business, the meeting was adjourned at 8:33 p.m.

Prepared by ABC Transcription Services
Reviewed by Kelly Morse, City Recorder

DRAFT

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD SEPTEMBER 6, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott (Virtual) – George Endicott (Virtual) – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Deputy City Manager John Roberts – IT Specialist II Christian Armatas – Housing Program Analyst Linda Cline – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Chief Devin Lewis – Accounting & Financial Reporting Director Brooks Slyter – Public Works Director Bill Duerden – IT Specialist II Tyler Roppe – Chief Financial Officer Jason Neff

MEDIA PRESENT: Central Oregon Daily News

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

MINUTES

A. Minutes of January 25, 2022, Council Meeting

B. Minutes of April 5, 2022, Joint Workshop with the Urban Area Planning Commission

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

PROCLAMATIONS

A. 21st Anniversary of September 11, 2001

Councilor Evelyn moved, seconded by Councilor Patrick, to approve the proclamation designating September 11, 2022, as a city-wide period of honor and support for the 21st anniversary of September 11, 2001, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Councilor Fitch read the Proclamation designating September 11, 2022, as a citywide period of honor for the victims on the 21st anniversary of September 11, 2001.

B. POW-MIA Awareness Day

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

Councilor Zwicker read the Proclamation declaring September 16, 2002, as the POW-MIA Awareness Day in the City of Redmond.

C. Suicide Prevention Month

Councilor Clark-Endicott moved, seconded by Councilor Zwicker, to approve Suicide Prevention Month, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Mayor Endicott read the Proclamation designating the month of September 2022 as Suicide Prevention Month. He shared that the proclamation is significant to him because a good friend's 13-year-old son committed suicide. He asked anyone who knows someone who is suicidal to please get them help.

ORDINANCES

A. Ordinance #2022-05: An Ordinance declaring a ban on the manufacture of psilocybin products and declaring an emergency.

Mayor Endicott explained that Ordinance #2022-05 approves language for the voter's pamphlet and is a necessary follow up to the concept approved at the August 16, 2022, Council meeting.

Councilor Clark-Endicott moved to have a first and second reading of Ordinance #2022-05 by title only.

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

Seconded by Councilor Patrick, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

City Attorney Keith Leitz read Ordinance #2022-05 by title twice.

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve Ordinance #2022-05, motion passed. (ROLL CALL VOTE: Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Mayor Endicott reiterated the question on the ballot is "Shall the City of Redmond prohibit the manufacture of psilocybin products within the City of Redmond?"

B. Ordinance #2022-07: An Ordinance declaring a two-year ban on psilocybin service centers and declaring an emergency.

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

Councilor Fitch moved, seconded by Councilor Zwicker to have a first and second reading of Ordinance #2022-07 by title only, an Ordinance declaring a two-year ban on psilocybin service centers and declaring an emergency.

Councilor Clark-Endicott stated that she is displeased it is not a permanent ban which is what she prefers.

Motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Mayor Endicott reiterated the question on the ballot is "Shall the City of Redmond enact a two-year moratorium on psilocybin service centers within the City of Redmond?"

Mr. Leitz read Ordinance #2022-07 by title twice.

Councilor Fitch moved, seconded by Councilor Evelyn, to approve Ordinance #2022-07, motion passed. (ROLL CALL VOTE: Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

ACTION ITEMS

A. Resolution #2022-27: A resolution by the City of Redmond committing to public awareness and participation as part of siting any safe parking programs on City-owned land.

Mayor Endicott explained that as a result of public testimony at the last Council meeting, staff drafted Resolution #2022-27 as a commitment to public awareness and participation process if locating a Safe Parking Program on City-owned land.

City Manager Keith Witcosky gave a synopsis of his staff report and background on discussions with the Council on the use of City sites for safe parking in Redmond as a tool to address homelessness. He also commented on the Parks Committee's public meeting and recommendation of Pershall Way to be considered as a safe parking site.

Councilor Fitch explained that the expenditure of funds to prepare Pershall Way was done in good faith and recommended moving \$10,000 from Council's travel budget to the Public Works Department's budget to cover most of the cost of preparing the site.

Councilor Clark-Endicott disagreed with Councilor Fitch noting the Council agreed to the Safe Parking Program as a project outside of the City budget and allocated \$50,000. She added that any funds spent on Pershall Way, should be taken out of the Safe Parking Program budget.

Mayor Endicott directed Staff to wait until the end of the year to see where Council stands on travel needs before addressing the use of the travel budget.

Councilor Clark-Endicott moved, seconded by Councilor Fitch, to approve Resolution #2022-27.

Councilor Patrick concurred with Councilor Clark-Endicott.

Motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

There being no further business, the meeting was adjourned at 6:30 p.m.

Prepared by ABC Transcription Services
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD SEPTEMBER 13, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott (Virtual) – George Endicott (Virtual) – Clifford Evelyn – Ed Fitch – Shannon Wedding (Virtual) – Cat Zwicker

COUNCIL MEMBERS EXCUSED: Jay Patrick

STAFF PRESENT: City Attorney Keith Leitz – Deputy City Manager John Roberts – IT Specialist II Christian Armatas – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Chief Devin Lewis – Accounting & Financial Reporting Director Brooks Slyter – Chief Financial Officer Jason Neff – Urban Renewal Programs Manager Chuck Arnold – Urban Renewal Programs Analyst Meghan Gassner – Parks Planner & Project Manager Maria Ramirez – Planning Manager Kyle Roberts

MEDIA PRESENT: None

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

BLESSING

Father Todd Unger of St. Thomas Catholic Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Zwicker led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond resident Jim Calice petitioned the City to find, enact, and enforce a solution for people parking and living in RVs within residential zones. Mr. Calice expressed concerns with a person living in an RV close to his residence for the past two months.

Redmond resident Sarah Yano shared concerns on the homeless living in cars and RVs within the City's residential neighborhoods. Ms. Yano stated the occupied RV on the other side of her fence that has been parked there for almost two months. Ms. Yano commented on the safety of the neighborhood.

CONSENT AGENDA

- A. Oregon Department of Transportation High Visibility Overtime Enforcement Grants: \$20,500**
- B. Bid award to Nelson Roofing Enterprises, Inc., DBA: Central Oregon Roofing, for the Public Works Transportation Cold Storage Warehouse Re-roof: \$283,660**
- C. Res. #2022-26 - A resolution authorizing the application and acceptance of a grant up to \$541,639 from the Oregon Department of Transportation for the development of a trail system in southwest Redmond.**
- D. Accept Deschutes County ARPA Grant for Senior Center Kitchen Project (SC2201), Agreement #2022-706: \$250,000**

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

PROCLAMATIONS

- A. Honor Flight of Central Oregon Welcome Home Day**

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

Mayor Endicott read the Proclamation designating September 24, 2022, as Honor Flight of Central Oregon Welcome Home Day.

B. Constitution Week

Councilor Zwicker moved, seconded by Councilor Fitch, to have a proclamation honoring Constitution Week, motion passed (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-absent, Wedding-yes, Zwicker-yes).

Councilor Zwicker read the proclamation designating September 17, 2022, through September 23, 2022, as Constitution Week.

Cindy Phillips and Lori Niederhof with the Daughters of the American Revolution, spoke about Constitution Week and encouraged all Americans to observe the day by attending local events.

PRESENTATIONS

A. 4th Quarter (Year-End) Financial Report

Chief Financial Officer Jason Neff reviewed the 4th quarter financial report ending June 30, 2022.

Mr. Neff addressed Mayor Endicott's questions regarding the projected cost for the Airport terminal expansion noting the estimate is \$200 million for all five phases with the first phase estimated at under \$100 million.

B. How partnerships between the Redmond School District and Redmond Police Department keep our schools safe

Redmond School District Superintendent Dr. Charan Cline and Police Chief Devin Lewis provided a presentation on the partnership between the agencies, the safety of Redmond schools, and training conducted prior to the start of the school year. In addition, they addressed questions from Council regarding a survey sent to parents, staff, and students. Chief Lewis noted that when community members show up with firearms to a school lockdown, it creates a confusion for law enforcement who could mistake them for the active shooter.

ACTION ITEMS

A. Hayden Homes Annexation Agreement for Northwest Way and NW Spruce Avenue

Deputy City Manager John Roberts and Planning Manager Kyle Roberts reviewed the Hayden Homes and Vollertsen annexation agreement proposals and addressed Council's questions regarding neighborhood meetings and the Transportation System Plan.

Mr. Kyle Roberts reviewed Council feedback from the July meeting including elements to consider incorporating into the annexation agreements such as dog parks, community gardens, retail, commercial spaces, mixed-use, workforce housing, daycare, grocery, and mobility improvements.

Mr. Kyle Roberts confirmed that approving the annexation agreement gives the developer the opportunity to proceed with the land use entitlement process, which would include the Master Development Plan, and allow staff to analyze the project comprehensively.

Hayden Homes Forward Planning Manager Megan Norris presented their proposal and stated that if the annexation agreement is approved, their intent would be to submit the Master Plan and complete the annexation application concurrently. Land Use Attorney Tia Lewis reviewed the laws governing annexations. Ms. Norris addressed Councilor Zwicker's questions regarding other Hayden Homes properties in the City and clarified that they are working through processes for those parcels as well.

City Attorney Keith Leitz addressed Councilor Fitch's questions regarding the City's obligations on annexation agreements. He clarified that the most recent changes made to Oregon Revised Statute 222.111 and other land use statutes have limited Council's flexibility in improving annexation agreements, particularly as it relates to exactions.

Ms. Lewis address Councilor Zwicker's question regarding an analysis being done on the proposed project as to the housing types, prices, and rents for the median income of the households in relationship to the numbers being developed. Ms. Lewis explained that the subject property was assigned residential designations at R-4 and R-5 based on the numbers developed by the City of Redmond.

Councilor Clark-Endicott moved, seconded by Councilor Evelyn, to approve the annexation agreement with HLM Inc., Northwest Way Land JV LLC and Te Amo Despacio, LLC for Tax Lots 1513050000600, 1513050000804, and 1513050000800 and authorize the City Manager to sign the agreement.

Council encouraged Hayden Homes to work with the City on the issues brought up at the July meeting, especially the cumulative impact on transportation.

Motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-absent, Wedding-yes, Zwicker-yes)

B. Vollertsen Living Trust Annexation Agreement

Vollertsen Living Trust representative and Civil Engineer Hayes McCoy reviewed the Vollertsen Living Trust Annexation Agreement proposal and addressed Council's questions regarding the cottage's storage capacity. Mr. McCoy requested amending the agreement to allow 63 percent detached housing. Councilor Fitch recommended not changing the annexation agreement during the meeting, but to leave it open to be amended later.

Mr. Leitz address Mayor Endicott's question regarding the public art fee in the agreement. He noted there are no specific requirements that the art be placed within the development that is contributing, but rather the funds go into the equivalent of a common fund that can be used anywhere in the City.

Councilor Evelyn moved, seconded by Councilor Zwicker, to approve the annexation agreement with Vollertsen Living Trust for Tax Lot 1513050000400 and 1513050000403 and authorize the City Manager to sign the agreement, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-absent, Wedding-yes, Zwicker-yes)

C. Resolution #2022-28 - A resolution of the City of Redmond to make Budget Adjustments to the Fiscal Year 2022/23 Budget for Police Vehicles & Equipment; GO Bond Cost of Issuance; Senior Center Kitchen and Public Works Cold Storage Roof.

Mr. Neff requested approval of Resolution #2022-28 which makes adjustments to the Fiscal Year 2022/23 budget, Adjustments include four Police Vehicles and equipment, General Obligation Bond Cost Issuance, Senior Center Kitchen Grant Funding and Project Scope, and Public Works Cold Storage Roof.

Councilor Zwicker moved, seconded by Councilor Evelyn, to adopt Resolution #2022-28, adjusting the City's Fiscal Year 2022/23 Budget, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Wedding-yes, Zwicker-yes)

MAYOR'S COMMENTS

Mayor Endicott announced that the Constitution was ratified September 17, 1787, and shared details on his recent vacation to South Dakota.

COUNCIL COMMENTS

A. Written Comments from Councilor Fitch

Councilor Zwicker reported on the League of Oregon Cities' meeting on homelessness and the Redmond Area Parks and Recreation District meeting she attended recently. She opined the City's goals and plans are intended to be amended as things change and grow.

Councilor Wedding concurred with Councilor Zwicker on re-evaluating the City's plans and goals to insure growth does not outpace the City's infrastructure capabilities.

Councilor Fitch shared concerns about the situation on Indian Avenue raised by citizens at the meeting which emphasizes the need for the Safe Parking Program to move forward.

Councilor Evelyn expressed appreciation for Dr. Cline and Captain Lewis working together for Redmond's kids and the school system to make sure they are safe.

Councilor Clark-Endicott commented on the presentation by Dr. Cline and Chief Lewis and stated that it showed the City and the Redmond School District are working together to make sure students are safe in Redmond's schools. Councilor Clark-Endicott commented on the letter in the meeting packet from Councilor Fitch on gun control and stated she is not in support. Councilor Fitch noted there is a specific statute on this, and concealed weapons are exempted.

CITY MANAGER COMMENTS

Mr. John Roberts stated that he took note of the comments by the Council about treating growth policies as "living documents".

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

Mayor Endicott announced that there would be an Urban Renewal Agency Board Executive Session after the regular meeting.

There being no further business, the meeting was adjourned at 8:04 p.m.

Prepared by ABC Transcription Service
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD OCTOBER 4, 2022, IN THE AIRPORT OPERATIONS CONFERENCE ROOM.

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

COUNCIL MEMBERS EXCUSED: Ed Fitch – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Airport Director Zachary Bass – Police Chief Devin Lewis – City Engineer Jessica MacClanahan – City Recorder Kelly Morse – Deputy City Recorder Kayla Duddy – Chief Financial Officer Jason Neff – Accounting and Financial Reporting Director Brooks Slyter – Airport Operations Manager Ben Wolfe – Airport Facilities Manager Fernando Gonzalez – Airport Facilities Supervisor Kurt Newton – Airport Operations Supervisor Mike Wilcox – Airport Engineer Fred LeLacheur

MEDIA PRESENT: None

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

CONSENT AGENDA

- A. Minutes of January 18, 2022, Council Meeting
- B. Acquisition of a 2022 Ford Expedition for the Redmond Police Department: Up to \$59,593.

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

PRESENTATIONS

- A. Airport Updates and Virtual Tour

Airport Director Zach Bass introduced Mead & Hunt's Air Service Consultant Trina Froelich who provided the Council with a presentation highlighting industry trends impacting the Airport, current air service, and statistics on passenger/capacity trends, recovery comparisons, and market share. Ms. Froelich discussed the top new services targets and outlined long-term efforts such as the recruitment of Southwest Airlines and the Airport's terminal expansion project.

Mr. Bass shared a video containing a virtual tour of the Airport.

RS&H Lead Designer Kevin Stockton showed a video that introduced the team working on the Terminal Expansion Project. Currently, his team is onsite at the Airport to review the existing condition, systems, and configuration of the facility. Mr. Stockton discussed upcoming steps which include a digital scan of the terminal, meetings with utility providers and stakeholders, public input, and messaging.

Questions from the Council were addressed throughout the presentations.

ACTION ITEMS

- A. Resolution #2022-30 – A resolution of the City of Redmond declaring certain City property to be surplus. (Airport)

Mr. Bass requested approval of Resolution #2022-30 which declared the following Airport equipment as surplus:

Item	City Asset #
1984 Case Loader	1741
1979 Ford Dump Truck	1633
2004 Graco Line Painter	2977
Low Level Barricades	N/A

All equipment has reached its useful service life, costs to maintain the equipment have increase, and some replacement parts have been discontinued. The Airport intends to surplus or donate the equipment to a local government agency.

Councilor Evelyn moved, seconded by Councilor Patrick, to adopt Resolution #2022-30, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-absent, Patrick-yes, Wedding-yes, Zwicker-absent)

- B. Task Order No. 7 to Contract #2020-59 with Morrison-Maierle to update the Airport Pavement Management Plan: \$58,200

Mr. Bass requested approval of Task Order No. 7 with Morrison-Maierle to update the Airport Pavement Management Plan (Plan). In addition to the update, a Pavement Condition Index number will be assigned to major sections of airfield pavement allowing staff to prioritize funds for maintenance and pavement replacement. The Plan update is required by the Federal Aviation Administration to be updated every three years.

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to approve Task Order No. 7 to Morrison-Maierle Contract #2020-59 in the amount of \$58,200, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-absent, Patrick-yes, Wedding-yes, Zwicker-absent)

- C. Addendum No. 3 to Contract #2020-47 with Mead & Hunt, Inc. for Fiscal Year 2022/23 Air Service Consulting for \$94,680 and future optional years not to exceed a 10% year over year increase.

Mr. Bass requested approval of Addendum No. 3 to the contract with Mead & Hunt for air service consulting services. Addendum No 3 approves the annuals costs for Year 3 of the contract and represents a 19 percent increase over Fiscal Year 2021/22. The roughly \$15,000 cost increase will provide new consulting services such as attendance at a new conference and meeting with Southwest Airline's at their headquarters in Dallas, Texas.

Councilor Wedding moved, seconded by Councilor Evelyn, to authorize the City Manager to execute Addendum No. 3 to Contract #2020-47 with Mead & Hunt, Inc. in the amount of \$94,680 and future optional addendum in amounts not to exceed an additional 10% year over year, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-absent, Patrick-yes, Wedding-yes, Zwicker-absent)

EXECUTIVE SESSION

Mayor Endicott convened the Council into Executive Session at 6:55 p.m.in accordance with ORS 192.660(2)(d) authorizing executive sessions to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

Mayor Endicott closed the Executive Session portion of the meeting at 7:11 p.m.

The regular portion of the meeting was called to order at 7:11 p.m.

DRAFT

MOTIONS AS A RESULT OF EXECUTIVE SESSION

There were no motions as a result of Executive Session

OTHER BUSINESS

There being no further business, the meeting was adjourned at 7:11 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD OCTOBER 11, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Cat Zwicker

COUNCIL MEMBERS EXCUSED: Shannon Wedding

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Deputy City Manager John Roberts – Assistant Planner Sarah Vowell – Communications Director Heather Cassaro – City Recorder Kelly Morse – Housing Programs Analyst Linda Cline – Accounting & Financial Reporting Director Brooks Slyter – Chief Financial Officer Jason Neff – Associate Planner Megan Jacob – IT Specialist Christian Armatas – Deputy City Recorder Kayla Duddy – Planning Manager Kyle Roberts

MEDIA PRESENT: None

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

BLESSING

Pastor Rick Russell of Mountain View Fellowship led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Fitch led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Donna Abelein addressed the Council regarding lawlessness in Redmond.

Rose Swidon-Perea addressed the Council over her concerns with safety and alleged mismanagement and inappropriate behavior by the manager of the Cline Falls Mobile Home Park.

Ron Osmundson addressed the Council regarding an expansion of the Urban Growth Boundary (UGB).

ACTIONS ITEMS

- A. Resolution #2022-33: A resolution of the Redmond City Council supporting the Capital Bond Measure and Operating Levy from the Redmond Area Park and Recreation District for a new recreation center.**

Mayor Endicott noted that in accordance with Oregon Revised Statutes pertaining to restrictions on political campaigning by public employees, Resolution #2022-33 was prepared by Councilor Fitch without staff's assistance.

Councilor Fitch moved, seconded by Councilor Patrick, to adopt Resolution #2022-33, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-absent, Zwicker-yes)

Councilor Fitch read the resolution.

Redmond Recreation Political Action Committee Treasurer Kevin Palmer thanked Council for approving the resolution to the support the bond.

Councilor Clark Endicott stated that while property taxes will increase for taxpayers if the measures pass, the value of their property will increase as well.

PRESENTATIONS

A. Depot Update, Tanney Staffenson

Redmond Depot owner Tanney Staffenson presented the Council with a five-year update on the depot. He thanked the Council for trusting his team and supporting his plans for the building. He thanked the various staff people he worked with throughout the process.

The Council thanked Mr. Staffenson for the remodel work done to the building's interior, while keeping it a historic landmark the City wants to preserve.

B. Discussion of proposed Amendments to various sections of the Redmond Development Code (Chapter 8).

Deputy City Manager John Roberts provided the Council with background of the Chapter 8 amendments adopted in June 2022, noting this discussion is a follow up to their request that staff explore additional amendments. Mr. Roberts reviewed the proposed Redmond Development Code Chapter 8 amendments.

Councilor Fitch recommended the use of a diagram to accompany language regarding setbacks. Councilor Zwicker recommended adding actual visuals of existing structures in neighboring cities for the lot sizes and setbacks being proposed.

Housing Program Analyst Linda Cline discussed modifications to affordable and workforce housing that includes:

- Definitions that are consistent with other cities including Bend and with the Department of Housing and Urban Development. It is good for Redmond to stay consistent with Bend because they have the same builders who build affordable and workforce housing
- Concepts and terms of area median income (AMI), measure of affordability which is 30 percent of income, and workforce housing
- Additions to the code of affordable housing rental threshold of 60 percent AMI and affordable housing ownership threshold of 80 percent AMI
- Proposal of a 30-year affordability deed restriction, pending Council approval

Ms. Cline and Mr. Roberts addressed Council's questions regarding M-1.5, the impact of interest rates, deed restrictions, private investments, affordability in Redmond, public investments, and community land trust models. City Manager Keith Witcosky suggested bringing the Council a visual example of a standard, privately financed rental/ownership project versus a project that has a number of public tools to help create the affordability level the City wants.

Mr. Roberts discussed the off-street parking in-lieu fee proposal and the expansion of the Downtown Overlay District. He explained that the proposed changes are an attempt to catch up to the City's existing engineering standards, to give developers more tools, and to create more vibrancy in the downtown core. He explained that the parking in-lieu fee for the fee schedule has never been inserted into the code and explained that adopting this fee does not mean it will be used, but it would provide more leverage to Urban Renewal and developers as a tool when negotiating developments in downtown. Staff proposed expanding the Downtown Overlay District to the north because it would create vibrancy by promoting more streetscape development.

Planning Manager Kyle Roberts discussed residential zone setbacks, specifically rear setbacks for attached garages and accessory dwelling units (ADUs). Staff proposed increasing the attached garage setback, on an alley, from five feet to 20 feet. He addressed Council's questions regarding front yard

setbacks. Councilor Zwicker suggested moving the setback forward to allow for parking space and yard space. Mr. Kyle Roberts shared statistics pertaining to the permitting of ADUs from 2016 to present. He discussed the current ADU rear setbacks with 20 different setback scenarios.

Staff addressed questions regarding ADUs over attached and detached garages, screening requirements for lots without an alley, shading of two-story ADUs, and rear yard ADU setbacks. Staff proposed changing the ADU rear setbacks because the current code is too restrictive. Staff provided details on next steps regarding the Urban Area Planning Commission (UAPC).

UAPC Chair Teri Jansen shared that the UAPC concurred with Council on not changing the density table.

Councilor Fitch would like the following discussed before the next work session:

- Middle housing – What 80 percent of the maximum net density is, why does it require the Planning Department or Commission to decide within 63 days and how are appeals taken?
- Planned Unit Developments (PUD) – what does it mean when you have 120 percent of the maximum density for affordable housing and workforce housing on the land and what does that look like?
- Does the City require garages for cottages?
- Pocket parks – does the City want to require one half be returf, in a drought situation or is it desert lands?
- RV Park – an RV park is defined as two or more RVs, does that make safe parking an RV park or does an exception need delineated for such programs?

Staff will get more clarity on the above items.

MAYOR'S COMMENTS

Mayor Endicott reported on two fires at Bridge Builders off 17th Street and thanked the crew from York Bros. who were on site and put the fires out as Redmond Fire & Rescue was responding. He discussed the UGB process explaining that the City would need to exhaust the current land inventory before the Department of Land Conservation and Development (DLCD) would grant more. He opined it seems reasonable to revisit the discussion every few years rather than wait and start the whole process again. Councilor Fitch stated that he and Councilors Wedding and Zwicker met with the new DLCD director about a month ago and discussed the UGB and having more flexibility for Redmond.

Mayor Endicott discussed attending the League of Oregon Cities Annual Conference where he was given the Mark O. Hatfield Statesmanship Award and the Longevity Award. He explained that the Mark O. Hatfield Statesmanship Award has only been awarded 10 times with the last time being five years ago when former Pendleton Mayor Phil Houk received the award. He thanked staff and the community of Redmond for their support and for helping make him look good.

COUNCIL COMMENTS

A. Councilor Fitch's Written Comments

Councilor Clark-Endicott discussed Mayor Endicott receiving the Mark O. Hatfield Award and explained that the award is special because it is a statesmanship award and means the recipient has served not their community, but the state and federal governments as well. She stated she was a speaker at the recent League of Oregon Cities Conference and thanked Communications Director Heather Cassaro for her assistance with the presentation. She announced that there are new opportunities for people to join a City committee and commission.

Councilor Evelyn thanked the Council, City Staff, and citizens who plan on voting for the new Redmond Area Park and Recreation (RAPRD) recreation center. He opined it is needed for the community's children, senior citizens, and adults and is long overdue.

Councilor Fitch attended the City Council debate and stated that it was refreshing to hear all the prospective Councilors speak. He added that they were all engaging, had great answers, and showed remarkable enthusiasm for getting involved with the City to make a difference in the community.

Councilor Patrick encouraged citizens to vote for the RAPRD Bond because it is important for the community. He congratulated Mayor Endicott on his award.

Councilor Zwicker congratulated the Mayor on his award. She shared details from the Realtors Conference in Seaside Oregon as well as the League of Oregon Cities Conference in Bend. She missed Councilor Clark-Endicott's class but was able to tour the wildfire base and meet with a lot of different leadership from around Oregon. She said that talking with different City Administrators, different Council members gives one the ability to have different ideas to bring back to their cities and to lead and work with their team. Councilor Zwicker stated that she supports the RAPRD recreation center, the bond and levy.

CITY MANAGER COMMENTS

City Manager Keith Witcosky congratulated Mayor Endicott on his award and shared a story about an experience he had with Senator Hatfield. He said it is an unbelievable honor to receive an award named after the senator. He reported that a Request for Proposal (RFP) was issued for the design of the Public Safety Facility, and it is already generating interest. He announced that there was a pre-application conference with Deschutes County today on the Redmond Wetlands Complex and shared that the 60 percent design is almost done and will come back to Council soon. Mr. Witcosky recognized and thanked staff for their help at the Wastewater Facility and for helping out at the fire adding that the City is lucky to have employees that go above and beyond.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

There being no further business, the meeting was adjourned at 8:03 p.m.

Prepared by ABC Transcription Services
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 15th day of November 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

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STAFF REPORT

DATE: November 15, 2022
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
Heather Cassaro, Communications Director
FROM: Matt Hayes, IT Manager
SUBJECT: Authorize Computer Equipment Purchase for Information Technology - Dell Technologies \$192,350.43

Addresses Council Goal:

1A. SUSTAIN OPERATIONS: Provide critical and necessary services for the entire City.

Report in Brief:

This action requests City Council authorization to purchase Fiscal Year (FY) 2022/23 desktop and laptop computer replacements through Dell Technologies (Quote #3000135203260.1).

Background:

The City of Redmond IT Department maintains desktop and laptop computers on a 5-year replacement cycle. Every fifth year is the “on-cycle” replacement year. The years in between are the “off-cycle” replacement years, where 5-year-old computers that were purchased in between “on-cycle” years are purchased. FY 2022/23 is the “on-cycle” year, where 75 workstations are scheduled to be replaced.

Discussion:

The City’s desktop and laptop computers are an integral part of daily business operations for all city staff. Keeping the city’s computers on a consistent replacement cycle ensures City staff has reliable hardware that performs as needed for the life of the hardware. This also aids the IT Department’s limited resources by maintaining reliable and consistent equipment.

This is the fourth “on-cycle” replacement since the City of Redmond IT Department’s standardization of Dell desktops, laptops, and server hardware. The reliability, performance, and support with Dell has a proven track record that should be retained.

The hardware included in this purchase outfits a total of 75 computer workstations. The workstations include a desktop computer with dual monitors and a Uninterruptible Power Source (UPS) -OR- a laptop with dual monitors, desktop docking station, laptop bag, and a UPS. The current, post-pandemic workforce operates in an atmosphere where remote work may be necessary, and many staff are opting to utilize equipment that better suits this need; a single laptop with desktop dock to replace either a desktop or combination of desktop and laptop. This reduces the total equipment the City has to purchase and maintain, while allowing staff the flexibility needed to operate efficiently.

Three quotes were obtained from our three largest technology partners in order to find the most cost-efficient purchase option:

Dell	\$192,350.43
CDW-G	\$214,646.11
SHI	\$250,949.26

Fiscal Impact:

The cost to Dell Technologies will be \$192,350.43 for the scope of this purchase, which was included in the FY 2022/23 budget (Information Technology Sub-fund, 10112-01-000-06-00-05).

Alternative Courses of Action:

1. Approve the Dell quote for purchase.
2. Request additional information.
3. Reject the Dell quote for purchase.

Recommendation / Suggested Motion:

"I move to approve the purchase of computing equipment purchased through Dell Technologies in the amount of \$192,350.43, and authorize the City Manager to execute the contract."



CITY OF REDMOND

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STAFF REPORT

DATE: November 15, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Kyle Roberts, Planning Director
Ryan Kirchner, Wastewater Division Manager
SUBJECT: Amendment to City Contract #2021-61 with Schmoyer Land Use Consulting LLC \$50,000

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.

Report in Brief:

This item requests City Council approve a second contract amendment with Schmoyer Land Use Consulting LLC. This expands the initial scope to include the Redmond Wetlands Complex and increases the total amount by \$50,000 (to a total of \$100,000).

Background:

In August 2021, the City entered into a \$10,000 contract (#2021-61) with Schmoyer Land Use Consulting LLC. The scope of services included helping review and process land use applications. The City used the professional services and drew down the contract amount by January 2022. Due to the workload, the contract was amended in January 2022 to both increase the amount by \$40,000 (to a total of \$50,000) and extend the contract end date to June 2023. To date, approximately \$46,000 of the contract has been spent.

A further amendment is needed, primarily to expand the contract scope to use this professional assistance in preparation of the required land use application materials and narratives for the proposed Redmond Wetlands Complex.

Discussion:

The responsibilities of Schmoyer Land Use Consulting include:

- Perform land use review for the Planning Division (e.g., lot line adjustments, partitions, conditional use permits, and other land use applications) as mutually agreed upon.
- Assist in reviewing and processing land use applications to ensure that all federal, state and local codes are met.
- Ensure compliance and development of necessary findings to align with the City's Development Code (Chapter 8).

The application materials to Deschutes County for the Redmond Wetlands Complex are timesensitive and extensive. The land use submittal to the county requires multiple applications, which necessitates considerable research and time. The City's target to submit the applications to the county is no later than early January 2023.

To continue the professional services of Schmoyer Land Use Consulting, Amendment #2 to Contract 2021-61:

1. Increases the contract from \$50,000 to \$100,000 for professional services.
2. Amends the Statement of Work to incorporate preparation of land use application materials and narrative for the proposed Redmond Wetlands Complex and Wastewater Treatment Facility Expansion.

The contract end date would remain July 1, 2023.

Fiscal Impact:

The additional \$50,000 for this contract amendment will come from the CDD and Wastewater Funds. The CDD Fund included \$40,000 in the Fiscal Year 2022/23 budget for this item. The work in the Wastewater Fund pertains to the development of the Redmond Wetlands Complex.

Alternative Courses of Action:

1. Approve Amendment #2 to Contract #2021-61.
2. Do not approve the contract amendment.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to authorize the City Manager to sign Amendment #2 to Contract #2021-61 to increase the contact amount by \$50,000, for continued professional services."

**AMENDMENT #2 TO CITY OF REDMOND CONSULTANT/PROFESSIONAL SERVICES
CONTRACT No. 2021-61**

Company Name: Schmoyer Land Use Consulting LLC

Incorporated Documents – Contract #2021-61 if applicable, any GENERAL and SUPPLEMENTARY CONDITIONS, ADDENDA, SPECIFICATIONS and PLANS, are hereby referred to and by reference made a part of this Amendment as fully and completely as if the same were fully set forth herein and are mutually cooperative therewith.

The following Amendments modify the original contract terms.

EFFECTIVE DATE AND DURATION. The Agreement is effective August 25, 2021. Unless earlier terminated as provided below, the termination date shall be July 1, 2023, unless extended.

STATEMENT OF WORK. Contractor shall perform land use planning work for the Planning Division (e.g., review of lot line adjustments, partitions, conditional use permits, declaratory rulings, and other land use applications) as mutually agreed upon. Moreover, prepare land use application materials and narratives for the proposed Redmond Wetlands Complex and Wastewater Treatment Facility Expansion

PAYMENT FOR WORK. City shall pay Contractor \$100.00 per hour. Payments shall be made within 30 days of receipt of invoice. Fees for these services shall not exceed \$100,000.

Except as specifically amended herein, all other terms and conditions of City of Redmond Contract No. 2021-61 shall remain unchanged.

Dated this 15th day of November 2022

Contractor Signature

Keith Witcosky, City Manager
City of Redmond

Printed Name, Title



DESCHUTES PUBLIC
LIBRARY



Our Vision & Mission



Vision

People learn, thrive, and connect to one another and the world.



Mission

Deschutes Public Library enriches the community through equitable, open access to books, services, and resources that inspire people to reach for their dreams.

Redmond Library

2023-
2024



**Community
Meeting & Study
Rooms,
Co-working
Spaces**

**Creative DIY
Areas, Civic
Patio, & Solar
Power/EV
Charging**



**Children's
Discovery
Spaces &
Dedicated Teen
Space**

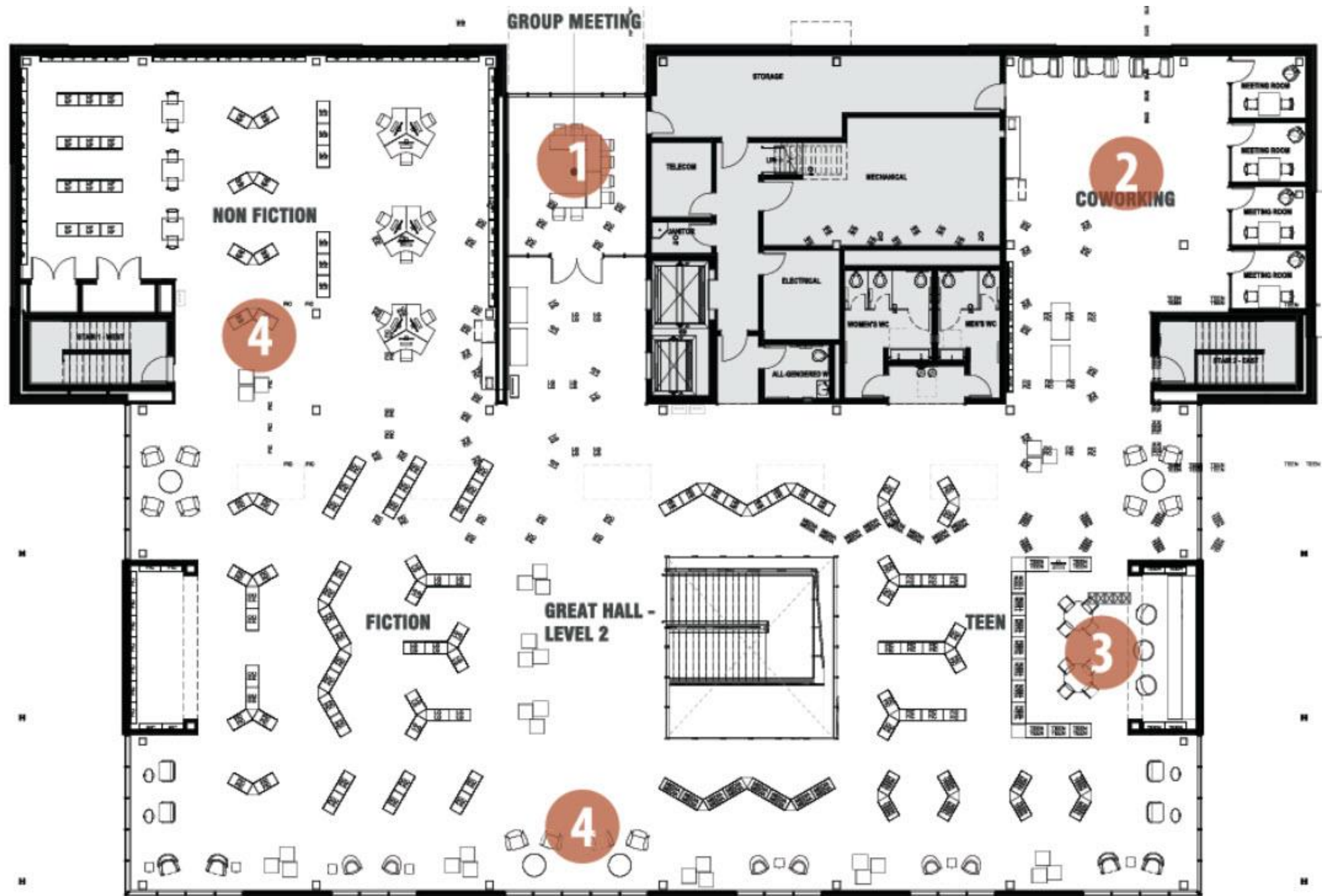


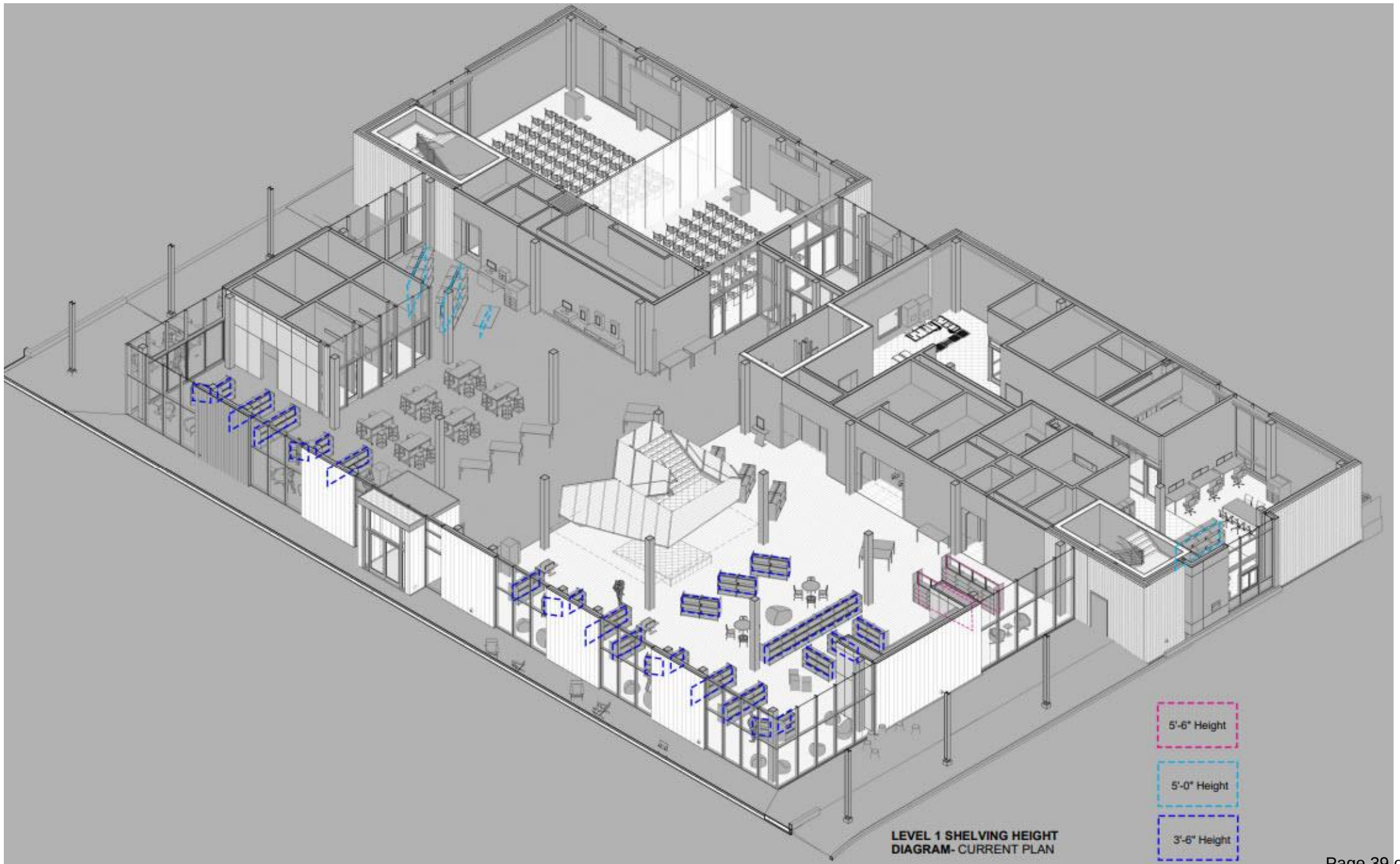














LEVEL 2 SHELVING HEIGHT
DIAGRAM- CURRENT PLAN

Temporary Redmond Library Location:
2127 South Highway 97
Mid January 2023 – Fall 2024





Questions?

dpl.pub/futurelibraries

toddd@deschuteslibrary.org



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 15, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Kyle Roberts, Planning Director
SUBJECT: Worksession #2 for discussion of proposed Amendments to various sections of the Redmond Development Code (Chapter 8).

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.
- A. Promote quality development and great neighborhoods.
 - E. Address the effect of HB 2020/HB 2001 on Redmond neighborhoods.

Report in Brief:

This is an informational item intended to serve as an opportunity for feedback and discussion regarding updates to the Redmond Development Code (RDC). This is the second of two work sessions scheduled to occur before the formal public hearing process scheduled for the end of calendar year 2022.

Background:

The Redmond Development Code (RDC) (Chapter 8) is the primary mechanism to implement the City's Comprehensive Plan, regulate zoning, growth and development, land use activity, and other City policies related to Great Neighborhood Principles and livability. On June 28, 2022, the Council adopted amendments to the RDC focused on Oregon House Bill 2001 (HB 2001), which was passed during the 2019 Oregon Legislative Session. HB 2001 required many Oregon communities to accommodate middle housing within single-family neighborhoods and more housing diversity. The effects of HB 2001 are significant and the recently adopted amendments will have implications regarding how Redmond develops.

Cities were mandated to comply with HB 2001 requirements by June 30, 2022, and Redmond met this deadline. However, the HB 2001 amendments were complex and required changes to many sections of the RDC (e.g., the City's density standards and tables were revised substantially). In light of the mandated timeframe requirements, there were additional details identified that needed more time to be thoroughly vetted and discussed (e.g., reduced lot sizes, design elements, parking, deed restrictions, applicability of certain zone districts). As such, Council requested the Planning Division immediately initiate another round of amendments to the RDC to finalize tangential requirements of HB 2001 or refine other elements to improve clarity and administration of the code. Moreover, the charge was to adopt these amendments by the end of December 2022.

Planning Commission Involvement and Public Process:

The Urban Area Planning Commission (Planning Commission) serves in an advisory role to the Council on the development and implementation of both the City's Comprehensive Plan and RDC. To meet the December 2022 adoption date, there have been five Planning Commission and two Council work sessions scheduled. Subsequent Public Hearings are scheduled for the Planning Commission on November 21, 2022, and Council on December 13, 2022.

Additionally, there continues to be opportunities to meet individually with staff anytime to discuss the proposed amendments and the entire Planning Commission is invited to participate in the two Council work sessions. Two Councillors met independently with staff to discuss the amendments in more detail and several planning

commissioners attended the October 11, 2022, Council worksession.

The Planning Commission will be meeting on Monday, November 14, 2022, to deliberate on the topics contained in this packet. Planning Commission feedback will be incorporated into the presentation to the Council.

Attachment:

- Redmond Development Code (RDC) Amendments: Timeline & Adoption Schedule

Discussion:

The discussion is organized into four parts:

- I. Feedback from the October 11, 2022, work session that was already partially or fully addressed in the RDC updates.
- II. Feedback from the October 11, 2022, Work Session that generated additional research and changes.
- III. Identification of new topics and discussion of the more relevant and substantive changes.
- IV. Recognition of non-substantive amendments and materials to be presented at the December 13, 2022, Public Hearing.

I. Feedback - October 11 Work Session (sufficiently addressed in RDC)

Council provided considerable feedback at the October 11, 2022, work session. The following summarizes issues raised by the Council and the status.

Middle Housing and Expedited Land Division - Oregon Senate Bill 458 (SB 458) requires a decision to approve an expedited land division within 63 days.

M-1.5 Zoning - The proposed amendments to the RDC would allow permitted or conditional uses in the M-1.5 zone to be allowed through approval of a Conditional Use Permt in the Light Industrial (M-1) or Heavy Industrial (M-2) zones.

Minimum Lot Sizes - The Council did not want to revisit changing minimum lot sizes in the existing Density Table. However, the Central Oregon Builders Association (COBA) did provide a presentation to the Planning Commission on October 17, 2022, regarding reduced lot sizes and housing product types. The presentation was accompanied by good visuals and photos.

Cottages - The current RDC does not require a cottage to have a garage. However, in January of 2023, staff is initiating an amendment to the RDC aligning the City's Cottage Cluster and Cottage Development regulations, which at that time requiring a garage will be evaluated and discussed.

Pocket Parks - The RDC currently identifies examples of a range of amenities that can be provided in a pocket park. Turf is not required, but is allowed.

Recreational Vehicles (RVs) - The proposed amendment to the RDC clarifies that two or more RVs participating in the Safe Parking Program do not constitute an RV Park.

Parking In Lieu - The proposed amendments to the RDC provide reduced parking standards for multi-family complex affordable housing projects. Moreover, the amendments allow for the 'parking in lieu' regulations to potentially be used for any project located within the Downtown Overlay District.

Non-Conforming Accessory Dwelling Units (ADUs) - The proposed amendments to the RDC would allow non-conforming ADUs (e.g., ADUs located in older parts of Redmond) to be evaluated and approved.

II. Feedback - October 11, 2022, Work Session (additional research)

There was feedback at the October 11, 2022, work session that required more thought and follow-through. The status of these topics of interest is as follows:

Visuals - It was stressed when presenting planning topics, diagrams and visuals are needed, particularly when discussing lot sizes and setbacks. Providing real life examples of planning standards through pictures and site plans would help convey important principles and terms. In moving forward, a concerted effort will be made to integrate more diagrams and visuals into meeting materials. The Central Oregon Builders Association (COBA) presentation to the Planning Commission on October 17, 2022, is a good example of how visuals are envisioned as being utilized to convey complex issues.

ADUs / Rear Setbacks - The deliberation with the Council on ADUs, and ADU rear setbacks, revealed there are a lot of

considerations and subsequent scenarios that could invariably materialize. For example, the impact of a two-story ADU is different than a one-story ADU; ADUs above a garage function differently and can be detached; facades need to move forward in the event of an alley loaded ADU; garages could have different kinds of vehicular access depending on their location; and shading could become an issue with a two-story ADU.

The most important provision incorporated into the proposed amendments to the RDC is that site-specific conditions can be evaluated on a case-by-case basis. Deviation language is included in the standards to allow for impacts of reduced setbacks and existing conditions to be evaluated administratively. This allows all proposals, in any zone, the ability to be creative regarding the design of living space (i.e., the location of parking, yards, green space, garages, ADUs).

The proposed amendments to the RDC strive to:

1. Create flexibility to add a one-story ADU not abutting an alley.
2. Keep rear setbacks the same for a one-story ADU abutting an alley as they are for single-family detached dwellings.
3. In the R-1 through R-3 zones, mitigate parking of vehicles in alleys.
4. Create equity in single-family detached dwellings and two-story ADUs setbacks.

Financing of Affordable / Workforce Housing - Council expressed the desire to better understand how a typical affordable housing project is financed and structured (i.e., 60%, 80%, 120% Area Median Income (AMI) or entirely private). A brief overview and visual of the tiers of financing for an affordable housing project will be provided at the work session. However, it is recommended that, in light of the complexity and sophistication of how projects can be financed, the topic is revisited in early 2023 as part of a larger discussion on Redmond's affordable housing production strategy.

III. New Topics

The attached exhibits are the memos and materials presented to the Planning Commission on each topic and proposed amendment. The exhibits display the proposed text amendments through ~~strike-through~~ and in Red or Red Underline. Additionally, a staff analysis and accompanying background information is included for each topic.

There are eight exhibits attached (some exhibits have additional information included). All these exhibits will have been reviewed by the Planning Commission by November 14 and address the following items:

- Exhibit A: Clarifies provisions and guidance regarding the Large Lot Industrial (LLI) zoning. Additional attachments to Exhibit A include Central Oregon Large-Lot Industrial Program Core Principles, Locator Map and Conceptual Master Development Plan.
- Exhibit B: Expands the use of and requirement to conduct Neighborhood Meetings.
- Exhibit C: Clarifies a design requirement for multi-family complexes.
- Exhibit D: Revises off-street parking requirements for multi-family complexes.
- Exhibit E: Updates the review procedures for a Planned Unit Development (PUD).
- Exhibit F: Modifies regulatory criteria regarding Transportation Impact Analysis (TIA).
- Exhibit G: Clarifies the required off-street parking requirements for Plexes.
- Exhibit H: Corrects and improves provisions related to landscaping requirements.

More Relevant & Substantive Changes

Of the eight topics above, the five below are considered to warrant more detailed explanation and discussion and include: LLI, Neighborhood Meetings, off-street parking for multi-family complexes, review procedures for a PUD, and TIA.

Exhibit A - LLI: The proposed changes are in response to working with Redmond Economic Development, Inc. and recognizing the need for additional clarity in implementing the LLI program. ORS and OAR provisions were further researched to guide the modifications. The amendments would provide more specificity to allow greater understanding and buy-in from economic development partners, create more certainty, and aid in recruitment of industrial users.

Exhibit B - Neighborhood Meeting: Neighborhood meetings align with Statewide Planning Program Goal 1 (Citizen Involvement). As the community continues to experience more growth and development, there continues to be an increasing interest in learning about and participating in the land use process. This desire to be more involved has been particularly evident the last three years in Redmond, as seen by public testimony received at public hearings on certain types of development proposals. Neighborhood meetings are a means to ensure how community members can potentially be included in the land use application review process.

Existing code provisions already require a neighborhood meeting for wireless facilities (cell towers) and Master Development Plans. The meeting requirement for wireless facilities is detailed; the recommended amendments above were modeled after these. However, the neighborhood meeting requirement for Master Development Plans provides no guidance. The proposed amendments seek to require neighborhood meetings for more types of land use applications, as a means of providing information to surrounding property owners and for the developer to identify neighborhood concerns that might be mitigated.

Exhibit D - Off-street Parking: Redmond's parking requirements for multi-family dwellings (5 or more units) are more onerous when compared to other jurisdictions (~ 2 spaces / dwelling unit). Some of the region's largest multi-family developers continue to note this when pursuing or initiating projects in Redmond. Anecdotally, when looking at multi-family projects in the community, such claims are warranted.

Dwelling units with lower capacity need fewer spaces. In addition, lower income households often have fewer vehicles, especially those living in affordable housing units. By reducing off-street parking, development costs can be lowered and more options for better site planning explored. Thus, potentially freeing up land for additional units and reducing the cost of housing for residents.

Exhibit E - PUD: The PUD standards and process were revised significantly as part of the recent RDC updates adopted in June of 2022. The revisions were spurred primarily by feedback from the development community regarding the narrow scope of application of the existing PUD standards.

The PUD provisions have been modified to encourage creativity and flexibility to existing standards, in lieu of providing community benefits. The provisions attempt to be clear and objective and provide reasonable guidance. However, it has been noted that developers are reluctant to use the PUD process because of preconceived notions regarding costs, time and required legislative process through the Planning Commission.

PUDs are a proven tool that could provide benefits to developers and the community. The cost of a PUD is cheaper than a Master Development Plan and intended to be less than a subdivision. To incentivize the use, the public hearing requirement has been modified. A public hearing would only be required if the proposal generates 200 or more daily trip-ends, or 20 or more p.m. peak hour trip ends, where a TIA is required. This is the same public hearing standard for a Master Development Plan or wireless and broadcast communication facility.

Exhibit F - TIA: The proposed amendment modifies regulatory criteria to allow City Engineering to review and approve TIA prior to land use application completeness acceptance. The 120-day mandated review period creates a time constraint on conducting the TIA review and occasionally Engineering is not able to obtain the information needed to meet the required conditions of approval prior to decision issuance. By moving the TIA review prior to land use completeness acceptance, Engineering will be able to fully review and approve a TIA and have complete conditions of approval prepared for the land use decision. This change will streamline land use application review, as Engineering will have its transportation-related conditions of approval determined prior to completeness check.

IV. Additional Non-Substantive Amendments/Materials - December 13 Public Hearing Packet

As part of the packet to be prepared for the December 13, 2022, Council Public Hearing, there will be three issues imbedded into the amendments that have not been presented to the Council at the work sessions. There will be two amendments that address providing more clarity in City Code Chapters 5 (Public Protection) and 7 (Business) to enable better oversight of administering art and animals through the Code Enforcement division.

The other change is a much larger administrative endeavor and will create an additional 476 pages in the packet. The Statewide Planning Program requires that public facility plans (i.e., water, wastewater, transportation and collections) be acknowledged and adopted as part of the Redmond Comprehensive Plan 2040. The purpose is to coordinate land use and infrastructure planning to better facilitate efficient planning of public services.

The City regularly adopts functional public facility plans as part of the City's Comprehensive Plan. The 2018 Airport Master Plan, 2019 Parks Master Plan and 2020 Transportation System Plan have all been acknowledged in the Comprehensive Plan 2040. However, there are two other plans that need to be incorporated and acknowledged. These specific plans and lengths are:

2021 Water Master Plan (362 pages)
2018 Wastewater Facility Plan (95 pages)
2020 Wastewater Facility Plan Amendment (19 pages)

** Together these plans total 476 pages of support plans that will be in the December 13, 2022, Public Hearing*

packet.

Both the Water Master Plan and Wastewater Facility Plan have been reviewed by the Council and are currently being implemented. The inclusion of these plans in the amendment process is compulsory.

Fiscal Impact:

HB 2001 created an unfunded mandate to update the RDC.

There are no anticipated direct fiscal impacts. However, the HB 2001 and additional modifications will lead to increased density which will have future cost impacts on scaling infrastructure to meet the needs of more residents.

Alternative Courses of Action:

No action is being requested at this meeting. The work session provides the Council with the opportunity to provide staff feedback and direction, as well as interact with the Planning Commission and ask them directly about the proposed amendments.

Recommendation / Suggested Motion:

N/A

Attachment 1: Timeline & Adoption Schedule

Redmond Development Code (RDC) Amendments: Timeline & Adoption Schedule				
Meetings (2022)	September	October	November	December
Planning Commission Work Session	12-Sep			
Planning Commission Work Session	19-Sep			
Planning Commission Work Session		3-Oct		
City Council Work Session *		11-Oct		
Planning Commission Work Session		17-Oct		
Planning Commission Work Session			14-Nov	
City Council Work Session *			15-Nov	
Planning Commission Public Hearing			21-Nov (Decision Point)	
City Council - Public Hearing *				13-Dec (Decision Point)

Opportunity for Individual Meetings (2 conducted)

5 Planning Commission Work Sessions; 2 Council Work Sessions

*** Planning Commission Invited to Attend All Council Meetings**



EXHIBIT A

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

DATE: Prepared for October 17, 2022, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
Steve Curley, Director Redmond Economic Development, Inc.
TOPIC: Large Lot Industrial (LLI) Zone

I. Purpose

- Clarify RDC provisions that provide incentives to achieve regional economic development goals.
- Provide more specificity to allow greater understanding and buy-in from economic development partners.
- Allow more flexibility in land use decisions to meet regional and community needs.
- Provide more opportunities for continued development in the region to strengthen traded sector industries.
- Bring RDC into compliance with current State statutes and regulations.

II. Proposed Amendment to RDC

Proposed text amendments are shown in strike-through and **in Red or Red Underline**.

ARTICLE I - ZONING STANDARDS - INTRODUCTORY PROVISIONS

8.0065 Establishment of Zones and Districts. (Identifies allowable zones and definitions for them):

(***)

(LLI) Large Lot Industrial Zone. That area within the City identified to attract, aid, or facilitate ~~attract and retain~~ business and industrial development projects focused on ~~traded-sector industries~~ activities that require an adequate supply of large, developable parcels of industrial land for industrial uses include warehousing and distribution centers.

(***)

8.0180 Light Industrial (M-1), and Zone.
8.0182 General Industrial (M-1.5) Zones.

8.0185 Heavy Industrial (M-2) Zone.
8.0186 Large Lot Industrial (LLI) Zone.

1. **LLI Zone Regulations.** The following standards and regulations apply in the LLI Zone:
 - A. ~~Minimum lot size is 50 acres. The lot must shall adhere remain the size of its original minimum to the designation as acknowledged by the Central Oregon Intergovernmental Council. until such time that a primary user is sited.~~
 - B. No property that is zoned LLI can be rezoned to another city zone within ten years of the LLI designation.
 - C. The minimum lot size is 50 acres. Division or separation of lots or parcels within the site to new lots or parcels less than the minimum size is not allowed until the site is developed with a primary traded sector use requiring a large lot.
 - D.G. Allowed uses are primarily focused on ~~limited to~~ traded sector uses as provided in Section 2 per ORS 285B.280.
 - E. Uses allowed to support a primary user include: ; ~~until such time that a primary traded sector user occupies the site, at that time the following uses are allowed with the following provisions:~~
 1. Subordinate industrial uses ~~are allowed~~ that rely upon and support the primary traded sector use;
 2. Service commercial uses that support the traded sector uses ~~are allowed~~ if they are limited to 5000 square feet per use and ~~not more than 5% of the net developable area of the site in combination with retail uses;~~ and
 3. Service ~~Retail~~ uses ~~are allowed only as an accessory to a traded sector use and shall be limited to 5000 square feet and not more than 5% of the net developable area of the site in combination with service commercial uses.~~
 - F.D. **Conceptual Phased Site Development Plan.** A Conceptual Phased Site Development Plan is required for each primary traded-sector use as part of the Site and Design Review process in addition to the criteria and requirements outlined in Article IV of this code. In addition to the requirements outlined in Section 8.3025, the following elements shall be considered as part of the Conceptual Phased Site Development Plan:
 1. **Open Space.** Generally identify land provided for open space on the site.
 2. **Connectivity and Trail Networks.** Prepare a A conceptual general transportation plan for streets, pedestrian connectivity and trail networks bicycle routes, and pedestrian paths. E.g., Provide a Connection of bicycle routes and pedestrian network of ~~connectivity on the site for both utility and recreational purposes.~~
 3. **Urban Site Design.** Generally Ddescribe how the urban design elements (i.e., streets, open spaces, signage, and architecture) are integrated and coordinated throughout the site.
 4. **Analysis of Anticipated Utility Consumption by Phase.** ~~The plan shall include an~~ Aanalysis of the anticipated utility consumption by phase for wastewater, water, power, natural gas, and ~~any other utility infrastructure necessary to support the development.~~
2. **LLI Zone Uses Permitted.** The following uses are allowed outright or conditionally in the Large Lot Industrial Zone:

LAND USE:	ZONE:	RESTRICTIONS AND REQUIREMENTS:
Industrially Related Uses:	LLI	

Traded-Sector Uses	O	Per ORS 285B.280, traded sector means industries in which member firms sell their goods or services into markets for which national or international competition exists. This includes <u>warehousing, manufacturing, distribution centers</u> , research and development, and higher education institutions.
Subordinate Traded Sector Uses	O	After <u>a</u> the primary traded-sector use has been sited, subordinate traded-sector uses are allowed. Subordinate means industries that rely upon and support <u>a</u> the primary traded sector use.
Service Commercial Uses	O	After <u>a</u> the primary traded-sector use has been sited, service commercial uses are allowed that support the traded sector uses and shall be limited to 5000 square feet <u>per structure</u> per use and not more than 5% of the net developable area of the site in combination with retail uses.
Service Retail Uses	O <u>C</u>	After <u>a</u> the primary traded-sector use has been sited, retail uses are allowed as <u>a</u> an accessory to an outright permitted or conditional use and shall be limited to 5000 square feet per use <u>in the structure</u> and not more than 5% of the net developable area of the site in combination with service commercial uses.

O = Outright uses, C = Conditional Uses

3. **Minimum Standards.** See Table D, 8.0195.

[Section 8.0186 added by Ord. #2015-11 passed September 22, 2015]

Background & History: In 2010 Deschutes County received a grant from the State Department of Land Conservation and Development to evaluate Central Oregon's opportunities and competitiveness to recruit new and grow locally established businesses with large scale development needs. This study, conducted by a consultant working for Deschutes County under the grant, conducted a Regional Economic Opportunities Analysis (REOA).

The REOA project aimed to determine if such an industrial land demand existed in Central Oregon and, if so, to identify the deficiency. The study attempted to document an unmet twenty-year land need for large lot industrial sites in the region. It also concluded that competing as a cohesive region can allow Central Oregon to market a larger available work force, the size of which is often a key locational criterion for firms. According to the REOA, the shared economic function within Central Oregon supports a regional approach to economic development, particularly with respect to large-traded sector industries.

Subsequent to the REOA (and as an outfall of an appeal during the adoption process of the REOA by Deschutes County), a settlement agreement between Deschutes County and the appellant (1,000 Friends of Oregon) resulted in new Administrative Rules being adopted which provide the policy framework for the tri-county region to coordinate as a single entity to promote large-lot industrial employment sites that best serve the region as a whole (to create family-wage jobs, regional economic diversification and place Central Oregon on the map for regional, national and international industrial recruitment).

Utilizing the new Administrative Rules, Central Oregon can now respond to the short term need for competitive and diverse vacant, developable large lot industrial sites. These sites can enable site selectors representing potential industrial businesses to consider Central Oregon as a viable area for new economic development.

The LLI initiative responded to the provisions of OAR 660-024-0045.

//Analysis: The proposed changes are in response to working with REDI and recognizing the need for additional clarity in implementing the LLI provisions. ORS and OAR provisions were further researched to guide the modifications. The amendments would provide more specificity to allow greater understanding and buy-in from economic development partners, create more certainty, and aid in recruitment of industrial users.//

III. Additional Information

Wikipedia:

The **tradable sector** of a country's [economy](#) is made up of the [industry sectors](#) whose output in terms of [goods and services](#) are [traded internationally](#), or could be traded internationally given a plausible variation in relative prices. Most commonly, the tradable sector consists largely of sectors of the [manufacturing industry](#), while the non-tradable sector consists of locally-rendered [services](#), including health, education, retail and construction.^[1]

Tradable jobs can be performed by individuals outside a country: manufacturing, consulting, engineering, finance. Non-tradable jobs can realistically only be performed by domestic workforce: government, health care, hospitality, food service, education, retail, and construction.^[2]

Google:

What is traded sector Oregon?

Traded sector companies are **those that ring up sales outside of Oregon, bringing in fresh dollars that support families, local businesses, and government services**—essentially companies that export their products and services to other U.S. states and other countries around the globe.

ORS - GENERAL PROVISIONS

285A.010 Definitions for ORS 284.101 to 284.148 and ORS chapters 285A, 285B and 285C. As used in ORS 284.101 to 284.148 and ORS chapters 285A, 285B and 285C, unless the context requires otherwise:

- (1) “Administrator” means the administrator of the Oregon Infrastructure Finance Authority.
- (2) “Association” means a nonprofit, private, incorporated or unincorporated institution, foundation, organization, entity or group, whether local, state, regional or national, that is operating or doing business in Oregon.
- (3) “Authority” means the Oregon Infrastructure Finance Authority.
- (4) “Board” means the Oregon Infrastructure Finance Authority Board.
- (5) “Commission” means the Oregon Business Development Commission.
- (6) “Community” means an area or locality in which the body of inhabitants has common economic or employment interests. The term is not limited to a city, county or other political subdivision and need not, but may be, limited by political boundaries.
- (7) “Department” means the Oregon Business Development Department.

- (8) “Director” means the Director of the Oregon Business Development Department.
- (9) “Distressed area” means a county, city, community or other geographic area that is designated as a distressed area by the department, based on indicators of economic distress or dislocation, including but not limited to unemployment, poverty and job loss.
- (10) “International trade” means the export and import of products and services and the movement of capital for the purpose of investment.
- (11) “Local government” has the meaning given that term in ORS 174.116.
- (12) “Municipality” means an Oregon city or county, the Port of Portland created by ORS 778.010, a county service district organized under ORS chapter 451, a district as defined in ORS 198.010, a tribal council of a federally recognized Indian tribe in this state or an airport district organized under ORS chapter 838.
- (13) “Public body” has the meaning given that term in ORS 174.109.
- (14) “Rural area” means an area located entirely outside of the acknowledged Portland Metropolitan Area Regional Urban Growth Boundary and the acknowledged urban growth boundaries of cities with populations of 30,000 or more.
- (15) “Small business” means a business having 100 or fewer employees.
- (16) “State agency” includes state officers, departments, boards and commissions.
- (17) “Traded sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists. [Formerly 285.001; 1999 c.509 §1; 2003 c.114 §1; 2007 c.804 §1; 2009 c.830 §8]

BUSINESS DEVELOPMENT PROJECTS

285B.050 Definitions for ORS 285B.050 to 285B.098. As used in ORS 285B.050 to 285B.098, unless the context requires otherwise:

- (1) “Applicant” means any county, municipality, person or any combination of counties, municipalities or persons applying for a loan from the Oregon Business Development Fund under ORS 285B.050 to 285B.098.
- (2)(a) “Business development project” means the acquisition, engineering, improvement, rehabilitation, construction, operation or maintenance of any property, real or personal, including working capital expenses, that is used or is suitable for use by an economic enterprise and that will result in, or will aid, promote or facilitate, development of traded sector activities.
- (b) “Business development project” includes, but is not limited to, convention facilities, destination facilities and office buildings, including corporate headquarters, and is a project that:
- (A) Is located in Oregon and in the traded sector or that supports traded sector activities; or
 - (B) If engaged in by a nonprofit organization:
 - (i) Will not compete with local for-profit businesses; and
 - (ii) Need not be in the traded sector nor support traded sector activities.
 - (c) “Business development project” does not include shopping centers, food service facilities or activities that are engaged in by retail and service businesses that are not in the traded sector unless otherwise allowed under ORS 285B.059 (5).
- (3) “Collateral” has the meaning given that term in ORS 79.0102 for property subject to a security interest.
- (4) “County” means any county or federally recognized Oregon Indian tribe.
- (5) “Local development group” means any public or private corporation that has as one of its primary purposes, as stated in its articles of incorporation, charter or bylaws, the promotion of economic development in any part of the State of Oregon.
- (6) “Municipality” means any city, municipal corporation or quasi-municipal corporation.
- (7) “Person” means any individual, association of individuals, joint venture, partnership, limited liability company or corporation.
- (8) “Traded sector” has the meaning given that term in ORS 285B.280.

(9) “Traded sector activities” means activities that produce goods or services for the traded sector. [Formerly 285.403; 2001 c.445 §171; 2003 c.167 §1; 2007 c.804 §40; 2009 c.830 §49; 2011 c.558 §1; 2017 c.37 §1]

(***)

INDUSTRY DEVELOPMENT PROJECTS

285B.280 Definition of “traded sector.” As used in ORS 285B.280 to 285B.286, unless the context requires otherwise, “traded sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists. [Formerly 285.765; 2005 c.835 §1]

285B.283 Policy. The Legislative Assembly declares that it is the policy of the State of Oregon:

(1) Working with private firms, industry associations and others, to encourage cooperative sector-based strategies to promote industrial competitiveness.

(2) That programs to develop particular industry sectors of this state’s economy, to the maximum extent feasible, include firms of all sizes. To promote that policy, the Oregon Business Development Department shall undertake efforts as are necessary to encourage representative participation by small firms under ORS 285B.280 to 285B.286.

(3) To emphasize industry development in those sectors of the economy in which Oregon firms face national and international competition.

(4) To provide an adequate supply of industrial and traded sector sites that are available for immediate development. [Formerly 285.767; 2003 c.800 §22; 2009 c.830 §81]

285B.286 Entrepreneurial and industry development activities. For traded sector industries, the Oregon Business Development Department shall undertake entrepreneurial and industry development activities that may include, but are not limited to, all of the following:

(1) Focus groups and other meetings and related studies to identify traded sector industry members and issues of common concern within an industry.

(2) State technical and financial support for formation of industry associations, publication of association directories and related efforts to create or expand the activities of industry associations.

(3) Helping establish research consortia as well as partnering with universities and other research institutions to assist in the retention and recruitment of targeted industries.

(4) Joint training and education programs and curricula related to the specific needs of traded sector industries.

(5) Cooperative market and entrepreneurial development activities.

(6) Analysis of the need, feasibility and cost for establishing product certification and testing facilities and services.

(7) State technical and financial support to facilitate certification of sites as ready for development for traded sector industry. The support may include performing site assessments to determine the costs associated with development of individual sites.

(8) Assistance to traded sector and cluster affiliated Oregon businesses and consortia in making investments that advance entrepreneurial and industry-related development activities or other identified competitiveness objectives of existing Oregon cluster businesses.

(9) Assistance and support that promote regional economic development strategies fostering entrepreneurship and the development of targeted industry clusters in rural communities.

(10) Subject to applicable policies and procedures, entering into agreements for grants or other assistance, including but not limited to direct purchase of goods or services related to entrepreneurial and industry development. [Formerly 285.770; 1999 c.509 §20; 2003 c.800 §23; 2009 c.830 §82; 2014 c.3 §1; 2015 c.84 §1]

OAR: 660-024-0045

Regional Large Lot Industrial Land

(1) Local governments in Crook, Deschutes or Jefferson Counties may determine a need for large lot industrial land in the region and provide sites to meet that need in accordance with this rule.

(2) In addition to the definitions in OAR 660-024-0010, the following definitions apply to this rule:

(a) “Analysis” means the document that determines the regional large lot industrial land need within Crook, Deschutes, or Jefferson County that is not met by the participating local governments’ comprehensive plans at the time the analysis is adopted. The analysis shall also identify necessary site characteristics of needed land.

(b) “COIC” means the Central Oregon Intergovernmental Council.

(c) “Intergovernmental Agreement (IGA)” means the document adopted by the three counties and any participating city to implement the provisions of the analysis.

(d) “Participating city” means a city within Crook, Deschutes, or Jefferson County that has adopted the analysis and entered into the intergovernmental agreement to implement the provisions of the analysis.

(e) “Participating local government” means Crook, Deschutes, and Jefferson Counties, and participating cities.

(f) “Regional large lot industrial land need” means the need for a specific type of 20-year employment land need, as described in OAR 660-024-0040(1) and (5), that is determined based upon the analysis.

(g) “Site” means land in the region that:

(A) Provides the site characteristics necessary for traded sector uses as set forth in the analysis;

(B) Is 50 acres or larger as provided in section (3) of this rule; and

(C) Is determined to be "available," as that term is defined in OAR 660-009-0025(7), for regional large-lot industrial users and for purposes identified by the analysis.

(h) “Site characteristics” has the meaning given that term in OAR 660-009-0005(1).

(i) “Traded Sector use” has the meaning given that term in ORS 285B.280.

(3) For purposes of subsection (2)(g) of this rule, a large lot is at least 50 acres if it is:

(a) A single lot, parcel that is at least 50 acres,

(b) An aggregation of existing lots or parcels under the same ownership that comprises at least 50 acres, or

(c) An aggregation of existing lots or parcels not in the same ownership created and maintained as a unit of land comprising at least 50 acres through a binding agreement among the owners.

(4) Participating local governments may adopt the analysis and implement its provisions. The analysis may demonstrate a need for six vacant, suitable and available sites in the region, and up to three additional sites that may be designated in order to replace one of the original six sites that is developed or committed to development as provided in section (12) of this rule. The original six sites must include two sites of at least 100 acres and not more than 200 acres, and one site more than 200 acres.

(5) If a participating city adopts the analysis, it is deemed to provide an adequate factual basis for the determination of regional large lot industrial land need for that city provided:

(a) The city and other participating local governments have entered into an intergovernmental agreement with the COIC, and

(b) The analysis is adopted by Crook, Deschutes and Jefferson Counties.

(6) Participating cities may adopt the analysis and enter into the intergovernmental agreement without amending the Economic Opportunities Analysis adopted by the city prior to the adoption of the analysis.

(7) The intergovernmental agreement shall describe the process by which the COIC shall coordinate with participating local governments in:

(a) The determination of a qualifying site that a participating city may designate in order to satisfy the regional large lot industrial land need; and

(b) The allocation of the qualifying sites among the participating cities in accordance with section (4) of this rule.

(8) A participating city may amend its comprehensive plan and land use regulations, including urban growth boundaries (UGB), in order to designate a site in accordance with the requirements of this rule, other applicable laws and the intergovernmental agreement, as follows:

(a) A participating city must show whether a suitable and available site is located within its existing UGB. If a participating city determines that a suitable site already exists within the city's urban growth boundary, that site must be designated to meet the regional industrial land need. Cities shall not be required to evaluate lands within their UGB designated to meet local industrial land needs.

(b) If a site is not designated per subsection(a), then a participating city may evaluate land outside the UGB to determine if any suitable sites exist. If candidate sites are found, the city may amend its UGB in accordance with Goal 14, other applicable laws and the intergovernmental agreement.

(9) A participating city that designates a site shall apply a regional large-lot industrial zone or overlay zone to the site in order to protect and maintain the site for regional large lot purposes. The zone or overlay zone must:

(a) Include development agreements and other provisions that prevent redesignation of the site for other uses for at least 10 years from the time the site is added to the city's comprehensive plan to meet regional large lot industrial land needs;

(b) Prohibit division or separation of lots or parcels within the site to new lots or parcels less than the minimum size of the site need until the site is developed with a primary traded sector use requiring a large lot; and

(c) Limit allowed uses on the site to the traded sector uses, except as provided in section (10) of this rule.

(10) The zone or overlay zone established under section (9) may allow:

(a) Subordinate industrial uses that rely upon and support the primary traded sector use when a site is occupied by a primary traded sector use; and

(b) Non-industrial uses serving primarily the needs of employees of industrial uses developed on the site provided the zone includes measures that limit the type, size and location of new buildings so as to ensure such non-industrial uses are intended primarily for the needs of such employees;

(11) If a participating city adds a site to its plan pursuant to this rule, it must consider the site in any subsequent urban growth boundary evaluation conducted to determine local industrial land needs and the adequacy of land available to meet local industrial land needs.

(12) A site may be considered developed or committed to industrial development if a large-lot traded sector user demonstrates a commitment to develop the site by obtaining land use approvals such as site plan review or conditional use permits, and

(a) Obtaining building permits; or

(b) Providing other evidence that demonstrates at least an equivalent commitment to industrial development of the site as is demonstrated by a building permit.

(13) The participating local governments shall review the analysis after the regional supply of six sites has either been replenished by three additional sites or after ten years, whichever comes first.

Statutory/Other Authority: ORS 197.040 & Statewide Planning Goal 14

Statutes/Other Implemented: ORS 195.036, 197.015, 197.295 - 197.314, 197.610 - 197.650 & 197.764

History:

LCDD 9-2012, f. 11-26-12, cert. ef. 12-10-12

IV. Additional Attachments

- Central Oregon Large-Lot Industrial Program (Core Principles)
- LLI - General Locator Map
- Conceptual Master Development Plan – South Redmond Tract LLI Site

Central Oregon Large-Lot Industrial Program

Core Principles

Regional Partnerships

- 3 DLCD Technical Assistance (TA) Grants funded:
 - ◇ \$50,000 for a technical study to determine a regional land need not currently recognized in existing City EOAs
 - ◇ \$25,500 for Regional Governance Approaches, Site Suitability Characteristics, Model Large Lot Industrial Overlay Zone
 - ◇ \$35,000 to establish regional authority with COIC
- A Regional Advisory Committee created to oversee the project. Members included: cities, counties, EDCO, COIC, 1000 Friends of Oregon, Central Oregon Realtors Association, DLCD, DSL and Business Oregon
- 11 interveners support Deschutes County's 2011 REOA / Plan Amendment, 2012 settlement with 1K Friends, LCDC rule-making and 2013 Plan Amendment

LCDC Rule-Making

- Rule-making clarifies issues regarding a regional need for short term supply of large-lot industrial sites in Central Oregon
- Rules define regional large lot industrial site and "Analysis" that determines the regional large lot industrial land need in Central Oregon
- Rules recognize that Analysis may demonstrate a need for six sites and up to three for replenishment. Original six sites include:
 - ◇ Three 50-100 acre sites
 - ◇ Two 100-200 acre sites
 - ◇ One 200+ acre site
- Rule requires city and counties to sign IGA with COIC
- Rule requires participating city to apply regional large-lot industrial overlay zone to protect large lot purposes
- Rules address how cities may amend their UGB to accommodate a short term need for large-lot industrial sites
- Rule-making adopted by LCDC in November, effective December 10, 2012

Central Oregon Large-Lot Industrial Land Need Analysis

- Central Oregon Large Lot Industrial Land Need Analysis (Analysis) provides the factual basis for designating large-lot industrial sites among coordinating jurisdictions
- Documents an unmet short-term need for large-lot industrial sites, 50-acres or larger in tri-county area with:
 - ◇ National, state and local economic trends and conditions
 - ◇ Large-lot industry trends, dynamics, opportunities, and site needs
 - ◇ Local objectives and strengths and challenges
 - ◇ Business Oregon data
 - ◇ Expert opinion by Johnson-Reid LLC, EDCO, and others
- Recognizes short-term demand of competitive and diverse vacant, developable industrial is needed for site selectors representing industrial recruitment to consider the region.
- A readily available and developable inventory of six large sites in at least three separate jurisdictions will provide for choice to prospective industries or site selectors
- Recommends Competitive Short-Term Large Lot Industrial Inventory means:
 - ◇ Three 50-100 acre sites
 - ◇ Two 100-200 acre sites
 - ◇ One 200+ acre site

Coordination Authority

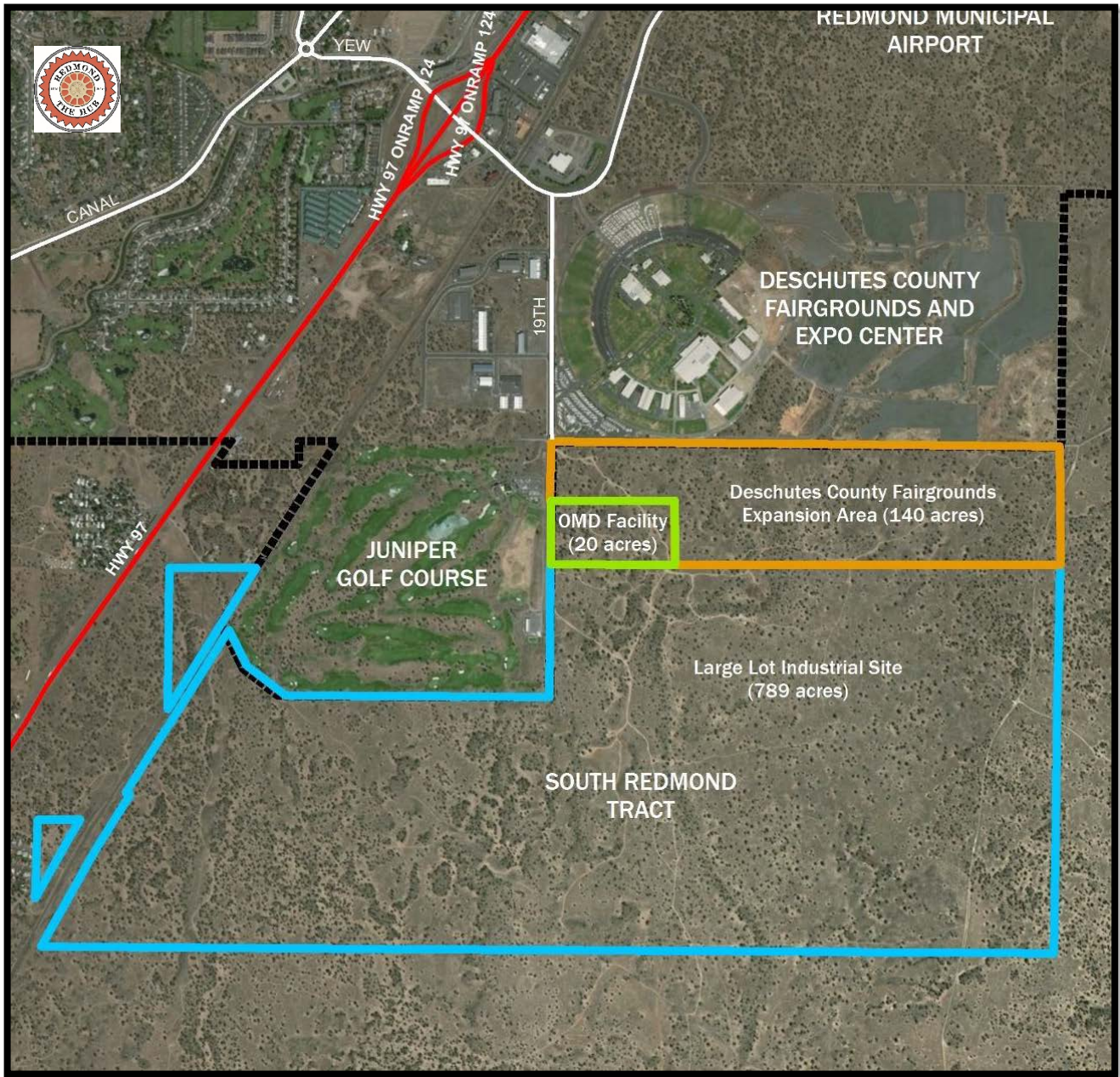
- Identifying and implementing a program to create a short term large-lot land supply that enables Central Oregon to compete for industrial recruitment is a policy the Board of County Commissioners is choosing to pursue
- Deschutes County, through new OARs and its governing body, is exercising its statutory coordinating authority (ORS 195.025) to address an unmet short term regional need for large-lot industrial sites
- The new OARs and the County's authority assure there is an integrated comprehensive plan between the County and its respective cities by encouraging them to address a short-term specialized employment land need.
- Deschutes County also voluntarily coordinating with Crook and Jefferson Counties and their respective cities as authorized in ORS 190.003-190.620 to exercise their coordination authority with parallel plan amendments

Plan Policies and Regional Governance

- Deschutes County large-lot industrial policies:
 - ◇ Support multi-jurisdictional cooperative effort to pursue a regional approach to establish a short-term supply of large lot industrial sites
 - ◇ Adopt Analysis by reference
 - ◇ Specify that 6 months of adoption, cities and counties shall execute an IGA with COIC
 - ◇ Recognize that the County will fulfill its coordination duties by approving and updating its comprehensive plan when participating cities within their jurisdiction designate regionally significant industrial sites
- COIC adopted Resolution #243 to establish their role as governance authority for Regional Large Lot Industrial Program
- COIC currently coordinating with Central Oregon cities and counties to finalize IGA and Site Proposal Process

City of Redmond Large Lot Industrial (LLI) Zoned Property

General Locator Map



Conceptual Master Development Plan South Redmond Tract Large Lot Industrial Site

NOTE: This map is intended to show the general characteristics of potential uses, sites, and infrastructure consistent with the LLI zone. The specific characteristics of the future development, including the location and size of all uses and streets, will be determined when a specific development is proposed through the City of Redmond Conceptual Development Plan process.

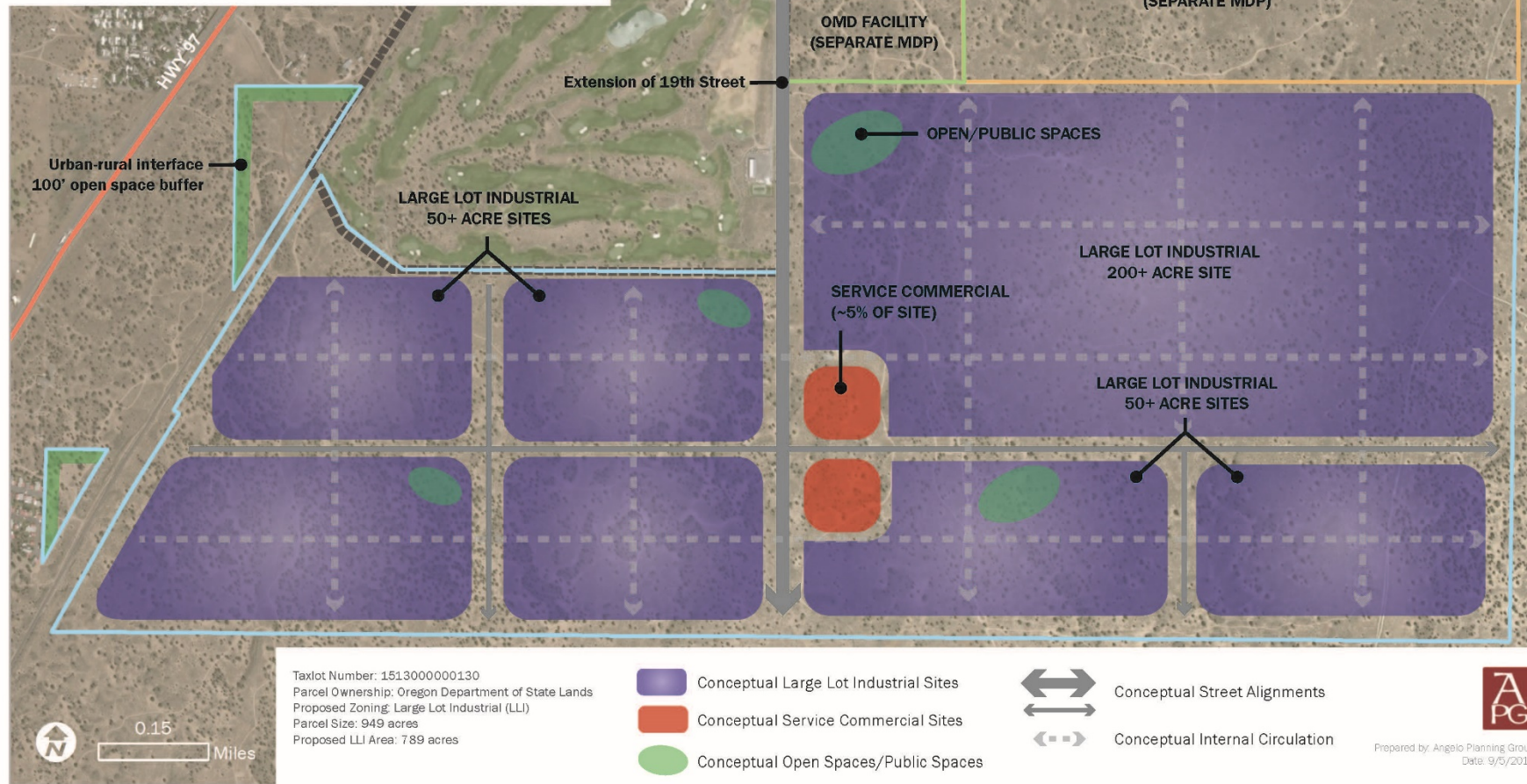




EXHIBIT B

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

DATE: Prepared for October 17, 2022, Work Session
HEARINGS BODY: Redmond Urban Area Planning Commission
REVIEWING STAFF: John Roberts, Deputy City Manager
Kyle Roberts, Planning Director
TOPIC: Neighborhood Meeting Requirements

I. Purpose

- Modifying regulatory criteria for greater understanding.
- Offering provisions that provide means to achieve greater public involvement in growth and development decisions.
- Expediting the review process and reducing continuances and appeals.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

TABLE OF CONTENTS

SUPPLEMENTARY PROVISIONS

(***)

Manufactured Home Park Standards	8.0375
Temporary Use Permit (TUP)	8.0380
<u>Neighborhood Meeting Requirements</u>	<u>8.0385</u>

(***)

CONDITIONAL USES

Authorization to Grant or Deny Conditional Uses	8.0600
<u>Neighborhood Meeting</u>	<u>8.0602</u>

(***)

SUBDIVISION APPLICATION PROCEDURE

Pre-Application Meeting	8.2200
<u>Neighborhood Meeting</u>	<u>8.2202</u>
Application Submission	8.2205

(***)

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS

(***)

Procedure	8.3015
<u>Neighborhood Meeting</u>	<u>8.3017</u>

(***)

MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

8.0270 Master Development Plans. A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

(***)

3. Procedures for Review.

(***)

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

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

1. **Narrative.** A narrative shall set forth the goals and objectives of the plan and describe the urban characteristics of the planned area.
2. **Neighborhood Meeting.** Proof of a neighborhood meeting was conducted to provide an opportunity for an the applicant to meet with surrounding property owners to discuss the proposal. ~~Proof shall include, but is not limited to: invitation, notice, mailing, and posted signage.~~ See Section 8.0385 for meeting requirements.

(***)

8.0275 Planned Unit Development (PUD).

(***)

5. **Review Procedure for PUD's.** The following procedure shall be followed in requesting approval of a PUD.
 - A. A pre-development meeting is required prior to submittal of an application.

- B. Proof a neighborhood meeting was conducted. See Section 8.0385 for meeting requirements.
- C.B. An applicant shall submit an electronic version of the complete application. The plan shall contain and show, at an engineer's scale of no less than 1" =10', the following information:

(***)

SUPPLEMENTARY PROVISIONS

8.0385 Neighborhood Meeting.

1. **Purpose and Intent.** The purpose of the neighborhood meeting is to provide a forum for the applicant, surrounding neighbors, and interested members of the community to meet and consider a proposed land use application, and to discuss issues/concerns regarding the proposal prior to application submittal. Neighborhood meetings encourage citizen participation early in the development process, and an opportunity to revise the land use application to address the issues prior to application submittal.
2. **Applicability.** Neighborhood meetings are encouraged prior to submitting any land use application. The following application types or development proposals shall be subject to the neighborhood meeting requirements:
 - A. Development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required.
 - B. Master Development Plans.
 - C. Planned Unit Developments.
 - D. Wireless and Broadcast Communications Facilities.
3. **Requirements and Procedures.** The neighborhood meeting must be held after a pre-development meeting with City staff, but before submittal of a land use application. The applicant shall be required to hold only one meeting prior to submitting an application for a specific site but may hold more if desired. If the development proposal is revised after the neighborhood meeting, and a major modification if requested, a second neighborhood meeting with a new notice shall be required before the revised application is submitted.
 - A. Location and Time. Neighborhood meetings shall be held in person at a location in reasonable proximity to the subject site. The meeting shall be held at a location open to the public and at a facility that is ADA accessible. The meeting shall be held on a weekday evening, or weekends at any reasonable time. Applicants may provide a virtual component for participants to join in the meeting. The virtual component shall not be done in lieu of the in-person requirements. ADA accommodations when requested by attendee must be provided.
 - B. Notice - Mail. Mailed notice of the meeting shall be provided by the applicant to the neighboring property owners (within 750 feet outside city limits and 250 feet within city limits) and the Redmond Community Development Department between ten and 30 calendar days prior to the meeting. Notices must be sent first class and shall include the date, time, and location of the meeting, as well as a brief description of the development proposal and property location. The description shall take into consideration information provided by City staff at the pre-development meeting, include project contact information, a copy of the tax map or a GIS map that clearly identifies the location of the proposed development, and a conceptual site plan.

- C. Notice - Signage. The applicant shall also post notice of the neighborhood meeting on the subject site or on an access easement to the site within clear view of a public street at least seven days in advance of the meeting. The sign must display the meeting date, time, and address as well as project contact information.
- D. Meeting Requirements. The developer must provide a sign-in sheet for attendees to provide their name, address, telephone number, and email address. At the meeting, the applicant shall provide a conceptual site plan and describe the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities; traffic impacts; proposed building size and height; proposed access and parking; and proposed landscaping, buffering and/or protection of natural resource as applicable. Attendees will have an opportunity to speak at the meeting and may identify any issues that they believe should be addressed. If no one arrives within 30 minutes of the scheduled start time for the meeting, the applicant may close the meeting and this requirement will be considered met upon the applicant's submittal of documentation to that effect.
- E. Materials Submitted with Application. The neighborhood meeting notes that identify the major points discussed about the development, list of parties notified, signed affidavits of mailing and posting notices, copies of all materials provided by the applicant, and a signature sheet of attendees shall be included with the development application upon submittal.
- F. Validity Period. The land use application shall be submitted to the City within 180 days of the neighborhood meeting. If an application is not submitted in this timeframe, the applicant shall be required to hold a new neighborhood meeting.
- G. Denial. Failure of the applicant to hold a neighborhood meeting in accordance with these provisions prior to submittal of a land use application shall result in an incomplete application and the application may be rejected.

(***)

WIRELESS AND BROADCAST COMMUNICATIONS FACILITIES

8.0420 Application Requirements. An applicant for a new wireless or broadcast communication facility shall submit the following information:

1. **Neighborhood Meeting.** Proof a neighborhood meeting was conducted to provide an opportunity for the applicant to meet with surrounding property owners to discuss the proposal. See Section 8.0385 for meeting requirements.

~~Public Meeting. Prior to submitting an application for a new wireless or broadcast communication facility, the applicant shall schedule and conduct a public meeting to inform the property owners and residents of the surrounding area of the proposal. It is the responsibility of the applicant to schedule the meeting/presentation and provide adequate notification to the residents of the affected area (the affected area being all properties within 1000 feet of the proposed site). Such meeting shall be held no less than 15 days and no more than 45 days from the date that the applicant sends notice to the surrounding property owners. The following provisions shall be applicable to the applicant's obligation to notify the residents of the area affected by the new development application:~~

- ~~A. The applicant shall send mailed notice of the public meeting to all property owners within 1000 feet of the boundaries of the subject property (the subject property includes the boundary of the entire property on which the lease area for~~

~~the facility lies). The property owner list shall be compiled from the Deschutes County Tax Assessor's property owner list from the most recent property tax assessment roll. The notice shall be sent a minimum of 15 days prior to the public meeting, and shall include at a minimum:~~

- ~~1. Date, time, and location of the public meeting.~~
- ~~2. A brief written description of the proposal and proposed use, but with enough specificity so that the project is easily discernable.~~
- ~~3. The location of the subject property, including address (if applicable), nearest cross streets and any other easily understood geographical reference, and a map (such as a tax assessors map) which depicts the subject property.~~

~~B. Evidence showing that the above requirements have been satisfied shall be submitted with the land use application. This shall include: copies of all required notification materials; surrounding property owners list; and an affidavit from the property owner stating that the above listed requirements were satisfied.~~

(***)

CONDITIONAL USES

8.0600 Authorization to Grant or Deny Conditional Uses. Uses designated herein as conditional uses may be permitted upon authorization by the Hearings Body in accordance with the standards and procedures established in this article. Before approving an application for a conditional use, the Hearings Body shall find the following criteria are either met, can be met by observance of conditions, or are not applicable:

1. The proposed use will be consistent with the Comprehensive Plan, the zoning ordinances and other applicable ordinances and standards of the City.
2. The location, size, design, and operating characteristics of the proposed use will have minimal adverse impact on the livability, value, or approximate development of abutting properties and the surrounding area.
3. The proposed use will not exceed operational capacity of City infrastructure including sewage system, water system or the transportation system.
4. That the proposed use will not conflict with, diminish, or substantially adversely affect the character and nature of the established neighborhood in which it is located.

8.0602 Neighborhood Meeting. Proof a neighborhood meeting was conducted for development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required, See Section 8.0385 for meeting requirements.

(***)

SUBDIVISION APPLICATION PROCEDURE

8.2200 Pre-Application Meeting. Prior to submitting a tentative subdivision plat each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

8.2202 Neighborhood Meeting. Proof a neighborhood meeting was conducted to for development proposals that generate 200 or more daily trip ends, or 20 or more p.m.

peak hour trip ends, where a Transportation Impact Analysis (TIA) is required, See Section 8.0385 for meeting requirements.

- 8.2205 Application Submission.** Any person, authorized agent, or representatives, proposing a subdivision, shall include with an application and filing fee for a subdivision, a tentative plat together with improvement plans and other supplementary material as may be required.

(***)

ARTICLE IV - SITE AND DESIGN REVIEW STANDARDS

(***)

- 8.3015 Procedure.** A Site and Design Review application shall be submitted and reviewed by the Community Development Director, or designee, as an administrative land use decision with prior notice consistent with Section 8.1310. The comment period under Section 8.1310(2) shall be at least fourteen (14) days. A minor alteration, minor modification or major modification may be submitted for an approved Site and Design Review consistent with Section 8.1400. In addition to the procedures above, procedures to review Site and Design Review applications for properties in the Downtown Overlay District are established in the Downtown Architectural Design Standards.

- 8.3017 Neighborhood Meeting.** Proof a neighborhood meeting was conducted to for development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required, See Section 8.0385 for meeting requirements.

(***)

//Analysis: Neighborhood meetings align with Statewide Planning Program Goal 1 (Citizen Involvement): "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process".

As the community continues to experience more growth and development there continues to be an increasing interest to learn about and participate in the land use process. This desire to be more involved has been particularly evident the last three years in Redmond as seen by public testimony received at public hearings on certain types of development proposals. Neighborhood meetings are a means to ensure how community members can potentially be included in the land use application review process.

Existing code provisions already require a neighborhood meeting for wireless facilities (cell towers) and Master Development Plans. The meeting requirement for wireless facilities is detailed; the recommended amendments above were modeled after these. However, the neighborhood meeting requirement for Master Development Plans provides no guidance. The proposed amendments seek to require neighborhood meetings for more types of land use applications, as a means of providing information to surrounding property owners and for the developer to identify neighborhood concerns that might be mitigated.

Staff completed research and found that neighborhood meeting requirements are common in many communities in Oregon. Some of the communities researched included: Beaverton, Hillsboro, McMinnville, Tigard, Gresham, Fairview, Bend, Albany, Lane County.

Neighborhood Meetings are used as a tool in the land use process for a variety of reasons. These types of meetings provide an opportunity for residents in the immediate areas near a future project to gather information, preview a project proposal, and ask questions of the developer or applicant. In most communities, the intent of holding a neighborhood meeting is to provide an opportunity for affected property owners to provide input on a project earlier on in the project development or planning phases. The idea behind this is that project specifics could be revised based on the feedback received at neighborhood meetings, prior to an official land use application being submitted for City review. This could result in the submittal of applications that are more responsive to neighborhood concerns and could expedite the review and public hearing processes.

The amendments propose neighborhood meetings be held after a pre-development meeting and prior to the official land use application submittal. This would allow for the type of early engagement described above and would also separate the neighborhood meeting from the City's state statute-required timeframe for reviewing a land use application. In order to achieve this, satisfactory evidence of a neighborhood meeting being held could be added as a required application material and would need to be provided along with a land use application in order for it to be deemed complete.

A point of discussion is the types of applications that would warrant requiring a neighborhood meeting. In the research completed, the types of land use applications that require a neighborhood meeting to be held vary widely by individual community.//



EXHIBIT C

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Kyle Roberts, Planning Director

TOPIC: Multi-family Complex Building Window Alignment

I. Purpose

The purpose of the subject proposed amendment is to add a reasonable exception to an existing standard to encourage good building design.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

Amendment:

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS - INTRODUCTORY PROVISIONS

(***)

8.3035 Design Review Criteria. Prior to issuance of a building permit, the following applicable criteria shall be met.

(***)

4. Architectural Requirements.

(***)

- E. **Multi-Family Complexes.** This section establishes a process for the review of multi-family complexes development proposals in order to promote functional, safe, innovative, and attractive development that is compatible with the natural and man-made environment. The intent is to promote compatible development,

foster the attractiveness and functional utility of multi-family development, protect public and private investments in the area, raise the level of community expectations for the quality of its environment.

(***)

6. **Building Alignment.** There shall be no window to adjoining window alignment when adjacent buildings are less than 30 feet apart. Frosted windows or similar are exempt from this standard.

(***)

//Analysis: The adjoining window alignment standard only applies to the design of multi-family complexes; a building or group of buildings on a single lot containing five or more dwelling units. The standard is intended to prevent the placement of adjoining windows when buildings are less than 30 feet apart to ensure privacy for adjacent dwelling units.

Staff has found that applicants are removing windows from building elevation plans in order to meet this standard. This is an undesired, unintended consequence. Because typically the windows proposed to be removed are bathroom windows, staff is recommending adding an exception to the standard that allows frosted windows, or similar, to be allowed. This will discourage the removal of adjoining windows and ensure privacy.//



EXHIBIT D

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: John Roberts, Deputy City Manager
Linda Cline, Housing Program Analyst

TOPIC: Definitions / Multi-family Complex Off-Street Parking Requirements

I. Purpose

- Update definitions related to dwelling types.
- Revise off-street parking requirements to better align with dwelling type and capacity.
- Reduce barriers to achieve public goals and greater buy-in.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red**.

8.0020 Definitions

(***)

Dwelling. As follows:

Accessory Dwelling Unit (ADUs). A secondary living unit, attached or detached, accessory to a single-family detached dwelling in a residential zone containing cooking facilities meeting the dimensional standards and other requirements of the zone district in which it is located.

Duplex. Two attached, or detached, dwelling units on a Lot or Parcel when neither is an accessory dwelling.

▶ **Dwelling Unit (DU).** A single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

Guest House. A detached building used as sleeping quarters for guests of the occupants of the main dwelling and having no cooking facilities.

Live/work Dwelling. A building type that consists of commercial space on the ground floor and residential space on the ground and/or upper floors. The ground floor commercial or office space has visibility, signage, and access from the primary street. To preserve the pedestrian orientation of the commercial or office space, alley or rear

access is required to provide services and residential parking. A separate home occupation may be allowed in addition to the commercial space. The permitted live/work dwelling types are defined below:

- A. Live/work Townhouse: A townhouse in which a business shall be limited to the ground floor and may not exceed 50% of the floor area of the entire townhouse unit, excluding the garage.
- B. Live/Work Apartment: A residential multi-story, multi-unit building with a minimum of 50% of the building ground floor used as retail, office, or commercial space. Residential units may be rented or for sale (condominium or cooperative) units.

Manufactured Dwelling. Manufactured Dwellings. Means:

Residential trailer. A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed before January 1, 1962.

Mobile Home. A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of Oregon mobile home law in effect at the time of construction.

Manufactured Home. A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed in accordance with federal manufactured housing construction and safety standards and regulations in effect at the time of construction.

Manufactured dwelling does not include any building or structure constructed to conform to the State of Oregon Structural Specialty Code or the Low-Rise Residential Dwelling Code or any unit identified as a recreational vehicle by the manufacturer.

Multi-Family Complex. A building or group of buildings on a single lot containing a total of five or more dwelling units.

Quadplex. Four attached, or detached, dwelling units on a Lot or Parcel.

Single Family Detached Dwelling. ~~Single Family Detached Dwelling~~. A detached building containing one dwelling unit, including manufactured homes.

Triplex. Any configuration of three attached, or detached, dwelling units on one Lot or Parcel.

~~Dwelling Unit. A single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.~~

(***)

Multi-family Complex. See *Dwelling, Multi-family Complex*.

Multi-family Dwelling. ~~See *Dwelling, Multi-family*.~~

(***)

//Analysis: Formatting and alphabetizing errors corrected.//

(***)

ARTICLE 1 – ZONING STANDARDS⁸

Off-Street Parking & Loading Requirements

8.0500 Off-Street Parking. Parking space requirements are based on the following standards according to the use (note: all required handicapped parking is included in the calculation derived parking standards within these charts). Manufacturing, warehousing, and other industrial uses may base the number of required parking spaces on the number of employees. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

Land Use	Standard:
Residential	
All residential uses within the Downtown Overlay District	1 space per Dwelling Unit (DU)-
Apartment Bed and Breakfast Boarding House Caretaker, Watchman living on-site Cottage Clusters / and Cottage Developments <u>Duplex</u> Guest Houses Homeless Shelter Multi Family Complex (over 4 D.U.s) (<u>Apartments</u>) <u>Studio ≤600 sf</u> <u>Studio >600 sf / 1 bedroom</u> <u>2 bedrooms</u> <u>3 or more bedrooms</u> Triplex and Quadplex Residential Use other than Ground Floor Residential Use, Ground Floor < 25% Residential Care Facility (6 or more residents) Residential Care Home (5 or less residents) Single Family Detached Dwelling Duplex Townhouse <u>Triplex and Quadplex</u>	2 spaces / DU; 1 space / Mgr., 1 space / 10 DU* plus: 1 space / per bedroom 1 space / per bedroom 2 spaces / per dwelling-unit DU 1 space / per cottage <u>1 space / DU</u> 1 space / per Guest House 4 .5 space / per room, or 1 space / per employee or service provider (fullest shift) <u>1 space / 10 DU; 1 space / Mgr. Plus: 2 spaces / DU; 1 space / Mgr., 1 space / 10 DU</u> <u>1 space / DU</u> <u>1.5 space / DU (1 space per Affordable Housing DU)</u> <u>1.75 spaces / DU (1.5 spaces per Affordable Housing DU)</u> <u>2 spaces / DU</u> 1 space per DU 2 spaces per DU 2 spaces per DU <u>4 .5 space / per each 2 rooms, 1 space / employee (fullest shift)</u> 2 spaces 2 spaces / per DU 1 space per DU 1 space / per DU <u>1 space / DU</u>

(***)

8.0505 Off-Street Parking and Loading. General provisions are as follows:

(***)

2. Requirements for types of buildings and uses not specifically listed in these standards shall be determined by the Community Development Director, or designee Hearings Body, based upon the requirements for comparable uses listed.

(***)

5. Off-street parking spaces for Dwelling Units (DU) dwellings shall be located on the same parcel with those dwellings, or written contract of agreement shall be provided to the City that expressly permits shared use of parking areas which are off-site.

(***)

8. In any zone, every building having a gross floor area of 10,000 square feet or more, which is to be occupied for: manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles, or materials or merchandise, shall provide one off-street loading berth, plus one additional loading berth for each additional 20,000 square feet of gross floor area. Each loading berth shall be provided with paved access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be 10 feet wide and 22 feet long with a height clearance of at least 14 feet. A sight-obscuring screen, berm, or landscaping shall conceal all loading areas from view from public streets or roads.

(***)

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS - INTRODUCTORY PROVISIONS

- 8.3035 Design Review Criteria.** Prior to issuance of a building permit, the following applicable criteria shall be met.

(***)

4.E.14 Architectural Requirements / Multi-Family Complexes

(***)

14. **Off-Street Parking.** All off-street parking provisions addressed herein (including: number of spaces; loading areas; and design and improvement standards) shall be provided in conformance with Section 8.0500 through 8.0515 of the City of Redmond Development Code. Plexes Triplexes and quadplexes shall comply with the City's access policies regarding vehicle access and provide adequate pedestrian ways to safely navigate the parking areas and to connect to the public sidewalks. Adequate internal vehicle access shall be designed to minimize or eliminate vehicle/vehicle or vehicle/pedestrian conflicts in off-street parking areas. If off-street parking areas are proposed to be placed between the primary building elevations and public streets, the application shall be subject to a public hearing pursuant to Article II – Land Use Procedures, Sections 8.1000

~~through 8.1720 of the City of Redmond Development Code. Parallel parking shall not be permitted on any common or shared driveways or private drives less than 28 feet in width for parking on one side, or less than 36 feet in width for parking on two sides.~~

(***)

//Analysis: Dwelling units with lower capacity need fewer spaces. In addition, lower income households often have fewer vehicles, especially those living in affordable housing units. According to *localhousingsolutions.org*, "By reducing off-street parking, communities can lower development costs, potentially free up land for additional units, and reduce the cost of housing for residents."

Residential guidelines related to the "Ground Floor" and the "Multi-Family Complex" were deemed unnecessary given the previous revision and were removed. Items on the list were alphabetized.//

III. Additional Information/Examples

A) MINIMUM PARKING REQUIREMENTS BY CITY (per unit unless otherwise stated)

These numbers represent general development areas and does not represent special districts with exceptions.

City	Population 2020	SFD	Townhome	Duplex	Triplex	Quadplex	Multi-unit Studio	Multi-unit 1 bdr	Multi-unit 2 bdr	Multi-unit 3+ bdr	Multi-unit Affordable	SFD Affordable	Cottage Cluster	Multi-unit Special/Senior Dev	ADU	Comments
Redmond	33,274	2	1	1	1	1	2	2	2	2			1	0.5	N	Under current code
Bend	99,178	2	1	N	N	1	1	1	1.5	2		1	1	0.5	N	
Salem	175,535	2	N	1	1	1	1	1	1	1	1	1		1/4		
Medford	85,824	2	1	1	1	1	1	1	1.5	1.5						
Eugene	176,654	1	1	1	1	1	1	1	1	1.5	.67 (min 3 spaces)				N	
Hood River	8,313	1														1 space all dwellings
Albany	56,472	2	1	1	1	1	1	1	1.5	2			1	1/3		Multi-unit guest parking 1 per 4 units
Ashland	21,360	2					1	1.5	1.75	2				1		Plexs same as multi-unit
Hillsboro	106,447	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1	1		0.25	N	Lower standards near transit lines

B) Midtown Place (Affordable Housing Project) Parking Comparison

47 Units Total	Spaces needed with current RDC standards	Spaces needed with proposed amendment
1 bedroom = 2 units	4	2
2 bedrooms = 41 units	82	61.5
3 bedrooms = 4 units	8	8
Manager	1	1
Guest spaces	5	5
Total spaces required	100	77.5
Spaces per unit	2.12	1.65

C) Feedback from the Local Construction Community

1. Email excerpt from a local contractor, January 18, 2022:

“...the biggest challenge that my design architect team and I are finding when massing thoughtful multifamily communities is the required parking rules. In my experience, it is highly unusual to have a blanket parking requirement for any rental housing unit type. It is often a calculation based on unit bedroom count instead which quite often reflects the actual usage and allows for sites to look less like concrete jungles. One example below is the parking requirement for a suburban city within the Atlanta MSA called Sandy Springs.

Their parking calculation reads as such:

*1bd unit – 1.2 spaces
2bd unit – 1.95 spaces
3bd unit – 2.2 spaces*

For a project with 103 units with a mix below Redmond current code requires 222 parking spaces (guest included) and under the above structure there would be 193 spaces (w/10 guest spaces added 183 if the assumption is that the calculation accounts for those).

*1bd – 34 units
2bd – 54 units
3bd – 18 units*

While the cost of the additional 30 parking spaces is roughly \$225k, losing the developable land to a use that is under-utilized is far more expensive as it eliminates the option for additional housing units and forces one to design sites that are less beautiful concrete jungles.”

2. Email excerpt from Housing Works (Affordable), September 30, 2022:

“Thank you for looking at parking requirements for multifamily! A ratio of 1.6 parking spaces per unit is a really good start. Not to nerd out too much on this but you may want to have subcategories of multifamily with different parking requirements. For example, a senior 55+ apartment community we have found only needs about .75 parking spaces per unit as these communities are predominately 1 bedroom and not everyone has a car. Workforce properties with 2 and 3 bedroom units definitely will need a higher ratio of parking. I believe Bend has a ratio of 1 parking spot per 1 bedroom unit, 1.5 for 2 bedroom units, and 2 per 3 bedroom units and seems to fit our developments well. Our design intent is to make sure we are not pushing cars into the surrounding neighborhood or plugging up a street in front of the property.”



EXHIBIT E

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: John Roberts, Deputy City Manager
Kyle Roberts, Planning Director

TOPIC: Planned Unit Developments (PUDs)

I. Purpose

- Reduce barriers to achieve public goals and greater buy-in.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

(***)

8.0275 Planned Unit Development (PUD).

- Purpose and Applicability.** The purpose of a PUD is to:
 - Permit greater flexibility in land use regulations in all zones (**e.g., reduction of minimum lot size requirements**).
 - Encourage creative developments.
 - Incentivize a variety of land uses and housing types, mixed use, the economy of shared services and facilities, public amenities, and developments compatible with the surrounding area and neighborhoods.
 - Promote and encourage infill development, flexibility in improvements on lots, and affordable and workforce housing.
 - Encourage preservation of natural features and enhancement of the area vegetation.
 - Facilitate sustainable design, energy efficiency, desirable aesthetics, and efficient use of open space.

Density requirements, setbacks, land use regulations, and required improvements may be adjusted to allow for a more creative, functional, and desirable living environment. In

return for greater flexibility in site design and development, the PUD process introduces special requirements and standards for approval.

2. **Approval.** PUD approval is subject to:
- A. Land use review and approval as Conditional Use.
 - B. Zoning standards, except as modified by the PUD.
 - C. Subdivision and Partitions Standards, except as modified by the PID.
 - D. Site and Design Review Standards, except as modified by the PUD.
 - E. PUD Standards and Requirements.
 - F. ~~A public hearing with the Hearings Body following the procedure described in Land Use Administrative actions allowed under Article II.~~

(***)

5. **Review Procedure for PUD's.** The following procedure shall be followed in requesting approval of a PUD.
- A. A pre-development meeting is required prior to submittal of an application.
 - ~~B.~~ **B.** Proof a neighborhood meeting was conducted to for development proposals that generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required, See Section 8.0385 for meeting requirements.
 - ~~C.B.~~ **C.B.** An applicant shall submit an electronic version of the complete application. The plan shall contain and show, at an engineer's scale of no less than 1" =10', the following information:
 - 1. The relationship of the property to the surrounding area.
 - 2. The preliminary plan of subdivision or re-subdivision, if any, which shall include the information required by the Subdivision Ordinance.
 - 3. Land uses, building locations, density proposed, architectural style, efficiency measures, housing market served, and number of dwelling units.
 - 4. The arrangement of streets and pedestrian ways.
 - 5. Proposals that include reduced yards and lot size shall be designed to be served by private alleys or drives.
 - 6. The location of off-street parking spaces, and a parking management plan if the total number of spaces required exceeds 75.
 - 7. The location of service commercial areas, open space, recreational area, common areas, or park.
 - 8. Plans for site grading and drainage.
 - 9. Plans for water supply and sewage disposal.
 - 10. Plans for transfer of ownership of the property, if any, and arrangements for maintenance of common areas and facilities.
 - 11. Landscape plan including the list of species proposed and size/coverage at time of planting and at five years.
 - 12. Proposed project timing schedule and surety, if required by City.
 - ~~D.G.~~ **D.G.** In considering the PUD, the City shall determine:
 - 1. There are special development objectives or physical conditions which justify a request for a PUD.
 - 2. The PUD will contain buffers on sides of the development that abut neighboring properties.
 - 3. The PUD, through its design and function, will improve livability for planned residents.
 - 4. The PUD contains a mix of housing types, variety of uses or services.

5. The PUD can be completed within 5 years or phased for later development.
 6. The PUD will not overload adjacent streets, utilities, or infrastructure.
 7. The PUD will be consistent with the objectives of Area Plans and the Redmond Comprehensive Plan.
- E.D. The City Shall notify the applicant whether in its judgment the foregoing provisions have been satisfied and, if not, whether they can be satisfied with other alternatives or revision to the PUD.
- (***)

//Analysis: The PUD standards and process were revised significantly as part of the recent RDC updates adopted in June of 2022. The revisions were spurred primarily by feedback from the development community regarding the narrow scope of application of the existing PUD standards.

The PUD provisions have been modified to encourage creativity and flexibility to existing standards, in lieu of providing community benefits. The provisions attempt to be clear and objective and define important items. However, it has been noted that developers are reluctant to use the PUD process because of costs, time and required legislative process through the Planning Commission.

PUDs are a proven tool that could provide benefits to developers and the community. The cost of a PUD is cheaper than a Master Development Plan and structured to be equivalent to a subdivision. To incentivize the use, the public hearing requirement was modified. A public hearing would only be required if the proposal generates 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, where a Transportation Impact Analysis (TIA) is required. This is the same public hearing standard for a Master Development Plan or wireless and broadcast communication facility.//



EXHIBIT F

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Jessica MacClanahan, City Engineer
Lindsey Croomsigt, Assistant City Engineer
David Pilling, Engineering Development Manager

TOPIC: Transportation Impact Analysis (TIA)

I. Purpose

- Modifies regulatory criteria to allow City Engineering to review and approve Transportation Impact Analysis (TIA) prior to land use completeness acceptance.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

MASTER DEVELOPMENT PLANS & PLANNED UNIT DEVELOPMENTS

8.0270 Master Development Plans. A Master Development Plan is required as a condition of annexation, or after annexation, but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The specific requirements for a Master Development Plan are:

(***)

3. Procedures for Review.

(***)

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

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

(***)

11. **Transportation Analysis and Diagram.** Prepare a Transportation Impact Analysis (TIA) including a grid street plan that is consistent with street spacing and connectivity guidelines in the *Redmond Transportation System Plan* (TSP) and adopted Area or Framework Plans. The TIA shall identify and sShow:
- A. The proposed classification for all streets. ~~down to collector roadways.~~
 - B. Show The location of approved TSP improvement projects.
 - C. and Any capital improvements that may need to be added to the TSP in order to serve the plan area.
 - D. Show Proposed bicycle pedestrian, and trail routes.
 - E. Show Demonstrate how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

(***)

ARTICLE II - LAND USE PROCEDURES - INTRODUCTION AND GENERAL PROVISIONS

8.1010 Application Requirements.

1. Applications for development ~~actions~~ or land use actions shall:

- A. Be submitted by the property owner or a person who represents in writing that he or she has authority from the property owner as defined herein to make the application;
- B. Be completed on a form prescribed by the Community Development Director, or designee;
- C. Be filed with a Transportation Impact Analysis, approved by City Engineering, when required per Section 8.2815;
- D.~~G.~~ Be filed with a narrative statement or Burden of Proof, explaining how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making; and
- E.~~D.~~ Be accompanied by the appropriate filing fee.

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SUBDIVISION APPLICATION PROCEDURE

8.2200 Pre-Application Meeting. Prior to submitting a tentative subdivision plat each applicant or their representative is required to meet with the Community Development Director or a designated staff member(s) to review the proposal.

(***)

2. Information concerning existing conditions:

(***)

- K. Existing covenants, conditions, and restrictions.
- L. Conditions specified on the approved A Traffic Impact Analysis (TIA) prepared in accordance with Section 8.2815 of ~~this Code~~.

(***)

8.2236 Subdivisions may be created following two tracks: Track 1 (General) and Track 2 (Clear and Objective Standards).

1. **Track 1 – General Criteria. Subdivision Tentative Plans (No ‘Needed Housing’).** The City shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions shall be based on compliance with the following criteria:

(***)

- K. The proposal complies with the Traffic Impact Analysis (TIA) Review provisions per Section 8.2815.

(***)

2. **Track 2 – Subdivision, Tentative Plan Approval Criteria (‘Needed Housing’ & Clear and Objective Standards).** The planning division shall approve, approve with conditions, or deny a proposed subdivision. Approval, or approval with conditions, shall be based on compliance with the following criteria:

(***)

- I. The proposed subdivision complies with the Traffic Impact Analysis (TIA) Review provisions per Section 8.2815.

(***)

DESIGN STANDARDS AND IMPROVEMENTS

(***)

8.2710 Streets.

2. **Existing Streets.** Whenever existing streets, adjacent to or within a tract, are of inadequate width per City of Redmond Standards and Specifications and the City’s approved Transportation System Plan ~~to accommodate the increase in traffic expected from the land division or by the City’s transportation policies as determined through a transportation impact analysis,~~ additional right-of-way shall be provided at the time of the land division by the applicant. During consideration of the tentative plat for the subdivision or partition, the Hearings Body shall determine whether the improvements to existing streets, adjacent to or within the tract, are required. If so determined, such improvements shall be required as a condition of approval of the tentative plat. Improvements to adjacent streets shall be required where traffic on said streets shall be directly affected by the proposed subdivision.

(***)

SUPPLEMENTARY PROVISIONS

(***)

- 8.2815 Transportation Impact Analysis (TIA).** It shall be the burden of the developer to evaluate transportation system impacts ~~through studies prepared by a qualified~~

~~registered professional engineer. When a transportation impact analysis is required, it must demonstrate that the following standards are met:~~ when a proposed development involves either a Subdivision, Site and Design Review, PUD, Master Plan, Comprehensive Plan Amendments, a change or expansion of use, or any other development that the City Engineer deems necessary.

1. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute of Transportation Engineers manual, Trip Generation, current edition, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer.
 - A. A development will be required to provide a Trip Generation Report per Section 8.2815(2) for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips. The Trip Generation Report shall be prepared by a professional engineer licensed in the state of Oregon. The Engineering Department will review and evaluate the Trip Generation Report to determine if a Transportation Impact Analysis (TIA) is required.

Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may be required to provide a TIA when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer, or designee, shall determine the scope of this analysis.
 - B. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a TIA shall be required per Section 8.2815(3). The TIA shall bear the stamp and signature of a licensed professional engineer especially qualified in traffic engineering by the State of Oregon. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis.
2. When a Trip Generation Report is required, it must demonstrate the existing use, proposed use, existing trips per the ITE, and proposed trips per the ITE. Local trip rates may also be considered if supported by traffic counts conducted according to ITE guidelines. The report must include a conceptual site plan that shows adjacent roadways, alleys, roadway classifications, and access points.
3. When a TIA is required, it must demonstrate that the following standards are met:
 - A.1. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hours of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.
 - B.2. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in

the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.

C.3. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer and pursuant to the adopted City's of Redmond Transportation System Plan. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.

~~4. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the Institute of Transportation Engineers manual, Trip Generation, 8th edition (or subsequent document updates), or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.~~

~~A. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.~~

~~B. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer, or designee, shall determine the scope of this analysis.~~

~~C. A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.~~

4.5. The TIA impact analysis area shall include at a minimum, the following intersections:

A. All site access intersections.

B. Nearest intersecting collector or arterial street upstream and downstream of the development.

C. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.

D. Additional intersections requested by staff in the basis of anticipated impacts resulting from the development.

5.6. The TIA analysis shall include the following study time frames addressing:

A. Existing conditions.

B. Completion year of each significant phase of development.

C. Five year forecast beyond final phase.

6.7. The following Tables are required in the TIA:

A. Trip Generation (including phase breakdown if applicable)

B. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, V/C ratio, 95% vehicle queue, and any additional pertinent analysis results)

7.8. The following Figures are required in the TIA:

A. Vicinity/Locator Map.

B. Site or Tentative Plan Map.

C. Background Traffic Volumes (all study intersections and ,all analysis years)

D. Trip Distribution and Assignment.

- E. Background + Site Generated Traffic Volumes (all study intersections and all analysis years).
- 8.9. Other Analysis Standards (as required by the study)
 - A. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.
 - B. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.
 - C. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.
 - D. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.
 - E. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.
 - F. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.

8.2820 Access Management Standards. All land use approvals divisions shall be in compliance with the following standards.

1. Driveway spacing and corner clearance as follows:

Roadway Classification	Minimum Access Driveway Spacing	Minimum Access Clearance to Corner	Intersection Spacing (Min.)
Local	No restrictions	30 feet	165 feet
Minor Collector	50 feet	80 feet	330 feet
Major Collector	165 feet	165 feet	330 feet
Minor Arterial	330 feet	330 feet	¼ mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

(***)

4. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use review and approval process. Access to higher order streets may be allowed for emergency vehicles when restricted with a locked fire gate, bollards or similar, when approved or required by Redmond Fire and Rescue.
5. Unless adequate demonstration of site necessity, intersection safety and functionality are provided, through the land use review process, new lots and/or parcels will be limited to a single vehicular access. Existing lots may be permitted a secondary access when approved by the City Engineer.

(***)

9. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, truck and trailer turning/backing templates and/or on-site circulation diagram, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.

10. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works or through the land use review and approval process.

~~11.10.~~ Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the 2007 "North Redmond US 97 Interchange Area Management Plan (IAMP)", as amended, provision of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan.

8.3030 Special Studies, Investigations and Reports. Special studies, investigations and reports may be required to ensure that the proposed development of a particular site does not adversely affect the surrounding community, does not create hazardous conditions for persons or improvements on the site. These may include Traffic Impact Aalysis, or trip generation or parking studies/reports, impact of contaminated soils, soil conditions, flooding of waters and excessive storm water runoff, tree preservation, and other concerns of the development's impact on adjacent properties or public facilities.

1. ~~A traffic generation statement prepared by a licensed Professional Engineer may be required at the time of application submittal at the discretion of the City Engineer, or designee.~~ An approved Transportation Impact Analysis (TIA) will be required prior to land use application completeness acceptance. A TIA approval memorandum, issued by the City Engineering, shall be included with the application submittal per Section 8.1010.

(***)

8.3035 Design Review Criteria. Prior to issuance of a building permit, the following applicable criteria shall be met.

(***)

8. The development must meet requirements per Section 8.2815 (Traffic Impact Analysis) (TIA)

- A. ~~The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the current edition of the Institute of Transportation Engineers manual, Trip Generation, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.~~
 1. ~~If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.~~
 2. ~~Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer, or his/her/its designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer, or designee, shall determine the scope of this analysis.~~
 3. ~~A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.~~
- B. ~~The impact analysis area shall include at a minimum, the following intersections:~~
 1. ~~All site access intersections~~

2. Nearest intersecting collector or arterial street upstream and downstream of the development.
 3. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
 4. Additional intersections requested by staff.
 - C. The analysis shall include the following study time frames:
 1. Existing conditions.
 2. Completion year of each significant phase of development.
 3. Five year forecast beyond final phase.
 - D. The following Tables are required in the TIA:
 1. Trip Generation (including phase breakdown if applicable)
 2. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, v/c ratio, 95% vehicle queue, and any additional pertinent analysis results)
 - E. The following Figures are required in the TIA:
 1. Vicinity Map
 2. Site or Tentative Plan Map
 3. Background Traffic Volumes (all study intersections, all analysis years)
 4. Trip Distribution and Assignment
 5. Background + Site Generated Traffic Volumes (all study intersections, all analysis years)
 - F. Other Analysis Standards (as required by the study)
 1. Signal Warrants shall be performed where applicable per the Manual on Uniform Traffic Control Devices, current edition.
 2. Left Turn Lane Warrants shall be provided where applicable per ODOT criteria based on the Texas Transportation Institute (TTI) curves.
 3. Right Turn Lane Warrants shall be provided where applicable per ODOT criteria.
 4. The acceptability of sight distance at all study area intersections shall be determined per AASHTO (current edition) standards.
 5. Traffic signal progression analysis may be required if a new signal is proposed. The City Engineer shall approve the method of traffic signal progression analysis.
 6. Roadway improvements are to be based on the City of Redmond Standards and Specifications and ODOT design standards.
9. The development must meet requirements per Section 8.2820 Access Management Standards. City of Redmond Access Management Standards. All land use approvals shall comply with the following standards.
- A. Driveway spacing and corner clearance as follows:

Roadway Classification	Minimum Access Driveway Spacing	Minimum Access Clearance Corner	Intersection Spacing
Local Street	No Restrictions	30 feet	165 feet
Minor Collector	80 feet	80 feet	330 feet
Major Collector	165 feet	165 feet	330 feet
Minor Arterial	330 feet	330 feet	¼ mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

- B. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn

lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated. _____

- ~~C. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.~~
- ~~D. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use process.~~
- ~~E. Unless adequate demonstration of site necessity, intersection safety and functionality, lots, parcels and/or developments will be limited to a single access as determined by Public Works through the land use process.~~
- ~~F. The access management standards apply to new development, redevelopment, subdivision, and partitioning of land.~~
- ~~G. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/ intersection to centerline of access/intersection.~~
- ~~H. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).~~
- ~~I. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works.~~
- ~~J. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.~~
- ~~K. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the "North Redmond US 97 Interchange Area Management Plan (IAMP)" provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan. (Amended by City Ordinance 2007-09, effective June 8, 2007)~~

10. ~~Transportation Impact Analysis.~~ It shall be the burden of the developer to evaluate transportation system impacts through studies prepared by a qualified registered professional engineer. When a transportation impact analysis is required, it must demonstrate that the following standards are met:

- ~~L. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, Third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hour of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.~~
- ~~M. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.~~
- ~~N. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City~~

~~Engineer. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.~~

(***)

//Analysis: The proposed amendment modifies regulatory criteria to allow the City Engineering to review and approve Transportation Impact Analyses (TIA) prior to land use application completeness acceptance.

The current process requires Engineering to review TIAs after a land use application is deemed complete, within the 120-day review period ('shot-clock'). Typically, TIAs require several rounds of review with the Engineer of Record prior to concurrence. As part of this process Engineering may ask for additional information such as traffic counts, studies of intersections, cost estimates for public improvements, vehicular access and circulation diagrams, or any other information that could require the applicant to hire a Professional Traffic Engineer and/or conduct field investigations to complete the study. The results of the information may affect the overall site plan for the development.

The 120-day mandated review period creates a time constraint on the TIA review and occasionally Engineering is not able to obtain the information needed to make required conditions of approval prior to decision issuance. By moving the TIA review prior to land use completeness acceptance, Engineering will be able to fully review and approve a TIA and have complete conditions of approval prepared for the land use decision. This change will streamline land use application review, as Engineering will have its transportation-related conditions of approval determined prior to completeness check.//



EXHIBIT G

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Kyle Roberts, Planning Director
Sarah Vowell, Assistant Planner

TOPIC: Off-street Parking Requirement for Plexes

I. Purpose

- Clearly specify the minimum required off-street parking spaces for plex developments to improve administration of the RDC.

II. Proposed Amendment to RDC

Proposed text amendments are shown in strike-through and **in Red or Red Underline**.

ARTICLE I - ZONING STANDARDS SINGLE FAMILY DETACHED DWELLINGS AND PLEXES DEVELOPMENT AND DESIGN STANDARDS

8.0141 Single Family Detached Dwellings and Plexes Development and Design Standards.

(***)

6. Driveways and Garages.

- a. A garage is required for each newly constructed residential structure **and** shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum, meet the design requirements in Section 8.0500**5** through 8.0515 (Off Street Parking and Loading Requirements) of the RDC.
 - i. Manufactured homes may meet this standard by substituting a garage with covered parking or carport.
 - ii. Triplexes and quadplexes may meet this standard by substituting garage or covered parking with uncovered, paved parking spot(s) per the design requirements in Section 8.0500**5** through 8.0515.

- b. Driveways shall be of adequate size to accommodate a minimum of one vehicle, and shall at a minimum, meet the design requirements in Section 8.0515 (Parking Table and Diagram) of the Redmond Development Code.
- c. A single-family detached home that adds an ADU shall continue to meet the minimum parking spaces requirement for the primary home.
- d. Notwithstanding the applicable provisions of Sections 8.0500~~5~~ through 8.0515 (Off Street Parking and Loading Requirements) of the RDC, all required off street parking areas and driveways constructed in conjunction with single family detached dwellings or plexes may have alternative surfaces to concrete or asphalt and may include permeable surfaces to the extent they provide an all-weather surface sufficient for vehicular travel. Loose gravel, aggregate and similar surface treatments are not permitted for required parking spaces.

7. Off-street Parking. The minimum number of required off-street parking spaces for single-family detached dwellings and plexes are specified in Section 8.0500.

78. Landscaping. See Section 8.03440.

89. Fences. See Section 8.0340.

910. Conversions. Conversion of an existing single-family detached dwelling to a duplex, triplex, or quadplex is allowed, provided that the conversion does not increase non-conformance with applicable standards of the underlying zone and this section.

//Analysis: The latest code amendment to Section 8.0141 inadvertently created wording that one garage and one driveway, as few as two parking spaces total, could be proposed for a triplex or quadplex. While it's required to have a garage and driveway that can accommodate at least one off-street parking space for each residential *structure*, one off-street parking space must be provided per *dwelling unit* as specified in Section 8.0500.

The recommendation adds one sentence that will direct users to Section 8.0500 to ensure that the total minimum off-street parking spaces is correctly applied for plex developments.//



EXHIBIT H

PROPOSED TEXT AMENDMENTS TO THE REDMOND CITY CODE, CHAPTER 8 REDMOND DEVELOPMENT CODE (RDC)

PREPARED FOR: November 14, 2022, Planning Commission Work Session
November 15, 2022, City Council Work Session

HEARINGS BODY: Redmond Urban Area Planning Commission

REVIEWING STAFF: Kyle Roberts, Planning Director
Sarah Vowell, Assistant Planner

TOPIC: Landscaping Standards for Single-Family Detached Dwellings,
Plexes, and Townhouses

I. Purpose

- Correct Sections 8.0141 and 8.0142 to establish landscaping requirements and improve administration of the RDC.

II. Proposed Amendment to RDC

Proposed text amendments are shown in ~~strike-through~~ and **in Red or Red Underline**.

ARTICLE I - ZONING STANDARDS SINGLE FAMILY DETACHED DWELLINGS AND PLEXES DEVELOPMENT AND DESIGN STANDARDS

8.0141 Single Family Detached Dwellings and Plexes Development and Design Standards.

(***)

- 78. Landscaping.** See Section ~~8.03440~~. **Landscaping standards are as follows:**
- On all lots which new single-family detached dwellings or plexes are constructed, landscaping shall be installed between the corresponding façade(s) of the structure and the edge of the street(s), public or private, for the entire length of the street frontage(s).**
 - Required landscaping can include, but is not limited to, a combination of the following materials: living plant material such as trees, shrubs, flowers, and lawn; and non-living materials such as walkways and courtyards consisting of**

brick, concrete, asphalt, decorative rock, or other approved materials. Applicable landscaping requirements are subject to the following:

- i. Xeriscaping is encouraged. The minimum required allowance for plantings shall be 25%. Rock, rock gardens and bark areas without plantings do not qualify as landscaping or xeriscaping.
- ii. The use of gravel is limited to spaces specified for the parking of RVs.
- iii. Areas of exposed dirt are not allowed.
- c. Street trees are required to be installed on all residential lots fronting on public or private streets, including lots already platted at the time of adoption of this ordinance, but not yet developed. Additional standards are located in Section 8.3035.5.K.

<u>Lot Width</u>	<u>Number of Street Trees Required</u>
<u>Corner Lot</u>	<u>Tree requirements will be based on each street frontage length.</u>
<u>50 feet and less</u>	<u>1</u>
<u>51-100 feet</u>	<u>2</u>
<u>101-150 feet</u>	<u>3</u>
<u>151 feet and more</u>	<u>One tree/40 feet of width fronting street.</u>

- i. Flag lots shall be exempt from street tree requirements unless the frontage portion of the flag lot is 30' or greater.
- d. All landscaping and street tree installation shall be completed prior to issuance of a Certificate of Occupancy.

(***)

8.0142 Townhouse Development and Design Standards.

(***)

5. **Design Standards.** New townhouses shall meet the design standards in subsections A through F of this section.

(***)

E. Landscaping. ~~See Section 8.3035(5).~~ Landscaping standards are as follows:

- a. On all lots which new townhouses are constructed, landscaping shall be installed between the corresponding façade(s) of the structure and the edge of the street(s), public or private, for the entire length of the street frontage(s).
- b. Required landscaping can include, but is not limited to, a combination of the following materials: living plant material such as trees, shrubs, flowers, and lawn; and non-living materials such as walkways and courtyards consisting of

brick, concrete, asphalt, decorative rock, or other approved materials. Applicable landscaping requirements are subject to the following:

- i. Xeriscaping is encouraged. The minimum required allowance for plantings shall be 25%. Rock, rock gardens and bark areas without plantings do not qualify as landscaping or xeriscaping.
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<u>151 feet and more</u>	<u>One tree/40 feet of width fronting street</u>

- i. Flag lots shall be exempt from street tree requirements unless the frontage portion of the flag lot is 30' or greater.
- d. All landscaping and street tree installation shall be completed prior to issuance of a Certificate of Occupancy.

(***)

//Analysis: Through a scrivener's error, the current single-family detached dwellings and plexes code (Section 8.0141) cites and directs users to an incorrect section for landscaping standards. Additionally, for townhouse landscaping standards, the current code directs users to the landscaping standards in Section 8.3035, Site & Design Review. These landscaping standards are better suited for multi-family complexes and commercial and industrial developments.

The recommendation adds back the landscaping requirements from the previous RDC, references the street tree section from Section 8.3035.5, and provides additional clarification to aid users in submissions of new single-family detached dwellings, plexes, and townhouses developments.//



City of Redmond - Financial Overview

1Q FY22/23

Key Financial Highlights

- * Year-to-date operating expenses at 22%, year-end projection = 96% (-\$2.4m City-wide, -\$0.7m GOF)
- * Health Insurance: Premiums +9% in January (bgt +15%): \$144k savings relative to budget
- * Property Taxes: Assessed Value +7.0% (bgt +6.5%) (+\$75k vs. bgt.), collections: primarily in Nov.
- * Development revenues have slowed substantially; down about 60% from 1Q 21/22
- * General Operating Funds projected to decrease fund balance by \$2.1m in 22/23, which includes \$2.4m in one-time investments (Public Safety Facility (\$1.1), LED street lights (\$0.8), PW facilities (\$0.4))
- * Airport: passengers year-over-year (YOY) +4%, fund balance estimated to increase by \$2.5m in 22/23
- * Juniper Golf net cash flow was +\$210k in 1st Qtr. 22/23 compared to +\$234k in 1Q 21/22

Operating Financial Performance by Department (\$ in Millions)

General

Expenditures / Budget:	23%		
Operating Revenues / Budget:	6% * No Property Taxes yet, Lodging Taxes +3% (YOY)		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (3.514)	\$ (1.093)	\$ (1.037)
Sub-Fund Balance:	\$ 2.588	\$ 5.009	\$ 4.948

* \$1.1m towards Public Safety Facility

Police

Expenditures / Budget:	25%		
Operating Revenues / Budget:	26%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.123	\$ (0.105)	\$ (0.392)
Sub-Fund Balance:	\$ 2.627	\$ 2.398	\$ 2.062

* Personnel -\$288k (-2%)

Public Works

Transportation

Expenditures / Budget:	17%		
Operating Revenues / Budget:	20% * Gas Tax Sharing at 16% of bgt.		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.129)	\$ (0.630)	\$ (0.798)
Sub-Fund Balance:	\$ 1.588	\$ 1.088	\$ 0.775

* Personnel -\$95k (-6%)

Parks & Facilities

Expenditures / Budget:	22%		
Operating Revenues / Budget:	26%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.027	\$ (0.249)	\$ (0.292)
Sub-Fund Balance:	\$ 0.887	\$ 0.611	\$ 0.452

* Personnel -\$84k (-7%)

Water

Expenditures / Budget:	21%		
Operating Revenues / Budget:	36%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 1.055	\$ (0.588)	\$ (0.428)
Sub-Fund Balance:	\$ 4.719	\$ 3.076	\$ 2.672

* Water Sales -\$202k (-3%)

Wastewater

Expenditures / Budget:	20%		
Operating Revenues / Budget:	27%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ 0.168	\$ 0.255	\$ (0.089)
Sub-Fund Balance:	\$ 4.320	\$ 4.408	\$ 3.804

* Sewer Sales +\$89k (+1%)

Personnel -\$156k (-9%)

Stormwater

Expenditures / Budget:	25%		
Operating Revenues / Budget:	25%		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.050)	\$ (0.157)	\$ (0.193)
Sub-Fund Balance:	\$ 0.367	\$ 0.261	\$ 0.233

Engineering

Expenditures / Budget:	22%		
Operating Revenues / Budget:	24% * Development Revenues at 25% of bgt.		
	YTD	YE Proj.	YE Budget
Sub-Fund Balance Change:	\$ (0.005)	\$ (0.258)	\$ (0.139)
Sub-Fund Balance:	\$ 0.652	\$ 0.399	\$ 0.465

Key Statistics (\$ in Millions)

Property Tax (PT) Collections

FY22/23 (Current)	\$ 0.067
FY22/23 (Projection)	\$ 12.510
FY22/23 (Budget)	\$ 12.435
FY21/22	\$ 11.760
FY20/21	\$ 10.671
FY19/20	\$ 9.837

Franchise Fees

FY22/23 (Current)	\$ 0.911
FY22/23 (Projection)	\$ 4.197
FY22/23 (Budget)	\$ 4.246
FY21/22	\$ 4.035
FY20/21	\$ 3.805
FY19/20	\$ 3.540

State Shared Revenues

FY22/23 (Current)	\$ 0.495
FY22/23 (Projection)	\$ 3.866
FY22/23 (Budget)	\$ 3.875
FY21/22	\$ 3.889
FY20/21	\$ 3.408
FY19/20	\$ 2.987

General Operating Fund (GOF) Balance

FY22/23 (Current)	\$ 8.293
FY22/23 (Projection)	\$ 9.681
FY22/23 (Budget)	\$ 8.541
FY21/22	\$ 11.804
FY20/21	\$ 8.640
FY19/20	\$ 7.173

Gen. Op. Fund (GOF) Balance Change

FY22/23 (Current)	\$ (3.511)
FY22/23 (Projection)	\$ (2.123)
FY22/23 (Budget)	\$ (2.753)
FY21/22	\$ 3.163
FY20/21	\$ 1.468
FY19/20	\$ 0.538

Water Sales

FY22/23 (Current)	\$ 2.783
FY22/23 (Projection)	\$ 7.333
FY22/23 (Budget)	\$ 7.535
FY21/22	\$ 6.907
FY20/21	\$ 6.705
FY19/20	\$ 6.046

Sewer Sales

FY22/23 (Current)	\$ 1.658
FY22/23 (Projection)	\$ 6.655
FY22/23 (Budget)	\$ 6.566
FY21/22	\$ 6.230
FY20/21	\$ 5.904
FY19/20	\$ 5.611

Finance/Budget Contact:

Jason Neff
541.923.7729
jason.neff@redmondoregon.gov

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

Airport

Expenditures / Budget:	14%	* Debt Service at 0%, Operating Expenses at 21%		
Operating Revenues / Budget:	28%	* YOY: Passengers +4%, Parking +16%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 1.743	\$ 2.517	\$ 0.517	* Fed. Relief = \$1.8m
Sub-Fund Balance:	\$ 29.118	\$ 29.893	\$ 26.783	Cap. Proj. & Equip. = \$3.0m

CDD

Operations

Expenditures / Budget:	20%			
Operating Revenues / Budget:	21%	* Business Licenses at 2%, Code Enf. Surcharge at 26%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.007)	\$ 0.051	\$ (0.102)	
Sub-Fund Balance:	\$ 0.395	\$ 0.452	\$ 0.246	

Building

Expenditures / Budget:	22%			
Operating Revenues / Budget:	23%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.065)	\$ (0.200)	\$ (0.456)	
Sub-Fund Balance:	\$ 4.305	\$ 4.169	\$ 3.662	* 23 months of operating exp.

Current Planning

Expenditures / Budget:	21%			
Operating Revenues / Budget:	22%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.003)	\$ (0.134)	\$ (0.042)	
Sub-Fund Balance:	\$ 1.015	\$ 0.884	\$ 0.991	* 14 months of operating exp.

Long Range Planning

Expenditures / Budget:	17%			
Operating Revenues / Budget:	22%	* LR Planning Surcharge at 22% of budget		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.011)	\$ (0.097)	\$ (0.132)	
Sub-Fund Balance:	\$ 0.208	\$ 0.122	\$ 0.057	

Golf

Expenditures / Budget:	23%			
Operating Revenues / Budget:	31%	* Golf rounds at 36% of bgt., Golf revenue +4% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.222	\$ (0.118)	\$ (0.122)	* YTD oper. NCF +\$210k
Sub-Fund Balance:	\$ 0.670	\$ 0.330	\$ 0.367	* YE = 54 days of oper. exp.

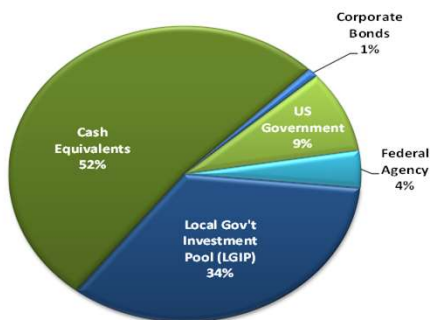
Major Project Status (\$ in Millions)

Project	Phase	Funding	Spent	% Spent	Budget
South Redmond Water Facility (SRWF)	Construction	Fully Funded	\$ 18.6	98.4%	\$ 18.9
Redmond Wetlands Complex (RWC)	Design (60%)	Loan Pending	\$ 2.4	3.4%	\$ 70.0
Public Safety Facility (PSF)	Pre-Design	Fully Funded	\$ 2.3	4.8%	\$ 49.0
Airport Terminal Expansion (Phase 1)	Design	~ 60% Funded	\$ 0.0	0.0%	\$ 100.0

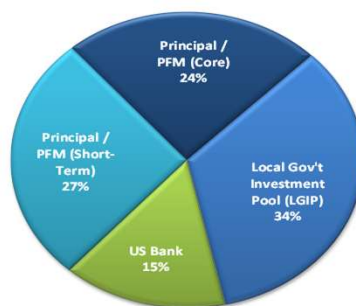
Cash & Investments Summary

Total Cash & Investments	\$156M	Yields	
Weighted Maturity	4 months	Principal / PFM Asset Mgmt.	4.3%
Weighted Credit Quality	AAA	Local Gov't. Investment Pool (LGIP)	2.5%

Diversification



Accounts



Key Statistics (Cont.)

Passenger Facility Charges (PFCs)	
FY22/23 (Current)	\$ 0.509
FY22/23 (Projection)	\$ 2.099
FY22/23 (Budget)	\$ 1.930
FY21/22	\$ 1.958
FY20/21	\$ 1.251
FY19/20	\$ 1.484

Planning Permit Revenue

FY22/23 (Current)	\$ 0.114
FY22/23 (Projection)	\$ 0.366
FY22/23 (Budget)	\$ 0.506
FY21/22	\$ 0.550
FY20/21	\$ 0.465
FY19/20	\$ 0.369

Expenditures (Excl. URA)

FY21/22 (Current)	\$ 29.4
FY21/22 (Budget)	\$ 159.7
FY21/22	\$ 110.9
FY20/21	\$ 99.3
FY19/20	\$ 92.7

Debt Service Coverage Ratio

General Operating	3.59
Water	1.14
Wastewater	2.92
Airport	2.22

Long-Term Debt (Excl. Gen. Oblig.)

FY22/23	\$ 75.1
FY21/22	\$ 81.1
FY20/21	\$ 90.5
FY19/20	\$ 93.1
FY18/19	\$ 78.8

Moody's Credit Rating

FFCO (7/22)	Aa2
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Cash/Investment Balances

US Bank (Cash)	\$ 23.7
LGIP (Short-Term Invest)	\$ 53.1
Principal (Short-Term Invest)	\$ 42.3
Principal (Core Invest)	\$ 37.3
TOTAL	\$ 156.3

Assessed Value Growth (Gen. Levy)

FY22/23	7.0%
FY21/22	9.6%
FY20/21	8.5%
FY19/20	8.1%

Property Tax Base

Maximum Assessed	\$ 3,229
Real Mkt Value	\$ 7,239
MAV / RMV	45%

City/Citizen PT Rate / \$1,000

FY22/23	\$5.13 / \$19.16
FY21/22	\$4.41 / \$18.51
FY20/21	\$4.41 / \$18.20
FY19/20	\$4.41 / \$17.93



FISCAL YEAR 2022/23

1ST QTR. FINANCIAL REPORT

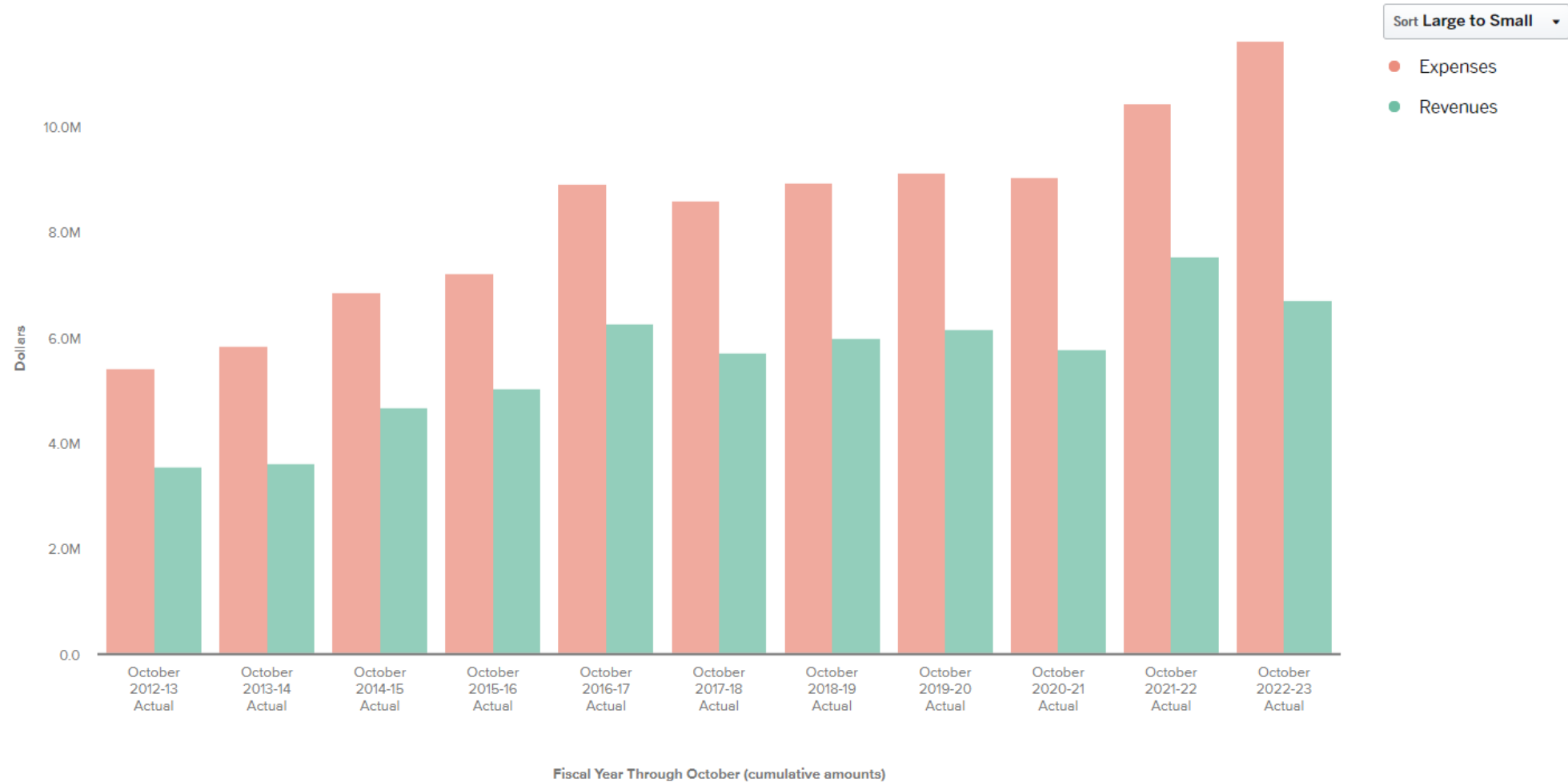
REDMOND CITY COUNCIL

NOVEMBER 15, 2022



GENERAL OPERATING FUNDS

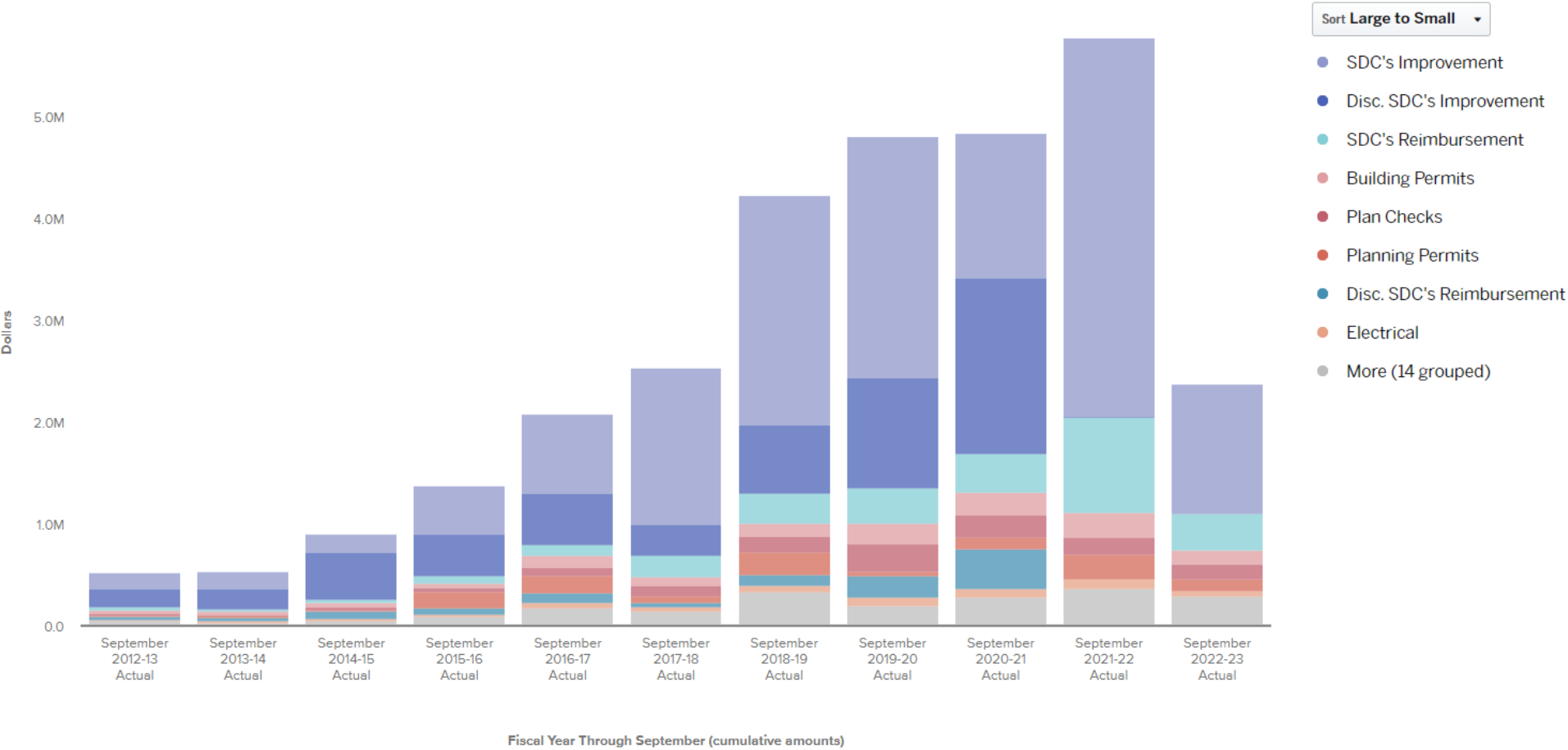
HISTORICAL “CASH FLOW” JUL - OCT





DEVELOPMENT REVENUE

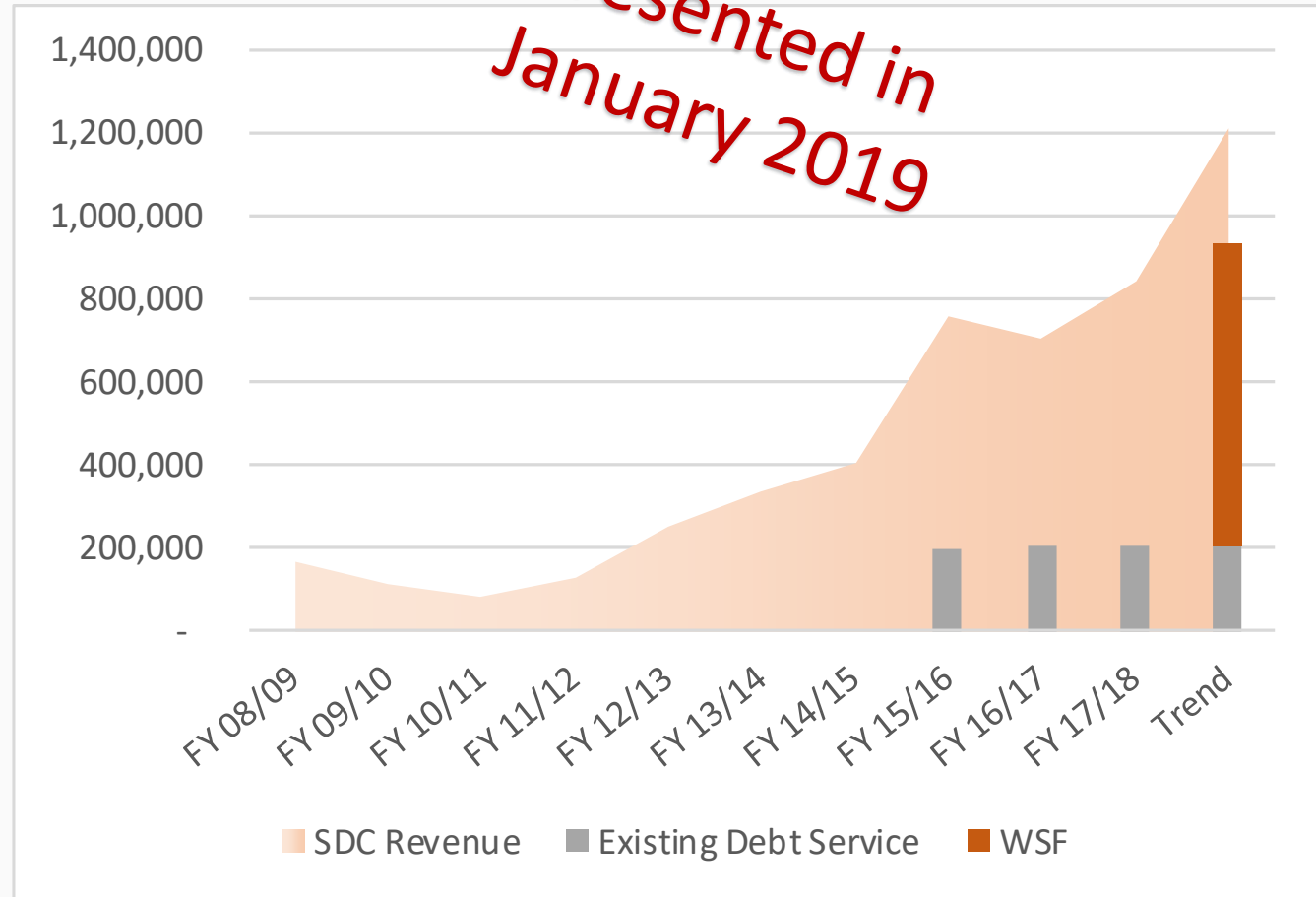
1ST QUARTER COMPARISON





WATER SDC REVENUE VS. EXPENSES

*Presented in
January 2019*

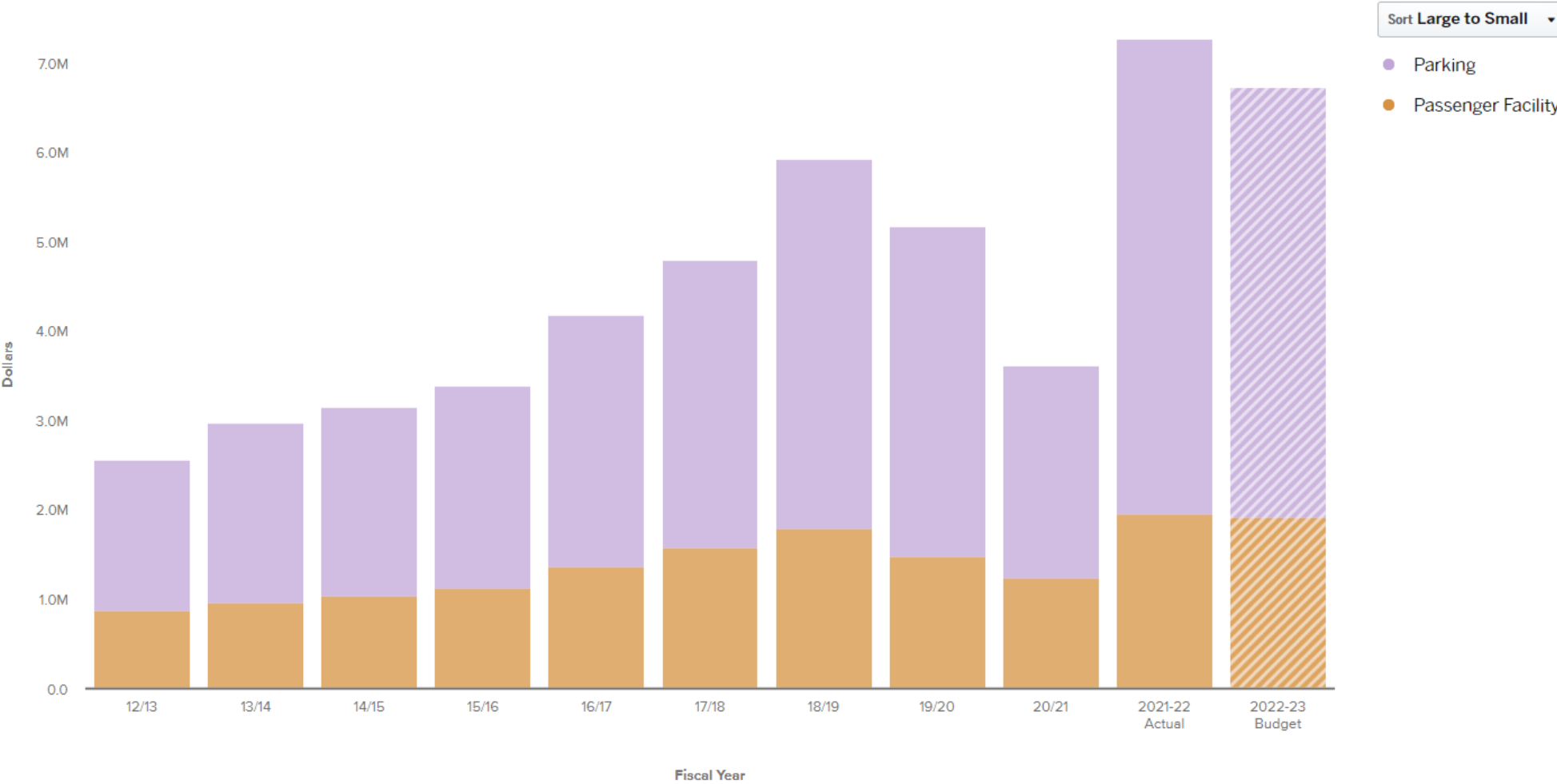


**BACKSTOP: WATER INFRASTRUCTURE MAINTENANCE FUNDS,
CURRENTLY \$1.8 MILLION / YEAR**



AIRPORT REVENUES

PASSENGERS VS. PARKING UTILIZATION







CITY OF REDMOND

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STAFF REPORT

DATE: November 15, 2022
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Chuck Arnold, Economic Development/Urban Renewal Program Manager
SUBJECT: Authorize Contract of up to Seven Years with Fratzke Commercial to Serve as the City of Redmond Broker of Record for Real Estate Services

Addresses Council Goal:

1. Sustain Operations: Provide or enhance current levels of operations in all facets of municipal service delivery.
G. Manage financial affairs in a transparent, responsible and consistent manner.

Report in Brief:

This item requests City Council authorize an up to seven-year contract which includes two, one-year extensions, with Fratzke Commercial to provide Real Estate Services for the City of Redmond.

Background:

The City has had a non-exclusive agreement with Fratzke Commercial to provide Real Estate Services since 2017. The Real Estate Broker assists the City with the sale and purchase of real property, as well as consulting on matters related to real estate research, diligence, and market conditions.

On September 16, 2022, the City issued a Request for Proposals (RFP) for providing real estate services. Two responses were received.

An Evaluation Committee composed of a diverse mix of City staff individually reviewed the Proposals and convened a meeting to evaluate the submittals. Criteria assessed for a total of 100 points included:

- Understanding and Strategy (30 points)
- Technical Expertise (30 points)
- Past Experience and History (20 points)
- Qualifications and References (20 points)

Proposal scores averaged 76.67 for Compass Commercial and 88 for Fratzke Commercial.

Discussion:

The City desires to obtain Real Estate Services from Fratzke Commercial. Per the Real Estate Service contract, Fratzke Commercial will perform services including, but not limited to:

- Evaluating market research/data to determine the recommended sales or purchase price of property.
- Assisting to draft request for proposals or similar documents to list certain property or properties for sale, that may have development, land-use, or restrictive requirements.
- Representing the City in the listing and/or purchasing of select property or properties for sale.
- Evaluating market research/data including comparable sales or rent rates.
- Listing City-owned space for lease and/or identifying available space for the City to lease.
- Marketing, advertising, networking and signage at the Broker's expense.
- Providing a Broker opinion of value for select property or properties as required.
- Information analysis, evaluation, and negotiations to ensure the best possible outcome.

- Analyzing and evaluating all inquiries/letters of intent/offers or the like received on subject properties or space.
- Preparing and presenting offers/counter-offers or addenda and securing document signatures and earnest monies as appropriate.
- Consulting on related matters such as viability of prospective purchaser, tenant, counter-offers, tenant improvements/allowances, etc.
- Consulting for any land divisions, surveys, inspections, cleanup, etc., as may be necessary in connection with specific transactions.
- Providing information and documents necessary for escrow during due diligence periods and in preparation for closing.
- Facilitating Purchase and Sales Agreements, documents related to the sale or purchase of property, lease documents, and other associated documents as identified or as appropriate.

The initial service duration will begin January 1, 2023, and extend through December 31, 2030. The seven-year contract includes the option for two one-year extensions.

Fiscal Impact:

This contract will impact resources when the Real Estate Broker represents the City in the sale, acquisition, lease, research and analysis of property, which can be anywhere from one to four transactions a year. The commissions vary from 2.0% to 6.0% depending on the type of transaction (e.g., sale or acquisition of property listed by City, no cooperating broker, property formally or not formally not listed, leasing of City property). Additionally, hourly fees for research and analysis will be paid at a rate of \$80-\$200 per hour depending on the Broker staff utilized.

Alternative Courses of Action:

1. Award the Real Estate Services contract for the City to Fratzke Commercial.
2. Do not authorize the request.
3. Request more information.

Recommendation / Suggested Motion:

"I move to award an up to seven-year contract with two optional one-year extensions for Real Estate Services to Fratzke Commercial and authorize the City Manager to execute the contract."