



CITY COUNCIL
December 9, 2014
Council Chambers • 777 SW Deschutes Avenue

COUNCIL MEMBERS

George Endicott
Mayor

Tory Allman
Councilor

Joe Centanni
Councilor

Camden King
Councilor

Ginny McPherson
Councilor

Ed Onimus
Councilor

Jay Patrick
Councilor

DECEMBER 9, 2014 SPECIAL MEETING AGENDA 6:30 P.M.

I. CALL TO ORDER / ESTABLISH A QUORUM

II. PRESENTATIONS

A. Sustainable City Year Program Exhibit 1

III. ACTION ITEMS

A. Res. #2014-24 – A resolution of the City of Redmond, Oregon, Exhibit 2
extending the Forked Horn Butte Road Reimbursement District.

IV. EXECUTIVE SESSION

Oregon Law permits public bodies to meet in executive session to discuss specific matters which are not open to the public. Final actions or decisions on these matters will be made during regular session.

A. Litigation – 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.”

Under the provisions of the Oregon Public Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

V. MOTIONS AS A RESULT OF EXECUTIVE SESSION

VI. OTHER BUSINESS

VII. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:30 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:30 p.m.

Anyone needing accommodation to participate in the meeting must notify the ADA Coordinator at least 48 hours in advance of the meeting at 541-504-3036, or through the Telecommunications Relay Service (TRS) which enables people who have difficulty hearing or speaking in the telephone to communicate to standard voice telephone users. If anyone needs Telecommunications Device for the Deaf (TDD) or Speech To Speech (STS) assistance, please use one of the following TRS numbers: 1-800-735-2900 (voice or text), 1-877-735-7525 (STS English) or 1-800-735-3896 (STS Spanish).

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



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Community Development Department

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STAFF REPORT

DATE: December 9, 2014
TO: Mayor and Council Members
THROUGH: Keith Witcosky, City Manager
FROM: Heather Richards, Community Development Director
SUBJECT: Sustainable City Year Program Presentation

Addresses Council Goal:

3. Preserve and Enhance the City's Infrastructure. Preserve and enhance the City's infrastructure to position the City for future growth.

6. Community Enhancement. Create an image and identity that generates a sense of community pride, ensures a high quality of life and safety for our citizens, and attracts new residents and businesses and facilitates opportunities for success.

7. Comprehensive Planning. Enhance the quality of life in the city through adoption of programs, policies, and standards that balance growth while maintaining its unique character.

Report in Brief:

This is a presentation about opportunities to advance City of Redmond initiatives through the University of Oregon Sustainable City Year Program (SCYP). The SCYP is an innovative, award-winning program that matches a full year of undergraduate and graduate school courses with one community to advance strategic projects over an academic year. The program is in part an effort to reflect the mutual benefits of extending the academic strength of the University of Oregon statewide to help bring solutions to some of the real issues being faced by Oregon's communities.

Redmond City staff believes we should pursue the SCYP because it presents a significant opportunity to leverage external talent and creativity and recommends the City participate in this initiative through an investment in our FY 15/16 budget. This is a competitive process with applications due January 30, 2015. Mark Schlossberg from the University of Oregon's Sustainable Cities Initiative will provide a presentation on the program at the December 9, 2014, City Council meeting.

Background:

The SCYP is five years old. Over its brief history, communities such as Gresham, Salem, Springfield and Medford have taken advantage of the partnership. The application process begins with a community providing a list of projects they are hoping to achieve through the talent of University students and staff during an academic year. Projects can vary from infrastructure oriented work such as designing transportation improvement projects, parks, new public facilities, stormwater drainage systems, bicycle and pedestrian trails to economic work such as costs benefit analyses of what type of residential tax base is needed to support public services, what types of public improvements increase property values, to economic development projects such as market research and analysis for a business area, development of business recruitment and retention programs, etc. The range of projects reflects the depth of programs offered at one of Oregon's premier universities.

The program provides:

- Cities with access to more than 400 students, 15-20 faculty, 40,000 hours and 25 university courses bringing new ideas, access to innovative thought and technology and the opportunity to “think outside of the box”.
- Students with “real-world” applications and the opportunity to make a difference.
- Universities with the opportunity to be partners, relevant and part of solutions for a community's most pressing needs.

The Sustainable City Year faculty and students work through a variety of studio projects and service learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP has included courses in Architecture, Arts and Administration, Business Administration, Business Management, Economics, Interior Architecture, Journalism, Landscape Architecture; Law; Planning, Public Policy, and Management; Product Design; Geography, Digital Arts, and Civil Engineering (at Portland State University). Additional disciplines may be added, depending on the community's needs and faculty interest. Many SCYP projects combine multiple disciplines to address problems from diverse perspectives.

The chosen community can expect:

- Concept plans and designs that can energize staff and community members around projects tied to partner goals. Students can explore and innovate in directions that are sometimes unavailable to partner staff or consultants due to constrained project budgets or political conditions.
- A high rate of return on investment, with 40,000 – 80,000 hours of student work on projects.
- Increased energy and enthusiasm among residents and partner staff, and greater support from residents for proposed solutions, through student outreach in your area.
- Robust proposals that can spark community and staff discussions, increase the breadth of conversations around projects, as well as help to get “stuck” projects moving.
- Increased publicity in local, state, regional, and national publications (see examples on SCI's web site), and an improved reputation as a forward thinking, sustainable organization. SCYP project results can help you clarify, understand, and apply sustainability and livability principles.
- An interdisciplinary group of faculty experts with first-hand knowledge of innovative research and practices.
- Interested students, with on-the-ground knowledge of your area, who may serve as candidates for future internships and staff positions. Students often turn out to be informal ambassadors for the partner, describing their successful collaborations with the partner in presentations, community meetings, future academic courses, and job interviews.
- A one-day visit with partner staff by a national expert in transportation or another sustainability field, arranged through SCI's Experts-in-Residence program. Recent Experts-in-Residence have been Gabe Klein, Transportation Commissioner for the City of Chicago and previous Director of the Washington, D.C. Department of Transportation; and Jonathan Levine, Professor and Chair of the Urban and Regional Planning program in the Taubman College of Architecture and Urban Planning at the University of Michigan.

Discussion:

The Redmond leadership team has been discussing this opportunity for the past couple of years. With Redmond's willingness and openness to creatively approach problems in search of the best solutions this program has appeared to be a great, and needed, match for our team and community.

In FY 2015/16 there are many projects planned that are either in the existing Capital Improvement Plan, Urban Renewal Plan, or part of a work program of an enterprise fund that the application fee would not have much of an impact on the general fund. These projects are all important. Many of them would require a financial investment in either professional services contracts (consultants) or hiring of staff. We believe the cost/benefit of leveraging the SCYP provides the City the opportunity to get greater value at a lesser cost.

A small sample of projects being considered are:

- Emergency Planning for Cascadia Event – Redmond specific plan: The creation of an emergency response plan for City personnel in the event of the Cascadia earthquake.
- Feasibility Analysis of a Redmond Sports Complex: There are many discussions in Redmond regarding the need for a sports complex and the economic benefit of such a facility. This project would entail an overall feasibility study of the need, investment and return to the community.
- Airport Design Guidelines: Building, signage and landscaping design guidelines for development at Roberts Field.
- Airport Strategic Marketing Plan: A strategic marketing plan to maximize marketing and advertising opportunities at the airport and for the airport.
- Stormwater System Evaluation in the Dry Canyon: There are several stormwater features in the Dry Canyon Park that were developed primarily to serve a utilitarian function. During large storms, these features as currently designed allow for overflow and infiltration across a large area leading to erosion and impact to the trail system. The goal of this project is to evaluate the stormwater features in the Dry Canyon for function along with plans to beautify the features to better fit the park setting.
- Branding/Marketing Plan for Utilities: The value provided by the City utility services (water, wastewater, stormwater) go largely unrecognized until an interruption of service occurs. The City currently provides public outreach through the billing newsletter, presence during public events (County Fair, Earth Day, etc.), hosting educational tours and annual water quality reports. This project will assist in developing a strategic message and marketing strategy to proactively advertise the value provided to the rate payers and community.
- S US 97 Design and Development Guidelines: As the City and ODOT explore a comprehensive ROW reconstruction project, the development of design and development guidelines for landscaping, signage and building improvements will help to reinforce the gateway sense of place that this corridor deserves and that will help to revitalize the business productivity of S US 97.
- S US 97 Costs Benefits Analysis: An analysis of return on public project investment for private development and public tax base.
- Centennial Park Expansion Design Concepts: Design charrettes for potential expansion of Centennial Park.
- Downtown Parking Garage Study: Study identifying location, costs, costs benefits and thresholds for consideration of a parking garage in downtown Redmond.

Fiscal Impact:

There is an approximate fee of \$250,000 - \$300,000 to pay for expenses associated with the program, as well as staff coordination. Most of the fees for the project list are already planned in the FY 15/16 budget. An exact impact to the General Fund is unknown at this time because it depends, in part, on the number of projects we pursue which are not part of Enterprise Funds. If chosen, Redmond has the opportunity to negotiate the project list and contract with the SYCP program to ensure that budget support is available.

Alternative Courses of Action:

Not applicable at this time.

Recommendation/Suggested Motion:

Not applicable at this time. This is an informative presentation only.

Heather Richards
Community Development Director



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STAFF REPORT

DATE: December 9, 2014
To: Mayor and Council Members
THROUGH: Keith Witcosky, City Manager
FROM: Mike Caccavano, City Engineer
SUBJECT: Forked Horn Butte Road Reimbursement District Time Extension

REPORT IN BRIEF: Request for extension of the Forked Horn Butte Road Reimbursement District.

BACKGROUND: The City has the ability to create reimbursement districts when a developer constructs public improvements that have the potential to benefit adjacent properties. The reimbursement district has a 10-year life and if the adjacent property develops during that time, the owner is required to reimburse the person that originally constructed the improvements. Reimbursements are typically half the cost of the waterline, sewer or street when the infrastructure benefits both properties. The process requires an Engineer's Report, an agreement between the city and developer, notification of the property owners in the district, a public hearing and approval of a resolution by City Council.

A reimbursement district was created in December 2004 when GMK Developments constructed street, sewer and waterline improvements in Forked Horn Butte Road between SW Salmon and SW Majestic Avenues for the Majestic Ridge Phase 3 subdivision. These improvements benefited two adjacent parcels of land on the west side of Forked Horn Butte Road. The reimbursement assessment was paid this fall for one of the properties. The remaining parcel, owned by Washington Federal Bank has an assessment of \$8,886 for sewer, \$9,447.25 for water \$4,339.95 for street and \$2,349.26 for fees, engineering and surveying. The Forked Horn Butte Road Reimbursement District was recorded as Resolution #2004-51.

DISCUSSION: In accordance with City Code Section 4.650.5, the original applicant, Glenn Kotara, has requested an extension of the reimbursement district for five years. Extension of the reimbursement district is at the sole discretion of the City Council. City Code allows for the extension of sewer and water reimbursement, but not street reimbursements. Water and sewer lines typically have a life of 50 years or more and for the 10-year life of a reimbursement district, the value does not significantly decline. Street pavement, with a typical lifespan of 20 years, does decline during the life of the reimbursement district and City Code allows for that with a declining reimbursement amount and a prohibition against extensions. If approved, the reimbursement district would be in effect until December 14, 2019.

The adjacent property owner, Washington Federal Bank, has been contacted about the proposed extension. There is a complicating factor in this reimbursement district extension. Deschutes County discovered a flaw in the original conveyance and determined that the right of way for Forked Horn Butte Road is still privately owned. Our City Attorney is working to resolve the right of way dedication along with Washington Federal Bank and has advised staff that the City Council can extend if it chooses.

FISCAL IMPACT: The City is obligated by the original agreement to make a reasonable effort to collect the reimbursement fee and also by agreement can charge \$35 for reimbursement and reconveyance when the reimbursement is paid. The total reimbursement assessment to be paid by the owner of Tax Lot 1513190001005 will be \$20,682.51 if they make use of the Forked Horn Butte Road improvements in the next five years. The City will collect the funds and disperse them to GMK Developments.

OPTIONS:

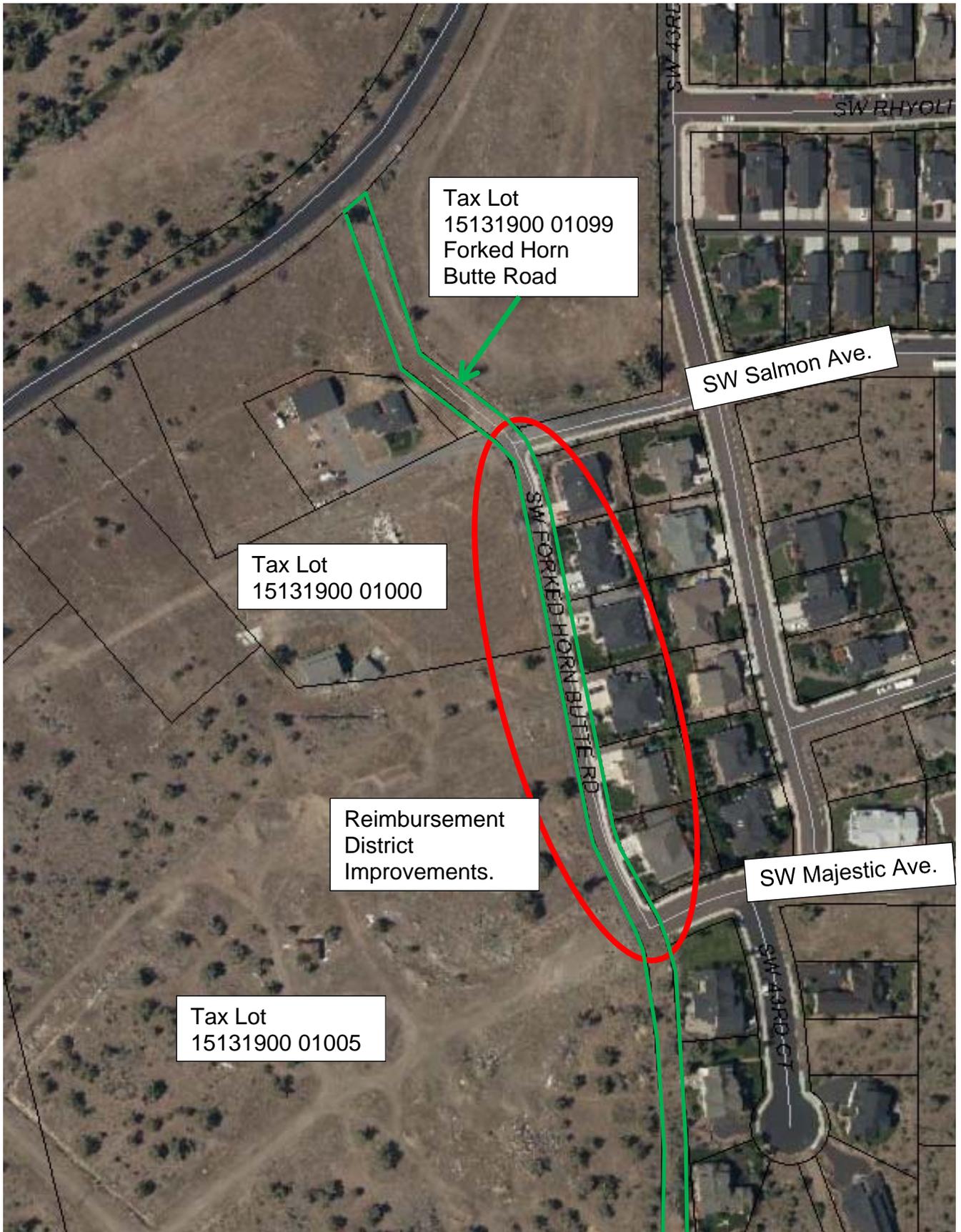
1. Adopt Resolution #2014-24 extending the Forked Horn Butte Road Reimbursement District five years
2. Do not adopt Resolution #2014-24
3. Request additional information

STAFF RECOMMENDATION AND SUGGESTED MOTION:

Option #1. "I move to adopt Resolution #2014-24."

Respectfully submitted,

Michael P. Caccavano, City Engineer



Tax Lot
15131900 01099
Forked Horn
Butte Road

Tax Lot
15131900 01000

Reimbursement
District
Improvements.

Tax Lot
15131900 01005

SW Salmon Ave.

SW Majestic Ave.

SW FORKED HORN BUTTE RD

SW 43RD

SW RHYOLT

SW 43RD CT

**REDMOND RESOLUTION
RESOLUTION NO. 2014-24**

A RESOLUTION OF THE CITY OF REDMOND, OREGON, EXTENDING THE FORKED HORN BUTTE ROAD REIMBURSEMENT DISTRICT.

WHEREAS, Redmond City Code Sections 4.600 to 4.665 provide for establishment of a reimbursement district; and

WHEREAS, the Forked Horn Butte Road Reimbursement District was formed December 14, 2004, recorded as Resolution 2004-51 and the original ten-year term will expire on December 14, 2014; and

WHEREAS, pursuant to Section 4.650 of the Redmond City Code the City of Redmond may authorize up to two consecutive five year extensions for water improvements; and

WHEREAS, the original applicant for the Forked Horn Butte Road Reimbursement District has requested a five year extension because adjacent property has not developed or paid the reimbursement;

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

Section 1. The Forked Horn Butte Road Reimbursement District shall be extended for five years for water and sewer improvements. Payment of the reimbursement shall be in accordance with Redmond City Code Section 4.650. The total amount which could be reimbursed to the applicant, Glenn Kotara, pursuant to the Reimbursement District is \$20,682.51.

Section 2. The applicant's right to reimbursement shall end December 14, 2019.

ADOPTED by the Redmond City Council and **SIGNED** by the Mayor this 9th day of December, 2014.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

AFTER RECORDING RETURN TO:
City of Redmond
Recorder's Office
716 SW Evergreen Ave
Redmond, OR 97756

STATE OF OREGON)
) ss
County of Deschutes)

On _____, George Endicott, Mayor, personally appeared before me,

 X who is personally known to me

_____ whose identity I proved on the basis of _____

_____ whose identity I proved on the oath/affirmation of _____, a credible witness to be the signer of the above document, and he acknowledged that he signed it.

Notary Public for Oregon
My Commission Expires: _____