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Redmond, Oregon  
97756

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DEPARTMENT OF STATE LANDS

November 15, 2007

Oregon Department of State Lands  
Attn: Ms. Louise Solliday, Director  
775 Summer Street, NE  
Salem, Oregon  
97301-1279

Dear Ms. Solliday,

The purpose of this letter is two fold: 1. To congratulate the Oregon Department of State Lands personnel who have conducted this study and who were at the presentation meeting in Redmond, Oregon, on November 6, 2007; 2. To offer specific comments about the presentation.

I have also attached a letter that I have written to the Oregon Department of Military regarding a proposed use on future County of Deschutes lands. This letter is strictly information for you guys.

1. STAFF PRESENTATION – I am extremely poor with names, but I think that your department had at least three folks there at this meeting. Plus there was an architect from one of your contracted firms. First of all, EVERYONE was extremely PROFESSIONAL. Their presence at the meeting communicated knowledge, professionalism, ability to listen, ability to lead a meeting properly, and ability to look at the big picture and gain an understanding from a smattering of Redmond citizens who attended.

The contract architect/planner described the four plans without taking up the entire evening and encouraged feedback.

From what I observed during the meeting EVERYONE who asked a question had that question answered. I am going to say that everyone who asked a question did not have to ask a bunch of follow up questions, because the initial answer met everyone's needs. Please pass on to your staff a sincere thank you from me and I think I speak for many other citizens, that this meeting was informative for the future of Redmond. I think that when

this process started some time ago, Redmond was in the midst of a building boom. For the interim period of time, this building boom is now mostly a building whimper. You know, I think it will come back but not anytime soon and probably not at the same intensity unless every house in California burns to the ground.

2. SPECIFIC COMMENTS – I have several comments, not in any particular order, and although I was a member at one time of the Redmond Planning Commission, my degree of knowledge about what those guys are doing now is severely diminished. However, after having said that, I did work at Irvine Ranch Water District in California for almost 20 years and chronicled the growth of a town from 25,000 to 125,000. So I felt like I could have helped The City of Redmond with some insight about rapid growth, but that was not to be. I also bring almost 40 years of sewer plant experience to the table.

Sewer – I am not sure if you guys know, but the City of Redmond sewer plant is located in the dry canyon at the extreme North End of Redmond, about a mile west of the intersection of HWY 97 and O’Neil junction. There is a reasonable quantity of land for the City to expand their plant on there but the linear distance of this new property to the south from the existing plant, to me, is too far of a distance for a gravity flow system. So the City would be looking at adding a significant sized sewage lift station here in the south with sewage being pumped under the existing alignment of HWY 97 west towards a road called Helmholtz near where the proposed new high school could be sited. THE MAJOR PROBLEM WITH THIS CONCEPT is that the City of Redmond recently expanded their UGB and even more recently annexed land in the extreme Northwest section of the City. The first developers there are going to have to bring a major trunk sewer out of the dry canyon west towards Helmholtz. This pipeline will be designed to include the sewage flows from all businesses and homes along the Helmholtz Ave corridor. Any sizing of this future line to date does not include any quantity of sewage that might be generated from this 950 acres potentially being added to the South of Redmond. Probably the cheapest solution is to make all of the developers pay for the incremental size increase from the sewer plant in the far North to the expected terminus of the future sewer line, (IN 20 YEARS), when the sewer line is terminated near the future high school site far to the South. However, I would propose that the City build a second sewer plant in the new area being added to the City to the South. One of the purposes of this sewer plant would be to provide

reclaimed water to all of the landscaping in this area and also provide water for landscaping to the golf course future and existing, the fairgrounds and the airport where landscaping water is needed. Any landscape water features could also have reclaimed water in them. Excess reclaimed water could be spread on adjoining BLM land to replenish the local water supply.

ODOT – The Oregon Department of Transportation, in an example of their infinite wisdom, wants to build HWY 97 as a road that local traffic won't be able to use with much regularity. They do this by limiting the number of connections from the local street network to their fancy roads. Their whole purpose with HWY 97 is that it has to be this SUPERHIGHWAY type of road with limited access. AND ITS PRIMARY IMPORTANCE IS TO BYPASS AS MANY COMMUNITIES AS THEY CAN. I think this is ironic. When you go to their web page, one of their primary objectives with the transportation system is to increase the economic health of Oregon. However that objective is totally forgotten with their plans to bypass every Central Oregon City so that their sacred truck drivers don't have to slow down a single MPH of speed when passing through a Central Oregon city.

ODOT is presenting everyone with a tremendous set of problems here in this area. When I was on the planning commission, ODOT presented a set of recommendations that extended the soon to be completed northern HWY 97 bypass at the end of the present bypass, (Veterans Avenue), southward from Veterans, parallel to a certain extent with the railroad tracks, kinda an eastward loop towards the airport where a large intersection would be constructed, then parallel somewhat with the railroad tracks again between the fairgrounds and the railroad and magically connecting at Quarry Avenue. Again, the primary purpose of this extension is to have high speed traffic bypass of the City of Redmond. The bypass we were told is 20 years away, (2025/2027). Since that time, the City of Redmond has decided that they need to extend 19<sup>th</sup> Street down to Quarry Avenue. In my sewer plant days we had a saying; "You can't put 10 gallons of sludge in a 5 gallon bucket. If you try, you will have a mess that you have to walk through." The point of this story is that in this older plan, the HWY 97 bypass had to go between the existing Deschutes Fairgrounds and the existing HWY 97 alignment. Add into this mix a new major city street, 19<sup>th</sup> Street, the railroad tracks, a golf course, a water park, and a possible National Guard armory all trying to co-mingle in this bottleneck.

In your plans, you show moving the HWY 97 bypass east to the east side of the Fairgrounds then having it slice through the bottom corner of the new South Redmond chunk of land. Although some of your plans show an intersection within the 950 acres, from what I heard, ODOT will allow no exits. The bypass within this chunk of land then is just a waste of the new chunk of land. I do not understand why ODOT is building a road that they don't want anyone to drive on. HWY 97 through South Redmond should be managed in a similar manner to how HWY 26 is managed near Portland. When one leaves Redmond, and continues North on the 97 to Madras, they can connect with the 26 and go past Mount Hood and through the eastern suburbs of Portland. Every time I drive this road, I have noticed that there is commerce on both sides of the road and I have also noticed that the sky has not fallen on me just because there is a lot of traffic on the road. I see trucks whizzing by me on this road and exiting to get to Interstate 84 and the sky does not seem to be falling for those guys either. So the reasons that ODOT is planning a ring road around Redmond are not making sense to me. Just manage the traffic situation for three miles until the bypass around the downtown area of Redmond is reached.

The conclusion of my statements on ODOT would be this:

- a. Drop the southern bypass road, both the older version and this projected version that you have drawn in on the plans.
- b. Get the railroad tracks moved to the east of the airport and the fairgrounds
- c. Extend 19<sup>th</sup> Street to the South as proposed by the City
- d. Widen the existing HWY 97 to three lanes each direction and make it into a road that allows turns into businesses.
- e. Build an overpass at Elkhorn as soon as possible to get traffic out of South Redmond onto the 97 as smoothly as possible.

Your staff presented four different proposals. In my own words I classified them as follows:

- Concept A – more homes, less industrial
- Concept B – more jobs, less homes, some parks
- Concept C – large industrial lots
- Concept D – campus industrial

I guess if I had to choose, I would pick either C or D. However, I think that both of these concepts can be modified by expanding the golf course and other recreational facilities such as the water park.

I think that noise needs to be a consideration. I live about a mile and a half from the runway that faces somewhat west and during certain weather conditions when the planes take off, they sound like they are right in the bedroom. One has to remember for the most part these are small sized commuter planes. As the area grows and 737's become a more frequent plane to the area, having homes there in the southern area seems like not a good plan.

The City of Redmond Planning Department has come up with regional town center type of development to reduce commuting and possibly one of these is a logical extension even if the area is primarily residential and campus industrial.

Again I enjoyed the opportunity to participate in the process and your department did a very good job of presenting the information and performing the advanced planning.

Sincerely,

(John Walter

4049 SW Summit Avenue  
Redmond, Oregon  
97756

November 13, 2007

Oregon Military Department,  
Command Group  
Attn: Major General Raymond F. Rees  
P. O. Box 14350  
Salem, Oregon  
97309-5047

Dear Major General Rees,

#### PURPOSE

The purpose of this letter is to submit an opposing comment on a proposal to relocate the National Guard armory from its present location near the intersection of HWY 126 and HWY 97 in Redmond to a location south of the Deschutes County Fairgrounds off of 19<sup>th</sup> Street in Redmond.

#### BACKGROUND

On Thursday, November 6, 2007, I attended a meeting called the "South Redmond Tract – Draft Land Use and Management Plan". At this meeting I observed an aerial photograph showing a proposed relocation and dedication of 40 acres of land to the National Guard directly south of the adjacent Deschutes County Fairgrounds and fronting directly onto a planned extension of 19<sup>th</sup> Avenue. At this meeting I met a very knowledgeable young woman, Ms. Joanne Manson. She did an expert job representing the Oregon Military Department.

#### ANALYSIS

In my 15 years of Total Quality Management training and implementation, these organizations focused on quality have always had to prepare a mission statement, a vision statement, and a values statement. I assume that the National Guard also has these types of statements defining what the Guard is and what it is primarily responsible for. Without having gone through your

entire website I assume that the Guard would have these types of mission statements in the following order of importance:

1. - Recruit and Train soldiers to the finest practices and procedures of the United States Army
2. - Serve the Nation and the State of Oregon in responding to war conditions
3. - Serve the Nation and the State of Oregon in responding to emergencies and disasters
4. - Support the local communities in the nearby vicinity of the Armory or facility by providing an indoor space that can be rented

FROM THESE ASSUMED MISSION STATEMENTS, I write this letter in opposition to the location of the future armory on 19<sup>th</sup> Street at the South end of the existing Deschutes County Fairgrounds.

In my short tour of duty with the 538<sup>th</sup> Engineer Battalion (Construction), in Thailand 1967 thru 1969, I learned a lot about military logistics. I have also been an avid reader of military history and again understand the primary importance of military logistics. IT IS FROM THE THEORY OF MILITARY LOGISTICS that I write this letter opposing the planned relocation of the armory from its present location to the future location off of 19<sup>th</sup> Avenue.

I am going to assume a hierarchal listing of requirements for LOCATION of an armory and then write what I think are reasons why this future location does not meet these requirements.

LOCATION REQUIREMENTS

Armory should be close to major road network.

REASONS AGAINST THIS LOCATION

19<sup>th</sup> St is too far from the 126 and will require major MP or police presence to move convoys into and out of a future armory.

Armory should be close to the major unloading site for cargo and personnel during a disaster

Location at 19<sup>th</sup> St. armory does not meet needs of unloading personnel or cargo during some disaster

Armory should be close to major training center, (Camp Biak)

Location at 19<sup>th</sup> St. does not meet the needs of being close to Camp Biak.

Armory should be close to the equipment lager at Camp Biak.

Location at 19<sup>th</sup> St. moves the armory location further from Camp Biak.

Leadership of National Guard should keep expenses of the Guard and Guard soldiers to a minimum

Relocating the armory from the Highland Ave location to 19<sup>th</sup> St. location will increase the distance Guard soldiers have to drive from Armory to Camp Biak and also increase the distance that equipment has to travel from Camp Biak to the new armory.

#### DISRUPTION OF PLANNED EXPANSION OF DESCHUTES COUNTY FAIRGROUNDS FACILITY BECAUSE OF PROPOSED ARMORY

As a member of the Redmond Kiwanis Club, I have volunteered at the annual Deschutes County/FFA/4H Livestock Auction for the past two years. Many existing club members have been volunteering at this auction for the past 30 years and the club has supported the auction for 50 years as of this year, 2007. In discussing the fairground evolution with Elton Gregory, a distinguished citizen of Deschutes County who was the Redmond School Superintendent for many years and also served on the Deschutes County Fair Board when the fairgrounds was moved from one location in Redmond to its current location in South Redmond, I have found out that the Deschutes County Fairgrounds was projected to expand to the south. From where I understand the new proposed location of the National Guard Armory to be, the armory location will effectively prevent further expansion of the fairgrounds to the south, especially the buildings that potentially require immediate expansion, several of the livestock buildings.

One of the buildings that should be expanded soon is the swine building. Other buildings that require expansion are the sheep, goat and llama

building. These buildings are both directly adjacent the new armory. If these buildings are expanded, the parking area directly adjacent the buildings also need to be expanded and moved south. The grassed area where so many volunteers come and park their RV's for the fair also needs to be expanded and moved south. The ring road that circles the fairgrounds also needs to be moved south. General Rees, I am not sure if you have ever been associated with the herding and movement of pigs. From what I have observed, most of the pigs never "get the memo" that instructs them as to what behavior is expected of them during the fair. And then there is that large segment of the pig population that gets the memo, but they just don't care. If you have a feel for what is required to make get the pigs all in a row, then you would understand the need to further expand the swine building with the associated parking for swine unloading, plus parking for volunteers and relocation of the ring road. The new armory is directly in the path of this future expansion.

In addition to the expansion of Deschutes County Fairgrounds building and associated facilities, the Deschutes County Fairgrounds has begun an entrepreneur venture by constructing an RV park. This park is directly adjacent the proposed armory and will be effectively prevented from expansion once the armory is in place. As you probably know it is quite unusual for a governmental agency to make an entrepreneur venture. But this governmental agency is heading in the right direction and might be one of the few fairs throughout the State of Oregon that actually almost breaks even during its annual fair. There has been a quite a decrease in the number of RV spaces available for visitors to the region. With the proposed location of the new armory, this situation will remain acutely scarce.

I imagine that the staff either at Deschutes County or in the Oregon Military Department feel that an armory located near the fairgrounds can be complimentary to the fairgrounds functions. I imagine that there have been some discussions about shared parking and possibly allowing some fairground activities to take place in the new armory. What I would say about this concept is that the fairgrounds buildings are built with one purpose in mind, to serve the public as a meeting place. In my one attempt to utilize the existing armory for a Kiwanis function, we found the existing building needed a considerable amount of temporary architectural features such as screening and indoor plants to make the space useable for the Kiwanis function. To the degree that those architectural features worked, what we found is that the building was totally dysfunctional from the

standpoint of bringing in a sound system and trying to communicate with a large audience using this sound system. The sound reverberated off of the walls and hardly any person could understand what was being said inside the room over the sound system. It is obvious that the armory is built to provide certain functions, but public communication is not one of them. The new armory building would be in direct competition with the more well designed and people friendly facilities at the fairgrounds.

## SUMMARY

I believe that the location of a future armory on 19<sup>th</sup> Street in Redmond, directly adjacent the Deschutes County Fairgrounds, is the wrong building in the wrong place at the wrong time. My opinion is based on the following:

1. The primary mission statements are unfilled by moving the armory to 19<sup>th</sup> St. in Redmond.
2. The location summary show all negative reasons to locate the armory at 19<sup>th</sup> St. in Redmond.
3. The proposed location of the armory on 19<sup>th</sup> St in Redmond will halt the logical southward expansion of the fairgrounds buildings and also prevent the expansion of the RV park.
4. The proposed location of the armory on 19<sup>th</sup> St. in Redmond will not produce a building that is complementary with fairgrounds buildings and there will not be much of an opportunity to share buildings between the two organizations.

## A PROPOSED NEW LOCATION

General Rees, I think that a much more logical location for the new armory would be in Redmond on the North side of the airport near the U. S. Forestry facilities. At this site, there is an extensive area to park planes, a large warehouse facility, a multiple truck loading/unloading dock, and other facilities that would make a completely better logistical facility to complement the armory. I would be glad to further correspond with you or Ms. Joanne Manson to look this area over. As a former member of the City of Redmond Planning Commission, I am sure that the City of Redmond would be as informed and as willing a partner to see a logical relocation of

the Redmond Armory. With an armory near the airport and HWY 126 as it heads to Prineville, the armory would be much closer to Camp Biak, plus it would still be in a location that it might be able to serve as a rentable facility for community events.

Sincerely,

John Walter

Cc: Governor Ted Kulongoski  
U. S. Senator Ron Wyden  
U. S. Senator Gordon Smith  
U. S. Representative Greg Walden  
Deschutes County Commissioner Tamey Baney  
Deschutes County Commissioner Mike Daly  
Deschutes County Commissioner Dennis Luke  
City of Redmond Mayor Alan Unger