CITY OF REDMOND

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REVISED

CITY COUNCIL

April 13, 2021
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

Jon Bullock
Councilor

Krisanna Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch
Councilor

Shannon Wedding
Councilor

APRIL 13, 2021 REGULAR MEETING AGENDA 6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Barry Campbell, Highland Baptist Church

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

V. CONSENT AGENDA

A. Minutes of March 9, 2021

B. Res. #2021-05 - A resolution providing consent to partition an 11.31 acre property located within the Desert Rise Industrial Park Phase 1.

VI. PROCLAMATIONS

A. Fair Housing Month

VII. PRESENTATIONS

A. Quartz Park Design Update #3

VIII. BID AWARDS / BID REJECTIONS

A. SW 6th Street Extension Project Bid Award $450,404; Project #ND2002

IX. PUBLIC HEARINGS

A. Sale of Property at 490 NE 11th Street; $2,805,264

B. Ord. #2021-03 - An ordinance approving an expansion of the City's Urban Growth Boundary (UGB), Master Development Plan, amendment to the 2040 Greater Redmond Area Zone Map and partition for Skyline Village, located at 1002 NE 17th St (Tax Lot #1513000000103) in Redmond, Oregon 97756.

X. ACTION ITEMS

A. Res. #2021-03 - A resolution accepting ownership and maintenance of certain capital assets of the Redmond Urban Renewal Agency.

B. Special Event Street Closure for the Redmond Street Festival: June 25 - 27, 2021.

C. Amendment #1 to Cooperative Improvement Agreement 32801 with the Oregon Department of Transportation for Highway 126 Sidewalk Project; $50,000 Change - Project TR2004

XI. MAYOR'S COMMENTS

XII. COUNCIL COMMENTS

XIII. CITY MANAGER COMMENTS

XIV. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XV. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.
The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.
The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities

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REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD MARCH 9, 2021, VIA GOTOMEETING.

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

MEDIA PRESENT: None

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

BLESSING

No blessing was given.

PLEDGE OF ALLEGIANCE

Councilor Clark-Endicott led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Jon Riggs offered the services of his non-profit to handle trash use issues with the houseless camps and requested a waiver of garbage service fees. Regular garbage service ensures a healthy situation in the camps and reduces the rhetoric within the community. Mr. Riggs also stated his displeasure with Councilor Clark-Endicott's comments on transgender teens in sports.

Eric Garrity, Ashley Nissa, and Beverly Schlegel urged the Council to provide addition funding to the local warming shelter since funds are about to run out and the weather in the weeks ahead is unknown.

Mr. Garrity, Ms. Nissa, Ms. Schlegel, and Michael Satcher spoke in opposition of Councilor Clark-Endicott's comments on transgender teens in sports.

Mayor Endicott addressed the letters received regarding Fireman's Pond and Jesse Hill School.

PROCLAMATIONS
A. Women's History Month

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

Councilor Fitch read the proclamation.

PRESENTATIONS
A. Housing Works - Update on Redmond Affordable Housing Projects

Housing Works Executive Director David Brandt provided the Council with an update on their activities. He provided a brief background, described their core programs, and their impact in Redmond which includes the following:

- Rental assistance to 383 low income households; and
- Owns and operates 261 affordable multifamily rental units with another 47 multifamily units under development; and
- Partner with over a dozen non-profit/government entities to provide services to low income residents.

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Mr. Brandt reviewed their various Redmond investments noting that Liberty Lodge (8 one-bedroom units for Intellectually/Developmentally Disabled residents) and Canyon Edge (67 one, two-and three-bedroom unity for families) recently opened. Midtown Place (47 units of workforce housing) is still under construction and will open in October. Housing Works is considering the redevelopment of Spencer Court which is their oldest property and currently has 16 units. The redevelopment would add 50 net units.

B. 2021 Legislative Session Update

Central Oregon Cities Organization Lobbyist Doug Riggs provided a legislative update on the items below noting the full legislative session runs from January-June, there are 20 new members and over 2,700 bills:

1. Housing: House Bill (HB)2006/Siting of Shelters
2. Homelessness & Homeless Youth: HB2544/HB2163
3. Deschutes Basin Water Statutory Updates (Cap)
4. Police Accountability/Reform
5. Collective Bargaining Agreements for EZs: Senate Bill (SB)493
6. Plastic Pipe Mandates on Cities: HB2310
7. Local Control & Decisionmaking
8. State Budget & Federal Stimulus

Mr. Riggs addressed questions on homeless people in parks, homeless youth, time/place/manner ordinance for marijuana dispensaries, and groundwater mitigation.

C. Long Term Rural Enterprise Zone (LTREZ) Agreement with S.A. Piazza & Associates LLC

Redmond Economic Development, Inc. Senior Manager Jon Stark provided the Council with information on a proposed Long Term Rural Enterprise Zone (LTREZ) agreement with S.A. Piazza & Associates, LLC (Company). The LTREZ agreement allows for a 15-year property tax exemption with job creation and compensation requirements, and minimum investment of $12.5 million in Redmond.

The Company desires to relocate their production facility from Clackamas County to Redmond on a 46-acre site located on the southeast corner of 9th Street/Antler Avenue, and currently owned by the Redmond School District. In order to receive the 15-year tax exemption, the Company agrees to invest approximately $40 million in taxable investments and create 50 new jobs in addition to relocating they baseline of 64 jobs within 3 years. In addition, the Company will pay $618 per full-time equivalent job starting January 1, 2022.

Chief Financial Officer Jason Neff reviewed the financial impact the agreement would have on the City and other taxing districts. The long-term agreement includes a community investment fee would generate $70,000 per year or $1.2 million over 15 years. Once the tax exemption expires, it will take Redmond approximately 7 years (11 years for other taxing districts) to recoup the exemption.

Mr. Stark and Mr. Neff answered questions from the Council on the community investment fee, long-term (15 year) leverage versus 7-year, and the impacts on need for additional workforce housing.

Councilor moved, seconded by Councilor Patrick, to authorize the City Manager to sign the Long Term Rural Enterprise Zone Agreement between the City of Redmond and S.A. Piazza & Associates, LLC, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

D. Budget Baselines

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Chief Financial Officer Jason Neff provided an overview of the purpose and intent of the budget baseline presentations for Fiscal Year (FY) 2020/2021. The City, with a total operating budget of $55 million, currently has 212 employees (121 represented and 91 non-represented) and 10 full-time citizen advisory committees. Projects and initiatives for FY 20/21 include business resiliency/housing, addressing infrastructure maintenance, investing in new major infrastructure, being strategic about our future, improve employee workloads, and be fiscally smart. Mr. Neff reviewed department funding structure and asked the various department heads to review their fund.

Captain Devin Lewis provided an overview of the Police Fund noting that violent crime is up 4.3 percent while property crime is down 7.5 percent. The department currently has 51 represented and 7 non-represented employees and an operating budget of $10.63 million. Proposed efforts for FY 2019-2020 continue to focus on:

- Crime reduction strategies
- Community Connection
- Balance officer workload
- Maintain and improve operational efficiency and safety

Deputy City Manager John Roberts provided an overview of the baseline for the Community Development Department Fund. The department has 22 FTEs that oversee areas such as Building/Permitting, Planning, Urban Renewal, Code Enforcement, Housing and Urban Development, and Business Licenses/Special Events. The Department's total operating budget is $4.1 million. Projects and initiatives for FY 2019-2020 include:

- Master Planning and Code Amendments
- Skyline Village/HB4079 Affordable Housing Pilot Project
- Affordable Housing Programs & Policy
- Conduct Policy Worksessions on housing, homelessness, livability and City Code.

Mr. Roberts also provided the Urban Renewal Fund baseline. The fund consists of 2.5 contracted FTEs and a budget of $13.8 million. Projects and initiatives for FY 2020/2021 include:

- Develop funding programs, hire staff, and continue project planning for newly established South 97 Urban Renewal District.
- Assist business and property owners in the URA through property assistance programs.
- Seek partner to establish family friendly activity business
- Complete development of Midtown Place
- Complete development of parking lot at 4th Street and Evergreen Avenue.
- Complete land to structure analysis identifying additional opportunities for Missing Middle housing.

Public Works Director Bill Duerden reported on the Transportation fund baseline. The division consists of 23 FTEs (16 represented and 7 non-represented) and has a total operating budget of $7.1 million. The division is responsible for providing and maintaining the public facilities necessary to allow drivers, cyclists and pedestrians to safely travel within city limits. In addition, Fleet Services provides maintenance and repairs for more than 500 vehicles and equipment. Projects and initiatives include:

- Maintain existing infrastructure. Valued at $150 million, the street network is one of the City's largest and most used assets.
- Invest in infrastructure improvements that add value to our existing assets
- Plan for the future. Coordinate with ODOT and other partners on planning efforts such as the Quarry Interchange and improvements to the South Highway 97 corridor. Review existing System Development Charges (SDC) against updated Transportation System Plan.

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- Focus on community pride and safety. Support for community events and proactively address traffic safety concerns throughout the city.

Mr. Duerden presented information on the Parks and Facilities Fund baseline. The division, which has 15 FTEs and an operating budget of $3 million, develops and maintains the City's park system which is comprised of 26 developed parks, 3.8 miles of Dry Canyon Trail, 12 flush restrooms, more than 285 acres of undeveloped open space, 150,000 square feet of facilities, and 700 trees. Projects and initiatives for the next FY include:

- Continued focus on preserving and enhancing existing park assets.
- Pursue acquisition and development of additional park land to achieve desired level of service
- Engage community stakeholders during planning processes to ensure park improvements meet the user needs
- Continue to develop a formal and proactive facilities maintenance program.

Mr. Duerden provided information on the baseline for the Water Fund. The division has 11.5 FTEs and an operating budget of $5.3 million. The Water Division maintains and operates the City's seven potable water wells, six reservoirs and 185 miles of distribution piping to deliver safe, high quality water to residential, commercial and industrial customers. There are 12,200 water accounts and 24 miles of steel water mains in need of replacement. Projects and initiatives include:

- Invest in existing infrastructure. Focus on aging mains, pumps and well infrastructure to build resiliency and reliability.
- Emphasize preventative maintenance through focused efforts on a valve and fire hydrant program
- Complete replacement program for the Advanced Metering Infrastructure (AMI) system and its automated meter readers. Currently in last phase of project with about 7,500 pf 9,000 meters replaced.
- New infrastructure development required to keep pace with growth and to support southern residential and industrial areas. Update the Capital Improvement Plan (CIP) and SDCs as appropriate.

Mr. Duerden presented the Wastewater Fund baseline. The division consists of 14.42 FTEs and has a total operating budget of $4.8 million. Wastewater staff treats 1 billion gallons annually and maintains 154 miles of collection piping. Projects and initiatives include:

- Maintain existing infrastructure through proactive inspection and preventative maintenance.
- Begin design phase of treatment plant expansion to stay ahead of growth. Update the CIP and SDCs as appropriate.
- Invest in collection system to meet the City's growing needs and remain consistent with public health standards.

Mr. Duerden presented the Stormwater Fund baseline. The division, consisting of 4.58 FTE, provides for the management of both the quantity and quality of stormwater runoff from public facilities to prevent local flooding and protect the quality of groundwater supplies. This is accomplished through the operation and maintenance of 1,960 drywells and drill holes, 4,100 catch basins, 40 miles of pipe, and sweeping 321 lane miles of city streets. This fund has an operating budget of $1.1 million. Projects and initiatives for FY 2019-2020 include:

- Work with stakeholders to clarify residential lot stormwater retention requirements to avoid excessive post-development flooding.
- Monitor drywell and drill hole infiltration rates to determine timing of replacement.
- Invest in stormwater system improvement projects to address areas with legacy flooding issues.

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City Engineer Mike Caccavano presented the Engineering Fund baseline. The department plans, designs and manages construction of capital improvement projects, reviews private development proposals, public infrastructure construction plans, inspects infrastructure construction, and provides a geographic information system that l inks map, property data and infrastructure. The department has 10.5 FTE with an operating budget of $1.7 million. Projects and initiatives include:

- Work with ODOT on preliminary design and funding of the South Redmond US 97 Corridor Improvements.
- Complete the South Redmond Water Facility and oversee design of the Waste Pollution Control Facility upgrade.
- Promote quality development by reviewing development proposals and construction plans to ensure they are served by infrastructure and construct "to and through" improvements.
- Plan and construct accessibility improvements to meet the ADA Transition Plan. Plan, design and construct pedestrian and cycling improvements including sidewalk connections, quiet streets and multi-use paths.

Mr. Neff presented the Airport Fund baseline. The Airport employs 29.5 FTEs and has an operating budget of $8.5 million. The fund operates as a self-supporting enterprise fund and does not relay on local taxes. The Airport collects a large portion of its revenue from air carrier passengers and their activities, such as Passenger Facility Charges (PFCs), landing fees, parking fees, rental car commissions, and concession revenue. The Airport has an annual passenger activity of 460,000 with 16 daily flights. Projects and initiatives include:

- Pursue State, FAA, and other funding for development, expansion and preservation of the Airport's physical facilities. Successfully obtain federal funding for the reconstruction of Taxiway Foxtrot and the upcoming major Terminal Expansion.
- Update leasing strategy to attract more development on Airport managed property.
- Participate in the Central Oregon Air Service Team (COAST) to market the airport and the region to attract additional air service.
- Plan for physical improvements to airport facilities, increase amenities and enhance the customer experience.
- Work with regional economic development and tourism partners to create a sustainable air service development funding strategy that provides resources necessary to expand commercial air service.
- Continue to market the Airport as an asset to commercial aviation businesses other than passenger carriers.

Mr. Neff presented the Golf Fund baseline. The Golf Fund covers the consolidated operating budget of the course and facility, management company fees, ongoing capital maintenance and the annual debt service payment of $408,000 associated with the original construction of the facility. Juniper Golf Course has 9+ seasonal employees and a total operating budget of $2 million. Golf rounds are projected to increase 12 percent in the next FY. Projects and Initiatives include:

- Continue to grow golf revenue, increasing profitability.
- Continue to help Juniper become a destination for both golf and non-golf users through customer service, a broader spectrum of events, and quality experience on and off the golf course.
- Position the Golf Fund for near-term capital maintenance needs.
- By 2023, complete an event pavilion feasibility study and explore next steps (go/no go, financial structure, project timeline, contract renegotiations, etc.).

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Communications Director Heather Cassaro presented the IT department baseline. IT has 5 FTE and a total operating budget of $1.1 million and manages over 500 devices in addition to 50 work orders per person. Their workplan for FY 2020/2021 includes:

- Risk Management and Awareness - conduct ongoing internal and external security reviews.
- Upgrade the City's network backup system and telephone system, review comprehensive disaster recovery/business continuity plan.
- Ensure City is using the technology securely, effectively and taking full advantage of application capabilities.

Mr. Neff presented the Central Services baseline. The Central Services staff of 17.5 FTE's (total operating budget of $3.5 million) are the hub for the internal business of the organization, including assistance with establishment of policies and procedures, and consolidation of financial activities and resources. The workplan for FY2020/2021 includes:

- Leverage technology to improve workflow and efficiency.
- Improve immediate staffing deficiencies. Develop a staffing plan over the next 5-10 years.
- Maintain a rolling 5-year financial forecast.
- City Council/Organizational Relations and Workflow

Staff addressed questions and comments from the Council throughout their presentations.

BID AWARDS/BID REJECTIONS

A. Contract Award to Anderson Perry & Associates Inc. for Water Pollution Control Facility Expansion Engineering Services, $1,642,498 (WW2001)

Wastewater Division Manager Ryan Kirchner requested approval of a bid award with Anderson Perry & Associates, Inc. for the Water Pollution Control Facility Expansion Engineering Services. The scope of work for pre-design include geotechnical investigation, develop design, process design review, public relations, agency coordination, and establish a 30 percent design. In response to a Request for Proposals, the City received three qualified proposals. A selection review committee of staff evaluated the proposals based on four selection criteria categories. Anderson Perry & Associates, Inc. received the highest score and was deemed the most complete proposal. After negotiations, the guaranteed maximum contract fee for pre-design services is $1,642,498. Mr. Kirchner answered questions on obtaining a second opinion near the end of pre-design.

Councilor moved, seconded by Councilor, to authorize the City Manager to sign a contract with Anderson Perry & Associates, Inc., in a not to exceed amount of $1,642,498 to provide Engineering Services for the design and construction management of the Water Pollution Control Facility Treatment Plant Expansion Project, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

ACTION ITEMS

A. Res. #2021-02 - A resolution amending certain development standards for the Declaration of Covenants, Conditions and Restrictions for Desert Rise Industrial Park.

Councilor Bullock declared a potential conflict of interest and recused himself from the discussion and the vote.

Mr. Roberts requested approval of Res. #2021-02 which makes amendments to the Declaration of Covenants, Conditions and Restrictions (CC&R) for Desert Rise Industrial Park. Mr. Roberts provided a brief history on Desert Rise and the intent of this industrial property. This amendment brings the CC&Rs and guidelines in alignment.

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There were no comments from the public.

Councilor Fitch moved, seconded by Councilor Patrick, to adopt Res. #2021-02 amending the Declaration of Covenants, Conditions and Restrictions for Desert Rise Industrial Park, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

MAYOR'S COMMENTS
Mayor Endicott explained the Council makes decisions and provides direction. No single member of Council has authority alone.

COUNCIL COMMENTS
Councilor Bullock asked for clarification on the response process for comments given by the public. City Manager Keith Witcosky explained that he stays in contact with his staff behind the scenes and requests that staff follow up on the various issues.

Councilor Clark-Endicott addressed the comments and concerns made by those who addressed her specifically tonight regarding comments made on social media. She stated she will also respond to each of the speakers. Councilor Clark-Endicott provided an update on the National League of Cities congressional cities conference.

Councilor Evelyn addressed Councilor Clark-Endicott's social media comments and how it reflects on the Council and the City as a "Welcoming City". Councilor Evelyn reminded the Council that the public views the council as one unit. In response to Councilor Evelyn, Mr. Witcosky explained that the matrix of policy issues and capital projects was sent to the Council. Mayor Endicott requested Councilor Evelyn follow up with him on goal setting.

Councilor Fitch clarified that when Council met for goal setting, some of the goals submitted by Councilors were not discussed. This brings the need for meeting where Council can discuss other items rather than only pass budgetary items. Councilor Fitch proposed three motions for consideration.

Councilor Fitch moved to direct staff to look at a potential corridor for the extension of the reroute to the future Quarry interchange, motion failed for lack of a second.

Councilor Fitch moved to schedule a joint workshop with the Airport Committee to discuss leasing policies for property inside and outside the fence, motion failed for lack of a second.

Councilor Fitch moved to have a joint workshop with the Parks Committee to discuss Quartz Park, priorities on how funding is allocated for parks projects, and potential legislative issues, motion failed for lack of a second.

Mr. Fitch raised additional issues on how to be consistent with how the Council is represented via GoToMeetings and how to address homelessness via a joint venture with Shepherd House and Jericho Road on additional shelter.

Mayor Endicott requested that a discussion be added to the workshop on March 16 for Councilor Fitch's three items.

Councilor Patrick opined it is important to look at a secondary phase for the reroute and it needs to be discussed. He received a call from the Shepherd's House and if the Council is supportive of the joint venture, the City should let them know.

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Councilor Wedding agreed that it is important not to limit ourselves to one organization on homelessness. She opined the Council needs to continue to revisit professionalism and respect and that individually Councilors need to be mindful of how they address each other, facial expressions, etc.

CITY MANAGER COMMENTS
City Manager Keith Witcosky had no updates.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

Mr. Satcher addressed Councilor Clark-Endicott's rebuttal to her comments on social media and would like to have a dialog with her on the science behind transgender females.

There being no further business, the meeting was adjourned at 9:32 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 13th day of April 2021.

_____
George Endicott, Mayor

ATTEST:

_____
Kelly Morse, City Recorder

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STAFF REPORT

DATE: April 13, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: John Roberts, Deputy City Manager
SUBJECT: Res. #2021-05 - A resolution providing consent to partition an 11.31 acre property located within the Desert Rise Industrial Park Phase 1.

Addresses Council Goal:
4. ECONOMIC DEVELOPMENT - Develop and maintain an environment that promotes and supports a strong, healthy and diverse economic base.

Report in Brief:
This item requests City Council approve Resolution No. 2020-15 to allow a partition to an 11.31-acre property located within the Desert Rise Industrial Park.

Background:
In Fiscal Year (FY) 2004/05 the City acquired 122.3 acres of land from Deschutes County. This land lies to the east of 11th Street between Antler Avenue and Kingwood Avenue and is zoned M-2 (Heavy Industrial). It was platted as an industrial park to promote economic development opportunities that would provide family-wage jobs for the community.

Desert Rise Industrial Park was registered with the State of Oregon as an opportunity site in 2004. As part of that registration the City needed to enact ‘policies’ with performance metrics for the site. The intent of the policies was to transact the land at below market prices and justify the lower per square foot cost by requiring job growth. The policies were adopted per Resolution No. 2004-17.

Due to concerns about developing property and competing with the private market, the City further refined the policies for the industrial park and adopted specific Covenants, Conditions and Restrictions (CC&Rs) on July 18, 2006.

Both the Desert Rise Industrial Park Guidelines and CC&Rs were recently amended to better respond to the demand for smaller industrial parcels that has increased over the past four years.

Fuel Safe Systems has requested to partition to their 11.31 acre parcel located within the Desert Rise Industrial Park.

To comply with the Industrial Park Guidelines (Policy B) Council consent is required to partition.

Discussion:
Recent interest in Desert Rise properties has led to adjustments to the Industrial Park Guidelines. The adjustments reflected demand for smaller lots (1-4 acres), driven by heavy industrial users needing smaller buildings than were needed 10 to 20 years ago. In response, Council recently adopted two resolutions.

Resolution No. 2020-18 was adopted on September 22, 2020. The changes refined the industrial park policies further to create more flexibility, while still having some separation from private developers. Particularly, revisions were made to the minimum 5 acre requirement to 2 acres and job densities per acre.

Resolution No. 2021-02 was adopted on March 9, 2021. The changes acknowledged the applicable CC&Rs did not supersede the industrial park policies and needed to work in tandem. Specifically to allow for an approval process to create parcels less than 2 acres for existing owners.

The Industrial Park Guideline Policy C specifically states "The property cannot be further divided or leased without the

consent of the City." The owner of a 11.31 acre property (Fuel Safe Systems) located at 1530 NE Kingwood Avenue (Tax Assessor Map #151310A001700) has requested to partition their subject property.

The request is supported by Redmond Economic Development, Inc. and staff. The partitioning of the property will create new job opportunities that may otherwise relocate elsewhere and addresses the need to create smaller sized industrial zoned property. The request meets the spirit and intent of the Industrial Park Guidelines and complies with the CC&Rs. Approving the Resolution would provide formal consent to proceed with partitioning.

Fiscal Impact:

There is no immediate or anticipated fiscal impact by allowing this partition.

Alternative Courses of Action:

1. Approve Resolution No. 2021-05
2. Request more information.
3. Do not approve Resolution No. 2021-05

Recommendation / Suggested Motion:

“I move to adopt Resolution No. 2021-05 giving consent to partition property located in Desert Rise Industrial Park Phase 1.”

REDMOND RESOLUTION
RESOLUTION NO. 2021-05

A RESOLUTION PROVIDING CONSENT TO PARTITION A PROPERTY LOCATED WITHIN THE DESERT RISE INDUSTRIAL PARK PHASE I.

WHEREAS, the City of Redmond owns Desert Rise Industrial Park, north of East Antler Avenue adjacent to the Urban Growth Boundary, which has been designated an "Opportunity Site" by the State of Oregon; and

WHEREAS, the City of Redmond's primary purpose in establishing Desert Rise Industrial Park is to stimulate long term industrial development and create a significant number of new "family wage" jobs within the community and/or retain "family wage" jobs; and

WHEREAS, to facilitate the City's primary objective**,** the City Council has prepared policies as a selective tool to evaluate proposals from business and industry; and

WHEREAS, Policy of the Industrial Park Guidelines states, "The property cannot be further divided or leased without the consent of the City"; and

WHEREAS, the owner of 1550 NE Kingwood Avenue (Deschutes County Tax Assessor Map #151310A001700) has requested to partition the subject property; and

WHEREAS, the partitioning of the subject property will opportunities for new businesses and job growth that may otherwise relocate elsewhere and addresses the need to create smaller size industrial zoned property.

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

Section 1. The Desert Rise Industrial Park Policies and CC&Rs set forth the terms and conditions for which partitioning, development and sale must comply with.

Section 2. The request meets the spirit and intent of the Industrial Park Guidelines and complies with the CC&Rs. Approval will provide formal consent from the City for the subject property owner to proceed with partitioning.

Section 3. This Resolution shall be effective April 13, 2021.

PASSED by the Redmond City Council and APPROVED by the Mayor this 13th day of April 2021.

_____
George Endicott, Mayor

ATTEST:

_____
Kelly Morse, City Recorder

State of Oregon
County of Deschutes

This instrument was acknowledged before me this 13th day of April 2021, by George Endicott, Mayor.

_____
Kelly Morse, City Recorder

My commission expires 10/23/22

City of Redmond
PROCLAMATION

A proclamation designating April 2021, as

FAIR HOUSING MONTH

WHEREAS, the Fair Housing Act, enacted on April 11, 1968, enshrined into federal law the goal of eliminating racial segregation and ending housing discrimination in the United States; and

WHEREAS, the Fair Housing Act prohibits discrimination in housing based on race, color, religion, sex, familial status, national origin, and disability, and commits recipients of federal funding to affirmatively further fair housing in their communities; and

WHEREAS, the City of Redmond, Oregon, is committed to the mission and intent of Congress to provide fair and equal housing opportunities for all; and

WHEREAS, our social fabric, the economy, health, and environment are strengthened in diverse, inclusive communities; and

WHEREAS, more than fifty years after the passage of the Fair Housing Act, discrimination persists, and many communities remain segregated; and

WHEREAS, acts of housing discrimination and barriers to equal housing opportunity are repugnant to a common sense of decency and fairness.

NOW, THEREFORE BE IT RESOLVED THAT the City Council of the City of Redmond does hereby declare April 2021, to be **FAIR HOUSING MONTH** in the City of Redmond.

APPROVED by the City Council and **SIGNED** by the Mayor this 13th day of April 2021.

The City of Redmond, Oregon

_____

George Endicott, Mayor

ATTEST:

_____

Kelly Morse, City Recorder

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STAFF REPORT

DATE: April 13, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Bill Duerden, Public Works Director
FROM: Annie McVay, Parks Division Manager
SUBJECT: Quartz Park Design Update #3

Addresses Council Goal:
6 F. Strive for an interconnected community of parks and open spaces.

Report in Brief:
This presentation is a follow-up to the discussions held with City Council on March 2 and March 23, 2021, regarding updated cost information and park configuration.

Background:
Redmond's Dry Canyon provides recreational amenities throughout its four-mile length including a heavily used paved trail connecting many areas of the city. The trail terminates on the south end at Quartz Avenue, an undeveloped section of the Dry Canyon, that is identified in the 2018 Parks Master Plan as a location for a new neighborhood park.

In March 2020, the Quartz Park project had a low confidence planning estimate of $1.5 million for design and construction. About $651,000 was included in the Fiscal Year (FY) 2020/2021 budget with the remainder to be included in the FY 2021/2022 budget.

In May 2020, a planning effort concluded using the services of a landscape architect to assist with the public involvement and concept planning for the area. A community survey and online forums were used to solicit input on the amenities to include in the proposed park. About 150 residents participated in the survey and 120 in the feedback forums showing strong interest for a park project. A concept plan was developed from this input and includes: a parking lot, restroom building, play structures and games, concrete and asphalt pathways, irrigation, landscaping, open lawn and natural areas.

In November 2020, a design contract was awarded to Szabo Landscape Architecture in the amount of $143,619 to bring the concept plan to final design. The scope of the contract includes preparing construction documents and assisting with construction oversight. A third-party cost estimator was brought in to review the project as part of the design process. Through this review, the project scope was reduced and refined to result in a moderate confidence construction cost estimate of $2.7 million.

At $7.58/square foot, the estimated cost for Quartz Park compares favorably to the average cost ($12/square foot) for parks built around the region. The final scope is a compromise between providing the amenities desired by the community and cost. Approximately $100,000 has been expended toward the project for design and initial site work.

On March 2, 2021, staff briefed City Council on the increased cost estimate and sought direction to proceed with the project. Discussions included: Making sure the pedestrian crossing at Quartz Avenue included proper safety measures; location of parking; the benefit provided to the surrounding neighborhood; and support by the Parks Committee to proceed with the project.

Council requested additional information from staff and parks committee representatives regarding how the increased cost may affect other park projects before providing direction.

Staff and members of the Parks Committee returned to Council on March 23 to follow up on these items. At the meeting Council was informed there was sufficient System Development Charge (SDC) funding available to cover the increased cost of Quartz Park without impacting other near-term parks projects; and there was further dialogue about how to make sure there was a safe crossing at Quartz Avenue.

Discussion:

As requested by City Council, on April 2, 2021 the Parks Committee reconvened to consider additional measures for the Quartz Avenue crossing and to make a final determination on proceeding with the project.

On April 13, the Committee will return to Council with a request to proceed with the project and to move forward with the bidding and construction process.

Fiscal Impact:

The Quartz Park project is funded through Parks SDCs. The total cost for both design and construction has a moderate confidence estimate of $2.9 million.

The project is expected to span two fiscal years with $651,536 included in the FY 2020/21 budget. There is currently $3.3 million in SDC funds held in reserve and available to fund the remainder of the project in FY 2021/22.

Alternative Courses of Action:

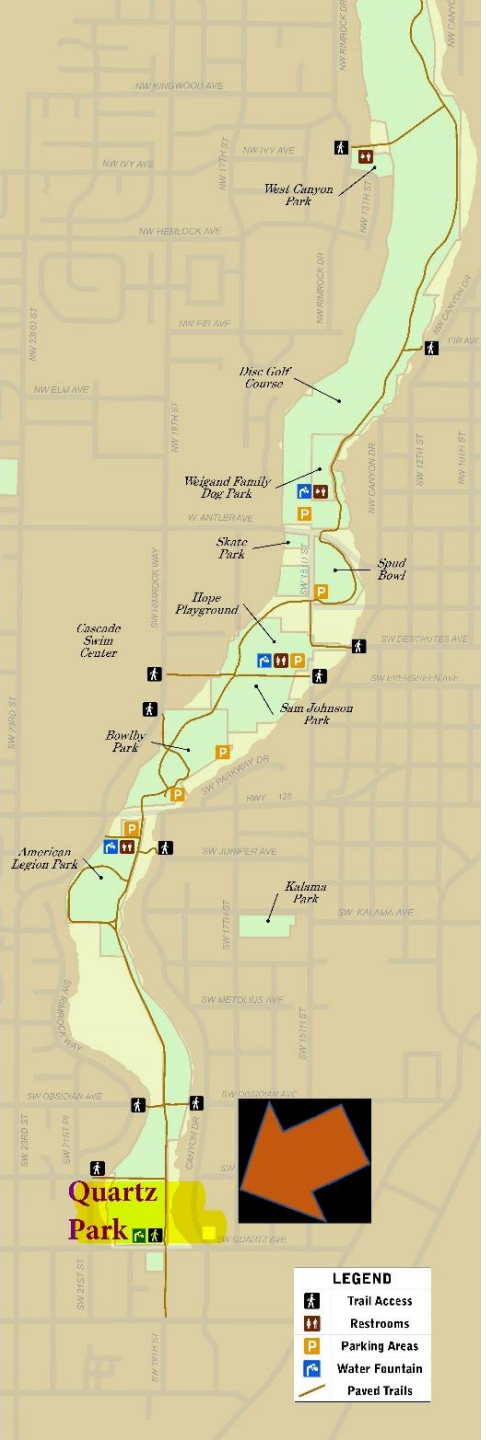
No formal action is requested, however staff would like to confirm they can proceed with the project.

1. Confirm that staff can proceed with the design and construction of Quartz Park.
2. Request additional information.
3. Do not approve proceeding with the Quartz Park project.

Recommendation / Suggested Motion:

No motion required.

General direction requested to proceed with the design and construction of Quartz Park.



QUARTZ PARK

DESIGN AND CONSTRUCTION COST UPDATE #3

CITY COUNCIL UPDATE

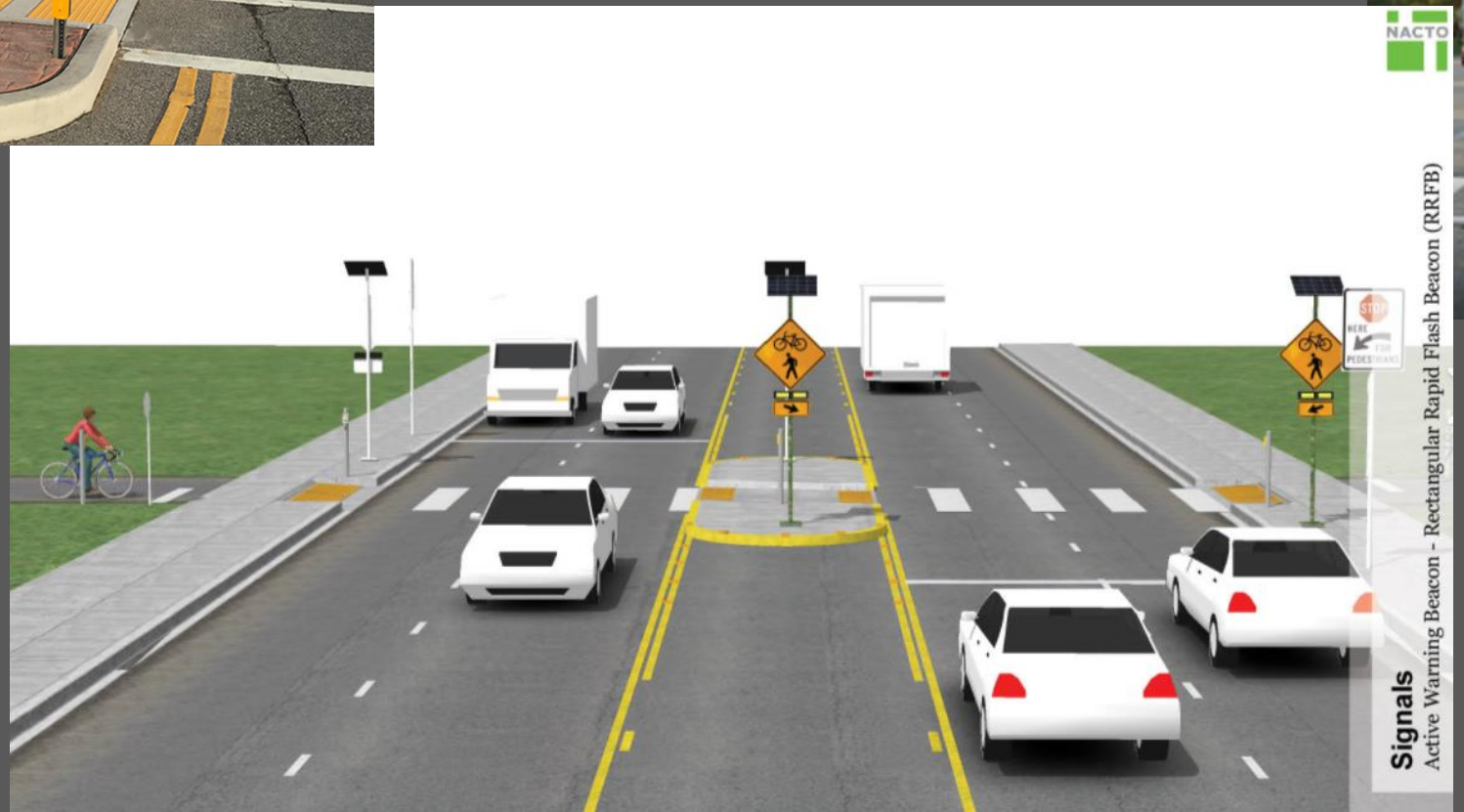
APRIL 13, 2021

PURPOSE

- **Follow-up to March 2 & 23, 2021 Meetings**
  - Feedback from Parks Committee
  - Discuss configuration
  - Seek direction from Council

Quartz Park – Street Crossing

Quartz Park – Street Crossing

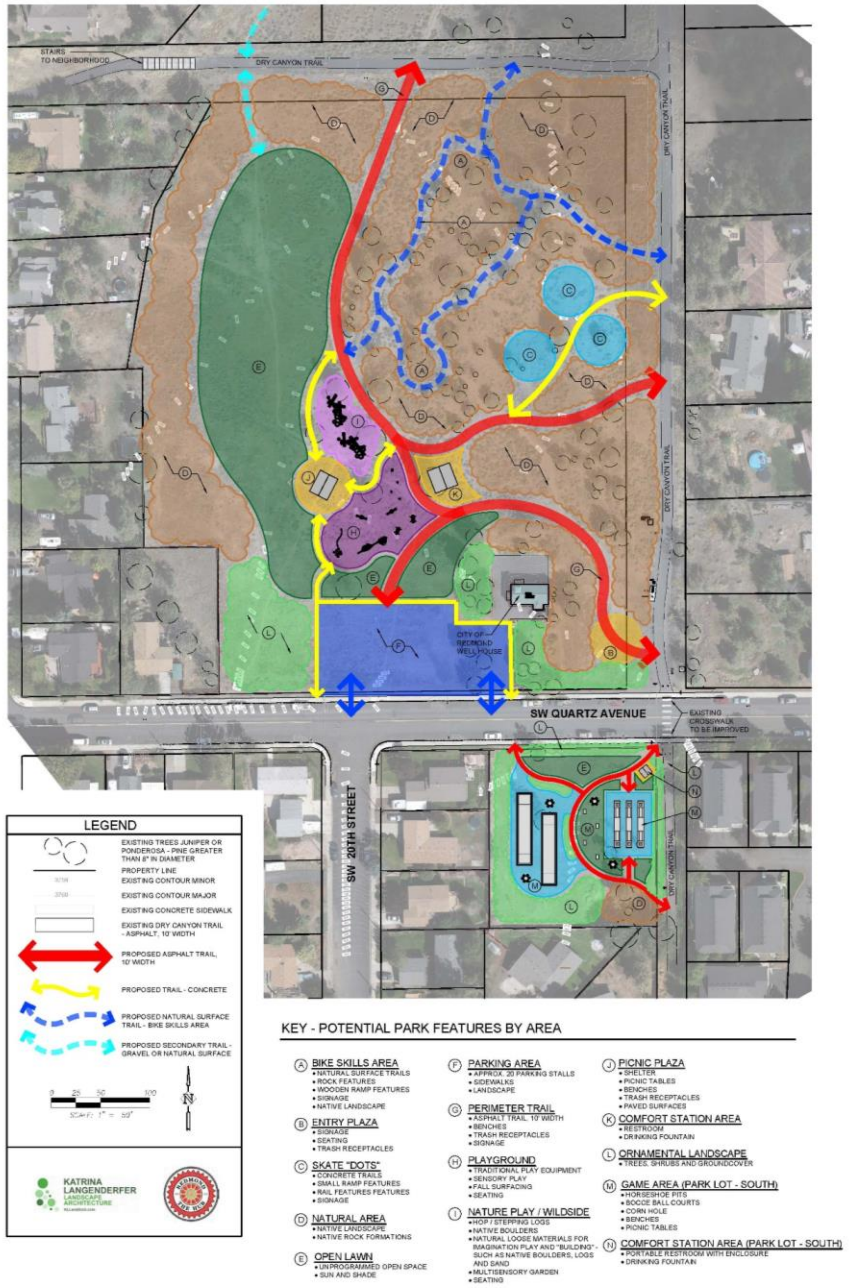


QUARTZ DESIGN ELEMENTS

Amenities include:

- Parking lot
- Restroom
- Play structures
- Paved pathways
- Bike skills area
- Irrigation/landscaping
- Open lawn area
- Game area
- Enhanced crosswalk

Park size: 7.9 acres



OPTIONS

- **Requested Direction: Proceed with Project**
    - Complete design summer
    - Bid fall 2021 (construction in 2022)

REDMOND
1910
2010
THE HUB
QUESTIONS?

CITY OF REDMOND

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411 SW 9th STREET
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info@redmondoregon.gov
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STAFF REPORT

DATE: April 13, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Mike Caccavano, City Engineer
SUBJECT: SW 6th Street Extension Project Bid Award $450,404; Project #ND2002

Addresses Council Goal:
4.A.ii. Work with REDI, EDCO and other partners to facilitate new business development in Redmond.

4.B.iv. Make efforts to offset infrastructure costs with state and federal resources.

4.C. Invest in infrastructure on key opportunity sites that facilitates commercial and industrial site readiness.

Report in Brief:
This item requests City Council award a $450,404 contract to McKenzie Cascade for extension of SW 6th Street south of Reindeer Avenue to support industrial development and job growth.

Background:
In 2015, the section of SW 6th Street immediately south of SW Reindeer Avenue was constructed to create access to Ammunition Development Corp's. (Nosler) new manufacturing facility (map attached).

The 'Phase I' improvement to SW 6th Street made it possible for Nosler to relocate from Bend to Redmond. Street improvements and water and sewer lines were paid from a combination of funds, including: $98,600 Special Public Works Fund Grant from the State of Oregon, a $111,006 Immediate Opportunity Fund (IOF) Grant also from the State, and $67,237 from Nosler.

Phase I is complete. Phase II is the focus of this Council item.

The City, Redmond Economic Development Inc. (REDI), the Oregon Department of Transportation (ODOT) and Business Oregon worked with Nosler and McKenzie Cascade to obtain the most recent IOF funding for a Phase II extension of SW 6th Street construction to serve industrial development on the McKenzie Cascade property and future expansion of the Nosler facility. Following, in April 2020, Council approved an agreement with ODOT for an additional IOF grant of $162,500 to pay a portion of the construction cost of extending SW 6th Street.

The extension ('Phase II') is needed to continue to accommodate industrial growth and development in this area.

Discussion:
The low bid for phase II was $450,404.

Out of the $450,404, $325,000 is for street construction and the remaining for water and sewer extensions. The IOF will pay for up to 50% of the street construction cost estimate or $162,500.

The IOF agreement requires the City to construct and own the improvements. Nosler and McKenzie Cascade will be responsible for all project costs in excess of the $162,500 grant amount. Both have formally agreed to reimburse the City for project costs. The Engineering Department will manage construction of the project.

The project was bid in accordance with Oregon Revised Statutes Section 279. Six bids were received on March 17, 2021, in the following amounts:

Bidder	Amount
McKenzie-Cascade	$450,404
High Desert Aggregate & Paving	$492,245
Jesse Rodriguez Construction	$497,878
York Brothers Excavation	$544,461
Knife River	$589,100
Jaron McKernan Enterprises	$593,727

The engineer's estimate prepared after design was complete was $492,022.22.

Summary:
Total Project cost: $450,404

Contributors:
IOF: $162,500
Nosler: $143,952
McKenzie: $143,952

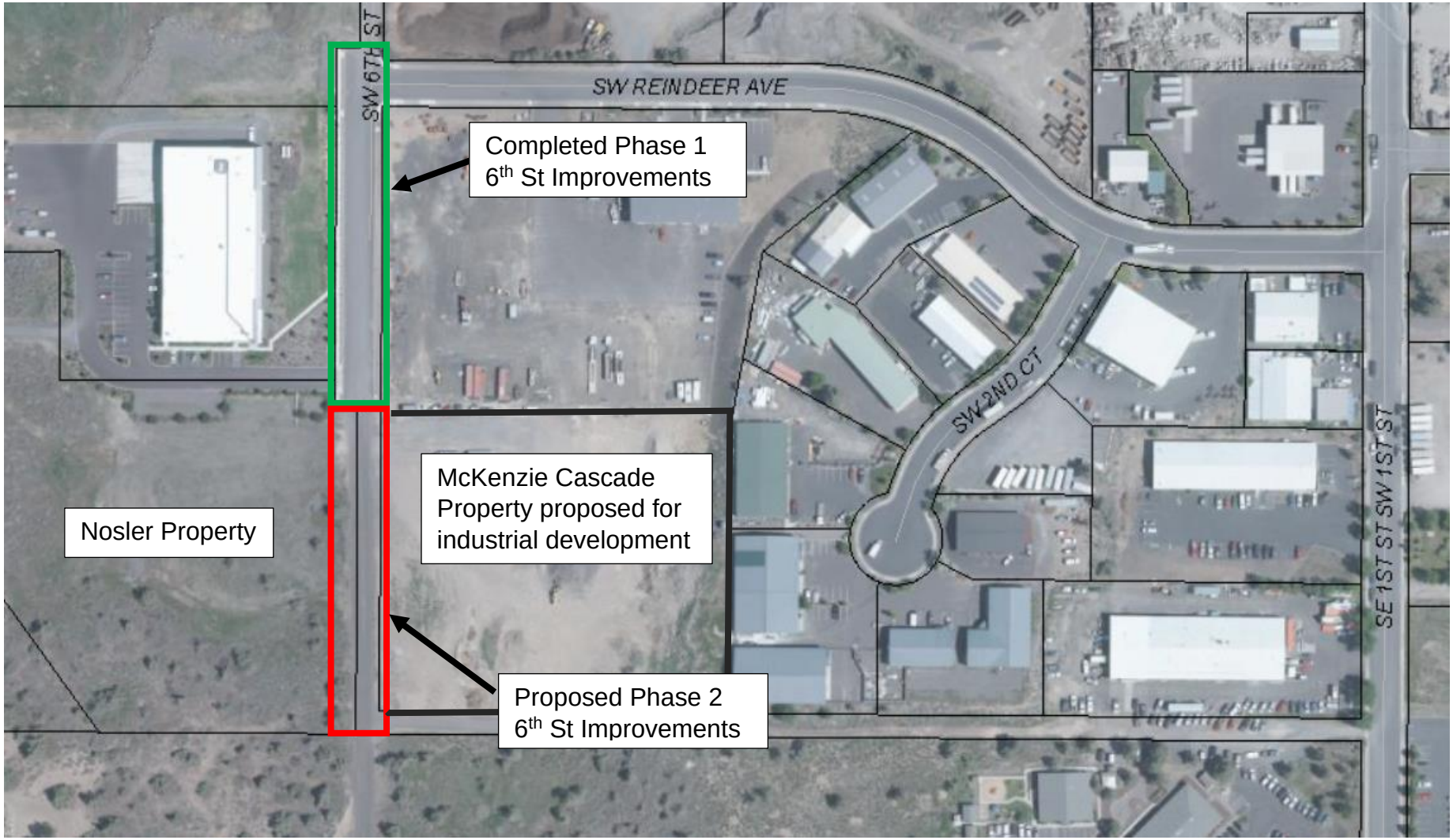
Fiscal Impact:
SW 6th Street Extension will be paid for by an IOF grant, Nosler and McKenzie Cascade.

The City will pay construction invoices as the project progresses, but will be reimbursed for all costs.

Alternative Courses of Action:

1. Authorize the City Manager to sign the contract with McKenzie Cascade in the amount of $450,404 for construction of the SW 6th Street Extension project.
2. Do not authorize the City Manager to sign the contract.
3. Take no action and request more information.

Recommendation / Suggested Motion:
"I move to award the SW 6th Street Extension project to McKenzie Cascade in the amount of $450,404 and authorize the City Manager to sign the contract."


SW REINDEER AVE
SW 6TH ST
Completed Phase 1
6th St Improvements
McKenzie Cascade
Property proposed for
industrial development
Nosler Property
Proposed Phase 2
6th St Improvements
SW 2ND CT
SE 1ST ST SW 1ST ST

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STAFF REPORT

DATE: April 13, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Bill Duerden, Public Works Director
SUBJECT: Sale of Property at 490 NE 11th Street; $2,805,264

Addresses Council Goal:
4. A. ii. – Work with REDI, EDCO, and other partners to facilitate new business development in Redmond.

4. B. ii. – Ensure an adequate supply of planned commercial and industrial land.

Report in Brief:
This item requests City Council authorization to enter into a Purchase and Sale Agreement with HAL California Properties, L.P. ("Buyer") for the sale of 14 acres of City owned property located at 490 NE 11th Street (TL 15-13-10D0-01100) to the Buyer.

Background:
The subject property was acquired by the City in 2001 for the purposes of developing water system improvements (well, reservoir and pump station) and providing a location for new facilities to support Public Works operations (see attached map). The water system improvements were constructed on about four acres of the 18.26-acre site.

In 2011, Public Works relocated to existing industrial facilities at 243 East Antler Avenue instead of constructing new facilities on the subject property. This resulted in about 14 acres of Heavy Industrial (M-2) zoned property remaining at 490 NE 11th Street that may be partitioned and made available for other development.

The 14-acre site is structurally undeveloped with no site improvements. Adjacent site improvements include paved public roads, sewer and water along NE 11th Street. Additional public improvements (street, water, sewer) will be required on E Antler Avenue as a condition for development as well as sidewalks along both 11th Street and Antler Avenue. The adjacent property to the south is zoned Light Industrial (M-1) with the remaining adjacent properties zoned Heavy Industrial (M-2).

The City has no planned need for this property.

Discussion:
In December 2020, Buyer approached the City with interest in purchasing the subject property after initial discussions with Redmond Economic Development, Inc. (REDI). The City procured a commercial real estate broker and established an asking price of $5.00 per square foot, or approximately $3,050,000. This price was based on recent sales with the best comparable being a 10.6-acre M-1 lot that sold for $4.00 per square foot in November 2020.

The City and Buyer negotiated the terms and a Nonbinding Letter of Intent was signed with an agreed purchase price of $2,805,264 ($4.60 per square foot) contingent upon approval by City Council. Closing conditions include:

1. City completing a lot partition and delivering one approximately 14-acre legal lot.
2. Buyer having received land use approval of a site plan and development agreement with conditions acceptable to Buyer for the construction of a materials distribution facility and complementing yard on the property.
3. Buyer completing its Due Diligence review and satisfying itself of the condition and usability of the property.

These conditions and other requirements for the sale are incorporated in the attached Purchase and Sale Agreement.

The City expects to pay approximately $135,000 (5% of sales price) in broker commissions and closing costs.

Fiscal Impact:
The proceeds from this sale were not included in the budget. The closing is expected to occur during Fiscal Year 2020/21.

When the closing is complete, a budget adjustment will be made to recognize the $2,805,264 minus broker commissions and closing costs as revenue in the General Fund.

Alternative Courses of Action:

1. Authorize the City Manager to sign the sales agreement for property located at 490 NE 11th Street.
2. Do not authorize the sale.
3. Request additional information.

Recommendation / Suggested Motion:
"I move to authorize the City Manager to sign the sales agreement and execute all necessary subsequent actions to complete the conveyance of real property located at 490 NE 11th Street in the amount of $2,805,264 minus broker commissions and closing costs."

490 NE 11th Street (TL 15-13-10D0-01100)

AGREEMENT OF PURCHASE AND SALE

AND JOINT ESCROW INSTRUCTIONS

By and Between

CITY OF REDMOND,
An Oregon Municipality

and

HAL CALIFORNIA PROPERTIES, L.P.,
A California Limited Partnership

[Redmond, Oregon APN: 205967 (APN for Property to be acquired TBD)]

AGREEMENT OF PURCHASE AND SALE
AND JOINT ESCROW INSTRUCTIONS

THIS AGREEMENT OF PURCHASE AND SALE AND JOINT ESCROW INSTRUCTIONS ("**Agreement**") is made and entered into as of March ___, 2021 ("**Effective Date**"), by and between the CITY OF REDMOND, an Oregon municipality (hereinafter, "**Seller**"), and HAL CALIFORNIA PROPERTIES, L.P., a California limited partnership, or its assignee (hereinafter, "**Buyer**"). Buyer and Seller may be collectively referred to hereinafter as "Parties" or individually, in a general sense only, as a "Party."

ARTICLE I
BACKGROUND

1.1 Factual Recitals.

A. Seller is the owner of certain real property located in the City of Redmond ("**City**"), County of Deschutes ("**County**"), State of Oregon ("**State**") legally identified as 490 NE 11th, Redmond,OR 97756 and bearing Deschutes County Assessor's Parcel Number 205967 (hereinafter, the "**Overall Property**");

B. Buyer desires to purchase a portion of the Overall Property as a separately, legally identified parcel which will require Seller to subdivide the Overall Property to create the approximate fourteen (14) acres desired by Buyer (the fourteen (14) acres shall be hereinafter referred to as the "**Property**"); and

C. Seller is willing to subdivide the Overall Property provided that Buyer commits to purchasing the Property as evidenced by this Agreement.

ARTICLE II
PURCHASE AND SALE OF THE PROPERTY

2.1 Purchase and Sale. Seller agrees to sell, transfer and deliver the Property to Buyer, and Buyer agrees to purchase the Property from Seller, at Close of Escrow, upon the terms, covenants and conditions set forth in this Agreement. The Property shall include all of the rights, easements, entitlements and privileges appurtenant thereto.

2.2 Purchase Price. The purchase price for the Property shall be Two Million Eight Hundred Five Thousand Two Hundred Sixty Four and No One-Hundredths Dollars ($2,805,264.00) (the "**Purchase Price**").

2.3 Payment of Purchase Price. The Purchase Price for the Property shall be payable by Buyer as follows:

A. Deposit. Within five (5) days following the Effective Date, Buyer shall open an escrow with Western Title and Escrow Company (the "**Escrow Holder**") and deposit Twenty Thousand and No One-Hundredths Dollars ($20,000.00) (the "**Deposit**") to such Escrow Holder to be held in an account for the purposes of Buyer purchasing Property from Seller (the "**Escrow Account**"). Such Deposit shall become nonrefundable (i) if Buyer exercises its right to extend the Feasibility Period as described in Section 4.1.C, below; or (ii) upon completion of (a) the lot line adjustment described in Section 4.1.F, below; and (b) approval of Buyer's land use and site plan and development agreement described in Section 4.1.G, below. Once the Deposit becomes nonrefundable, release of the Deposit shall only occur in order to Close (and such Deposit shall be applied to the Purchase Price) or, if this Agreement fails to Close, pursuant to the process described in Section 4.1.C, below.

B. Closing Funds. Upon the Close of Escrow, Buyer shall deposit with Escrow Holder, in cash or "same day" funds, the balance of the Purchase Price along with Buyer's share of closing costs and prorations.

2.4 Default by Seller. If Seller defaults under the terms of this Agreement, all funds deposited into the Escrow Account by Buyer shall be returned to Buyer and Buyer shall have all rights and remedies provided in law, or equity, including the right of specific performance.

ARTICLE III
ESCROW AND CLOSING

3.1 Opening of Escrow. For purposes of this Agreement, the Escrow Account shall be deemed opened on the date Escrow Holder shall have received an executed counterpart of this Agreement from both Buyer and Seller (the "**Opening of Escrow**"). Escrow Holder shall notify Buyer and Seller, in writing, of the date Escrow Account is opened. In addition, Buyer and Seller agree to execute, deliver and be bound by any reasonable or customary supplemental escrow instructions of Escrow Holder, or other instruments as may reasonably be required by

Escrow Holder in order to consummate the transaction contemplated by this Agreement. Any such supplemental instructions shall not conflict with, amend or supersede any portions of this Agreement. If there is an inconsistency between the supplemental instructions and this Agreement, this Agreement shall control.

3.2 Close of Escrow. For purposes of this Agreement, the "**Close**" or "**Close of Escrow**" shall be defined as the date that the Warranty Deed conveying the Property to Buyer is recorded in the Official Records of Deschutes County, Oregon. The Escrow Account shall close within fifteen (15) calendar days following full satisfaction (or written waiver by the benefited party) of the conditions of closing outlined in Article IV, below (the "**Closing Date**"). Time is expressly declared to be of the essence.

3.3 Costs and Expenses. Escrow Account fees and other charges shall be paid as follows:

A. Seller shall pay the cost and expense of an Owner's Standard Coverage Title Insurance Policy, the Buyer's broker's real estate commissions to Norris & Stevens equal to two percent (2%) of the gross sales price, and any and all revenue and/or excise taxes and reconveyance costs. Seller shall also pay its own broker's real estate commissions, but shall do so outside of Escrow pursuant to a separate agreement.

B. Buyer shall pay the cost and expense of any additional premiums to obtain an ALTA or Extended Owner's Coverage Title Insurance Policy, if so desired by Buyer.

C. Any and all other Escrow Account fees and charges shall be shared equally between the parties. Seller and Buyer agree to be responsible for their own respective attorneys' fees.

3.4 Prorations. The following prorations shall be made between Seller and Buyer on the Closing Date, computed as of the Closing Date:

A. Taxes. Real and personal property taxes, and any similar taxes and assessments imposed upon the Property; and

B. Utilities. Gas, water, electricity, heat, fuel, sewer and other utilities and other regularly recurring expenses and obligations, including operating expenses, relating to the Property shall be prorated as of the Closing Date.

In the event any prorations, apportionments or computations made under this Section 3.4 require final adjustments, then the parties shall make the appropriate adjustments when accurate information becomes available.

3.5 Disbursements and Other Actions by Escrow Holder. Upon the Close of Escrow, the Escrow Holder shall promptly undertake all of the following in the manner indicated:

A. Prorations. Prorate all matters referenced in Section 3.4 based upon the statement delivered to Escrow Holder and signed by the parties;

B. Recording. Cause the Warranty Deed and any other documents which the parties hereto may mutually direct, to be recorded in the Official Records of Deschutes County, Oregon, in the order set forth by both parties. Escrow Holder is instructed not to affix the amount of documentary transfer tax on the face of the Deed, but to supply same by separate affidavit;

C. Funds. Disburse from funds deposited by Buyer with Escrow Holder towards payment of all items chargeable to the account of Buyer pursuant hereto, in payment of such costs, and disburse the balance of such funds to Seller; and

D. Title Policy. Issue the Title Policy to Buyer.

ARTICLE IV
CONDITION TO CLOSE OF ESCROW

4.1 Buyer's Conditions to Close. Buyer's obligation to purchase the Property and close the Escrow Account is subject to the fulfillment of each and every one of the conditions in this Section 4.1 (the "**Buyer's Conditions to Close**"). Seller covenants to use diligent, commercially reasonable efforts to cause the conditions in this Section 4.1 to be satisfied prior to the Closing Date. Except where a different time period is specifically set forth, satisfaction of each condition shall occur no later than the Close of Escrow. If any of such conditions are not satisfied or waived by Buyer by the End of Feasibility, without default by either party, then Buyer, as Buyer's sole remedy, shall have the right to terminate this Agreement by giving written notice to Seller, in which event all funds deposited into the Escrow Account by Buyer shall be returned to Buyer and the parties shall have no further obligation to each other except as otherwise provided in this Agreement.

A. Condition of Title/Permitted Exceptions. It shall be a condition to the Close of Escrow, and a covenant of Seller, that title to the Property be conveyed to Buyer by Warranty Deed subject only to the following permitted exceptions of title (the "**Permitted Exceptions**"):

1. Lien to secure payment of real estate taxes, not yet due or payable;

2. The lien of supplemental taxes assessed, but only to the extent that such supplemental taxes are attributable to the transaction contemplated by this Agreement. Seller shall be responsible for, and hereby indemnifies Buyer and the Property against, any supplemental taxes assessed pursuant to the Code, to the extent that such taxes relate to events (including, without limitation, any changes in ownership and/or new construction) occurring prior to the Close of Escrow;

3. Exceptions which are disclosed by the Preliminary Report (a copy of the Preliminary Report is attached hereto as Exhibit A) and approved in writing by Buyer in accordance with Section 4.1.C.2. Notwithstanding the above, Permitted Exceptions shall not include any encumbrances (other than non-delinquent bonds and assessments) reflected by deeds of trust or mortgages, mechanics' liens, or monetary encumbrances, which will be paid by Seller and removed from title on or before Close of Escrow.

Seller covenants and agrees that during the term of this Escrow Account, it will not cause or permit title to the Property to differ from the Permitted Exceptions described in this Section 4.1. Any liens, encumbrances, easements, restrictions, conditions, covenants, rights, rights of way or other matters affecting title or the Permitted Exceptions which may appear of record or be revealed after the date of the Preliminary Report, shall also be subject to Buyer's approval, and must be eliminated or ameliorated to Buyer's satisfaction, by Seller, prior to the Close of Escrow, as an additional condition to the Close of Escrow.

B. Title Policy. Title shall be evidenced by the willingness of the Escrow Holder to issue its ALTA Extended Owner's Policy (the "**Title Policy**") in the amount of the Purchase Price showing title to the Property vested in Buyer or its title nominee, subject only to the Permitted Exceptions.

C. Feasibility Period. The Close of Escrow and Buyer's obligation to consummate the transaction contemplated by this Agreement are subject to Buyer's satisfaction of the following conditions, on or before the ninetieth (90th) day following the Opening of

Escrow (the "**Feasibility Period**" or "**End of Feasibility**"), provided, however, that should Buyer require more time beyond the Feasibility Period to satisfy itself of the conditions of the Property or that the Property will satisfy its operating requirements, Buyer may extend the Feasibility Period by delivering written notice to Seller of its desire to extend at least three (3) business days prior to the End of Feasibility, in which case the Deposit shall become non-refundable unless this Agreement fails to Close due to (i) Seller's failure to perform; or (ii) a failure of Section 4.1.F or 4.1.G, below. If this Agreement fails to Close due to Section 4.1.C(i) or 4.1.C(ii), above, all funds deposited into the Escrow Account by Buyer shall be returned immediately to Buyer. Should the Agreement fail to Close for any other reason, the Deposit shall be released immediately to Seller. For purposes of this Agreement, if Buyer elects to extend the Feasibility Period, such extended period shall still be referred to as the "**Extended Feasibility Period.**"

1. Title Documents. Within ten(10) days after the Opening of Escrow, Seller, at its own expense, shall deliver to Buyer, or cause the Escrow Holder to so deliver as applicable, all documents related to the condition of title as follows (collectively, "**Title Documents**"):

a. The Preliminary Report;

b. Legible copies of all documents (whether recorded or unrecorded) referred to in the Preliminary Report;

c. A plot plan for the Property showing the locations of all recorded easements which are capable of being plotted.

2. Buyer's Title Notice. Not later than fifteen (15) business days after receipt of the Preliminary Report (the "**Title Review Date**"), Buyer shall deliver to Seller and Escrow Holder written notice of Buyer's disapproval, or conditional approval, of the title matters shown in the Title Documents ("**Buyer's Title Notice**"). The failure of Buyer to give Buyer's Title Notice on or before the Title Review Date shall be deemed to constitute Buyer's disapproval of the condition of title. If Buyer disapproves, or conditionally approves, any matters shown in the Title Documents ("**Non-Permitted Exceptions**"), Seller may, within ten (10) business days after its receipt of Buyer's Title Notice, elect to eliminate from title, to Buyer's satisfaction, the Non-Permitted Exceptions, and Seller shall give Buyer and Escrow Holder written notice ("**Seller's Title Notice**") of the Non-Permitted Exceptions which Seller covenants and agrees to

eliminate from title as of or before the Closing Date. If Seller fails to deliver Seller's Title Notice within the ten (10)-day period, or elects not to remove all Non-Permitted Exceptions prior to the Closing Date, then Buyer shall have the right, by a writing delivered to Seller and Escrow Holder on or before the expiration of the Feasibility Period (or the expiration of the Extended Feasibility Period, as the case may be), to:

a. Waive its prior disapproval, in which event the Non-Permitted Exceptions shall be deemed approved; or

b. Terminate this Agreement and the Escrow Account created pursuant hereto, in which event Buyer shall be entitled to the return of all monies previously deposited with Escrow Holder and/or released to Seller pursuant to this Agreement and, except as otherwise provided herein, this Agreement, the Escrow Account, and the rights and obligations of the parties hereunder shall terminate.

Notwithstanding anything to the contrary in subsection 4.1.C.2.a and b, above, if Buyer fails to waive its prior disapproval in writing prior to the End of Feasibility (or the end of the Extended Feasibility Period, as the case may be), Buyer shall be deemed to have disapproved the condition of title, in which event all funds deposited into the Escrow Account by Buyer shall be returned to Buyer, and the parties shall have no further rights, duties or obligations hereunder except those that expressly survive termination as provided herein.

D. Documents and Materials. Within five (5) days after the Opening of Escrow, Seller shall deliver to Buyer, at Seller's sole cost and expense, the documents and materials relating to the Property as set forth below (the "**Documents and Materials**"), to the extent such Documents and Materials are in Seller's possession or subject to Seller's control. Buyer shall have until the End of Feasibility (or the end of the Extended Feasibility Period, if extended) to approve or disapprove, in its sole discretion, any or all of the Documents and Materials. The failure of Buyer to approve in writing the Documents and Materials on or before the End of Feasibility (or the end of the Extended Feasibility Period, as the case may be) shall be deemed to constitute Buyer's disapproval thereof.

1. Zoning Compliance. Copies of any and all documents evidencing compliance with applicable governmental ordinances, rules and regulations, including, but not limited to, zoning and building plans and/or regulations, and any and all governmental approvals, entitlements, permits and/or authorizations pertaining to the Property;

2. Survey. Any surveys in Seller's possession (collectively, the "**Surveys**");

3. Title Policies. Any title policies in Seller's possession;

4. Tax Statements. Copies of property tax statements and tax bills with respect to the Property for the previous two (2) calendar years, and current to date, together with all information regarding outstanding tax appeals affecting the Property;

5. Schedule of Expenses. A schedule reflecting any and all expenses for the ownership, operation, maintenance and repair of the Property, which schedule shall include, without limitation, the following:

a. Annual insurance premiums for all forms of coverage;

b. Real property taxes and assessments;

c. Utilities charges, management fees, maintenance and repair costs, and other costs required under the Contracts; and

d. Any and all other costs and expenses incurred in connection with the ownership, operation, maintenance and repair of the Property;

6. Notices. Copies of any notices received from any governmental authorities of any code violations, environmental reports, seismic reports, or zoning changes concerning the Property ("**Notices**"), if any;

7. Soils and Engineering Reports. All existing and available soils reports and engineering data, including but not limited to any Phase I and/or Phase II reports, pertaining to the Property or any portion thereof, and any and all documents, information or reports relating to any and all environmental cleanup efforts, including but not limited to any and all environmental reports, letters, test results, advisories and similar documents relating to the existence or nonexistence of asbestos, PCB transformers, other toxic, hazardous or contaminated substances, and/or underground storage tanks and/or radon gas, or any other environmental conditions in general; and notices of responsibility or potential responsibility or responsible parties regarding any environmental issues, cleanup process or landfill uses. If no reports are in Seller's possession or known to Seller, Seller warrants that no such reports are in Seller's possession or known to Seller;

8. Maps. Any and all tentative, parcel and/or final maps, certificates of occupancy or any other governmentally approved or processed documents relative to the subdivision or occupancy of the Property ("**Maps**");

9. CC&Rs. Any Declaration of Covenants, Conditions and Restrictions (CC&Rs) which apply to the Property;

10. Claims. Any and all documents or information regarding any claims made against the Property or its insurance policies for the last three (3) years;

11. Studies and Plans. Any and all architectural, engineering and/or other studies or plans in Seller's possession; and

12. Miscellaneous Documents. Copies of any and all other documents which may assist Buyer in completing its evaluation of the Property, including but not limited to, debt instruments, agreements, liens, judgments and other commitments or obligations affecting the Property.

E. Inspections. Buyer shall have until the expiration of the Feasibility Period (or the expiration of the Extended Feasibility Period, as the case may be) to approve or disapprove, in its sole discretion, any or all of the results of any inspections, investigations, tests, and studies (including, without limitation, investigations with regard to zoning, building codes and other governmental regulations, architectural inspections, engineering tests, economic feasibility studies and soils, seismic and geologic reports, structural and mechanical systems and leased areas, if any), as Buyer may elect to make or obtain. The failure of Buyer to approve said results prior to the expiration of the Feasibility Period (or, if extended, the expiration of the Extended Feasibility Period) shall be deemed to constitute Buyer's disapproval of the results. The cost of any such inspections, tests and studies shall be borne by Buyer.

1. Right of Entry. During the Feasibility Period or Extended Feasibility Period, as the case may be, Buyer, its agents, contractors and subcontractors, shall have the right to enter upon the Property upon reasonable notice to Seller, during ordinary business hours, to make any and all inspections and tests as may be necessary or desirable in Buyer's sole judgment and discretion. Buyer shall use care and consideration in connection with any of its inspections and shall not interfere with the tenant's use and enjoyment of the Property. Buyer shall indemnify and hold Seller and the Property harmless free from any and all damage arising out of or resulting from the negligence of Buyer in connection with such entry and/or

activities upon the Property, except to the extent of Buyer's discovery or non-negligent aggravation of pre-existing conditions.

F. Lot Line Adjustment. Seller shall complete a lot line adjustment to create an approximate fourteen (14) acre parcel that is acceptable to Buyer in its reasonable discretion. Seller agrees that Buyer shall have reasonable input as to what constitutes the approximate fourteen (14) acres that will comprise the Property so as to avoid creating a parcel of real property that is unusable for Buyer's purposes.

G. Land Use and Development Agreement Approval. Seller shall have approved Buyer's intended plan of use of the Property as well as Buyer's site plan and development agreement for construction of a building materials distribution facility and complementing yard on the Property.

H. Representations, Warranties and Covenants of Seller. Seller shall have duly performed each and every representation, warranty and agreement to be performed by Seller hereunder, and Seller's representations, warranties and covenants set forth in Section 5.1 shall be true and correct as of the Closing Date.

I. No Material Adverse Changes. At the Closing Date, there shall have been no material adverse changes in the physical or financial condition of the Property.

4.2 Seller's Conditions to Close of Escrow. The Close of Escrow and Seller's obligation to consummate the transaction contemplated by this Agreement are subject to Buyer's satisfaction of the following conditions:

A. Buyer's Obligations. Buyer shall have timely performed all of the obligations required by the terms of this Agreement to be performed by Buyer, including timely submission of plans and specifications in sufficient detail for Seller to be able to determine its compliance with land use rules and regulations; and

B. Buyer's Representations. Buyer shall have duly performed each and every representation, warranty and agreement to be performed by Buyer hereunder, and Buyer's representations, warranties and covenants set forth in Section 6.1 shall be true and correct as of the Closing Date.

4.3 Document Deposits.

A. Deposits by Seller. At least one (1) business day prior to the Close of Escrow, Seller shall deposit with Escrow Holder, the following documents and instruments:

1. Warranty Deed. The Warranty Deed conveying the Property to Buyer or its title nominee, duly executed by Seller, acknowledged and in recordable form; and

2. Non-Foreign Certification. A non-foreign certification satisfying the requirements of Section 1445 of the Internal Revenue Code of 1986, as amended, and the regulations thereunder (the "**Non-Foreign Affidavit**").

B. Deposits by Buyer. Buyer shall deposit or cause to be deposited with Escrow Holder the funds which are to be applied towards the payment of the Purchase Price (as reduced by the prorations and credits hereinafter provided).

ARTICLE V

SELLER'S REPRESENTATIONS, WARRANTIES AND DISCLOSURES

5.1 Seller's Representations and Warranties. In consideration of Buyer's entering into this Agreement, and as an inducement to Buyer to purchase the Property, Seller makes the following representations and warranties, each of which is material and being relied upon by Buyer.

A. Authorization. Seller has the legal right, power and authority to enter into this Agreement and to consummate the transactions contemplated hereby, and this Agreement has been duly and validly authorized, executed and delivered by Seller and no other action is required;

B. Threatened Actions. There are no actions, suits or proceedings pending against, threatened or affecting the Property or Seller;

C. Third Party Consents. Other than as disclosed in this Agreement, no consents or waivers by any third party are necessary to permit the consummation by Seller of the transactions contemplated hereby;

D. Compliance with Law. There is no violation of law or governmental regulation with respect to the Property;

E. Condemnation. There are no pending or threatened proceedings in eminent domain or otherwise, which would affect the Property, or any portion thereof;

F. No Agreements/Leases/Tenants. There are no leases of any kind affecting the Property, and there are no tenants, lessees or occupants of the Property, and there are no other agreements (whether oral or written) affecting or relating to the right of any party with respect to the possession of the Property, or any portion thereof, which are obligations which will affect the Property or any portion thereof subsequent to the recordation of the Warranty Deed, except as may be reflected in the Preliminary Report;

G. Documents. The Documents and Materials delivered to Buyer pursuant to this Agreement are true and accurate copies or originals provided to, or drafted by, Seller;

H. Maintenance Contracts. There are no maintenance, service or similar agreements (whether oral or written) affecting or relating to the Property except as provided to and approved by Buyer in accordance with the Contracts;

I. Hazardous Wastes. There are no Toxic or Hazardous Substances, or storage tanks (underground or surface) containing Toxic or Hazardous Substances, in, on, or under the Property, nor have any Toxic or Hazardous Substances, or storage tanks (underground or surface), previously been in, on, or under the Property. There are no pending or threatened litigation, proceedings or investigations before or by any administrative agency in which any person or entity alleges the present, release, threat of release, placement on or in the Property, or the generation, transportation, storage, treatment or disposal at the Property, of any Toxic or Hazardous Substances. For purposes of this Agreement, the term "**Toxic or Hazardous Substances**" means any matter that has been determined by any regulation, order or rule, or any proposed regulation, order or rule, promulgated by any governmental agency of appropriate jurisdiction, to constitute a hazardous waste or hazardous substance or petroleum product under any federal, state or local statute, law, rule, regulation, ordinance or enactment of any governmental authority.

J. Pollutants. No pollutants or waste materials from the Property have ever been discharged by Seller into any body of water other than a sanitary sewer system established for that purpose, and Seller is not aware of any such pollution emission by any other person or entity;

K. Waste Disposal. No portion of the Property has ever been used by Seller as a waste storage or disposal site, and Seller is not aware of any such prior use; and

L. No Notices. Seller has received no notice of any change contemplated in any applicable laws, ordinances or restrictions, or any judicial or administrative action, or any action by adjacent landowners, which would prevent, limit or render more costly Buyer's contemplated use of the Property.

ARTICLE VI

BUYER'S REPRESENTATIONS AND WARRANTIES

6.1 Buyer's Representations and Warranties. In consideration of Seller entering into this Agreement, and as an inducement to Seller to sell the Property to Buyer, Buyer makes the following representations and warranties, each of which is material and being relied upon by Seller.

A. Buyer has the legal right, power and authority to enter into this Agreement and to consummate the transactions contemplated hereby, and this Agreement has been duly and validly authorized, executed and delivered by Buyer and no other action is required; and

B. There is no suit, action, arbitration, legal, administrative or other proceeding or inquiry pending or, to the best of Buyer's knowledge, threatened against Buyer, which could affect the ability of Buyer to perform its obligations under this Agreement.

ARTICLE VII

DAMAGE OR CONDEMNATION PRIOR TO CLOSING

7.1 Damage or Condemnation Prior to Closing. Seller shall promptly notify Buyer of any casualty to the Property or any condemnation proceeding commenced prior to the Close of Escrow. If any such damage or proceeding relates to or may result in the loss of any material portion of the Property, Seller or Buyer may, at their option, elect either to:

A. Terminate this Agreement, in which event all funds deposited into the Escrow Account by Buyer shall be returned to Buyer and, except as otherwise provided herein, neither Party shall have any further rights or obligations hereunder; or

B. Continue the Agreement in effect, in which event upon the Close of Escrow, Buyer shall be entitled to any and all compensation, awards, or other payments or relief resulting from such casualty or condemnation proceeding.

ARTICLE VIII

EXCHANGE

8.1 Mutual Cooperation. Each Party acknowledges that the other Party may intend to effectuate a like-kind exchange of part or all of the Property and each party agrees to fully cooperate with the other in effectuating such an exchange as long as there is no additional costs to the accommodating Party and so long as the accommodating Party is not required to take title to the exchange property and the Closing Date is not delayed. Seller and Buyer shall amend this Agreement and shall execute any escrow instructions that may be necessary to accomplish such an exchange.

ARTICLE IX

BROKER

9.1 Brokers; Commissions.

A. Seller Includes Brokers. Affiliates of the Seller and Buyer may include Oregon licensed real estate brokers and responsible employees who are Oregon licensed real estate brokers and salespeople. Buyer and Seller are each acting as principals in this transaction, however, and not as brokers. Buyer acknowledges and agrees that neither Seller, nor the affiliates, brokers, employees or agents of any of them, is representing Buyer in any way, or is acting as the agent of Buyer in any way, and that none of them owes any fiduciary or other special duty to Buyer. Seller acknowledges and agrees that neither Buyer, nor the affiliates, brokers, employees or agents of any of them, is representing Seller in any way, or is acting as the agent of Buyer in any way, and that none of them owes any fiduciary or other special duty to Seller.

B. Outside Brokers. Other than Raymond Duchek and Thomas E. McDowell of Norris & Stevens representing Buyer and Dan Steelhammer of Fratzke Commercial Real Estate representing Seller, each party represents and warrants that it has had no contact or dealings regarding the subject matter of this transaction through any licensed real estate broker or other person who can claim a commission or finder's fee.

C. Indemnity Against Broker Claims. Except as otherwise provided in this Agreement, each Party agrees to defend and indemnify the other against any claim for commission or other compensation based upon dealings with such Party.

ARTICLE X

MISCELLANEOUS

10.1 Notices. All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered or sent by registered or certified mail, postage prepaid, return receipt requested, or by commercial air carrier, and shall be deemed received upon the earlier of (i) if personally delivered, the date of delivery, or (ii) if mailed, two (2) business days after deposit with the United States Postal Service; (iii) if by commercial overnight delivery, the date after deposit with such commercial overnight delivery service; or (iv) if sent by electronic mail or facsimile, the actual day of transmission (assuming it is a business day, otherwise the next business day following transmission), provided that a physical copy of such transmission is deposited with United States Postal Service First Class Mail within one business day following such transmission. Any notice, request, demand, direction or other communication must be confirmed within forty-eight (48) hours by letter mailed or delivered in accordance with the foregoing.

To Buyer:
HAL California Properties, L.P.
c/o HAL Properties GP, LLC
10600 White Rock Road, Suite 100
Rancho Cordova, CA 95670
Attention: Ryan Lucchetti, Manager
Email: Ryan.Lucchetti@pabcoproducts.com

To Seller:
City of Redmond
411 SW 9th Street
Redmond, OR 97756
Attn: John Roberts, Deputy City Manager
Email: John.Robers@redmondoregon.gov

Notice of change of address shall be given by written notice in the manner detailed in this paragraph. Rejection or other refusal to accept or the inability to deliver because of changed address of which no notice was given shall be deemed to constitute receipt of the notice, demand, request or communication sent.

10.2 Legal Fees. If any Party to this Agreement shall take any action to enforce this Agreement, or bring any action or commence any arbitration for any relief against any other Party, declaratory or otherwise, arising out of this Agreement, the losing Party shall pay to the

prevailing Party a reasonable sum for attorneys' and experts' fees and costs incurred in bringing such suit or arbitration and/or enforcing any judgment granted therein, all of which shall be deemed to have accrued upon the commencement of such action or arbitration and shall be paid whether or not such action or arbitration is prosecuted to judgment. Any judgment or order entered in such action or arbitration shall contain a specific provision providing for the recovery of attorneys' and experts' fees and costs incurred in enforcing such judgment. All fees and costs to be paid under this section shall be determined by a court of competent jurisdiction and not by a jury. For purposes of this section, attorneys' and experts' fees and costs shall include, without limitation, fees and costs incurred in the following: (i) post-judgment motions; (ii) contempt proceedings; (iii) garnishment, levy, and debtor and third-party examinations; (iv) discovery; (v) bankruptcy litigation; and (vi) appeals.

10.3 Indemnification.

A. Buyer's Indemnity. Subject to the limits of the Oregon Tort Claims Act (OTCA), Buyer hereby agrees to indemnify, defend and hold Seller, the successors and assigns, partners, shareholders, officers, directors and/or employees of each of them (collectively, "**Seller Indemnified Parties**"), harmless from and against any and all obligations, liabilities, claims, liens, encumbrances, losses, damages, costs and expenses, including, without limitation, attorneys' fees, whether direct, contingent or consequential (collectively, "**Claims**"), incurred or suffered by, or asserted or awarded against any one or more of the Seller Indemnified Parties relating to or arising from any one or more of the following: (i) the activities of Buyer, its agents, employees or contractors on the Property subsequent to the Effective Date; and (ii) any breach of any covenant, representation or warranty of Buyer contained in this Agreement.

B. Seller's Indemnity. Subject to the limits of the Oregon Tort Claims Act (OTCA), Seller hereby agrees to indemnify, defend and hold Buyer, its successors and assigns, partners, shareholders, officers, directors and/or employees (collectively, "**Buyer Indemnified Parties**") harmless from and against any and all Claims incurred or suffered by, or asserted or awarded against any one or more of the Buyer Indemnified Parties relating to or arising from any one or more of the following: (i) the activities of Seller, its agents, employees or contractors on the Property prior to the Close of Escrow; and (ii) any breach of any covenant, representation or warranty of Seller contained in this Agreement..

10.4 Survival of Covenants. The covenants, representations and warranties of both Buyer and Seller set forth in this Agreement shall survive the recordation of the Warranty Deed and the Close of Escrow.

10.5 Further Actions of Buyer and Seller. Buyer and Seller agree to execute such additional documents and to diligently undertake such actions as may be necessary to complete the terms and conditions of this Agreement.

10.6 Time is of the Essence. Time is of the essence in the performance of the Parties' respective obligations herein.

10.7 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

10.8 Captions. Any captions to, or headings of, the paragraphs or subparagraphs of this Agreement are solely for the convenience of the Parties hereto, are not a part of this Agreement, and shall not be used for the interpretation or determination of the validity of this Agreement or any provision hereof.

10.9 No Obligations to Third Parties. Nothing in this Agreement, whether expressed or implied, is intended to confer any rights or remedies under or by reason of this Agreement on any persons other than the Parties hereto and their respective successors and assigns, nor is anything in this Agreement intended to relieve or discharge the obligation or liability of any third persons to any Party to this Agreement, nor shall any provision give any third persons any right of subrogation or action over or against any Party to this Agreement.

10.10 Exhibits and Schedules. The Exhibits and Schedules attached hereto are hereby incorporated herein by this reference.

10.11 Amendment to this Agreement. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the Parties hereto.

10.12 Waiver. The waiver or failure to enforce any provision of this Agreement shall not operate as a waiver of any future breach of any such provision or any other provision hereof.

10.13 Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.

10.14 Fees and Other Expenses. Except as otherwise provided herein, each of the Parties shall pay its own fees and expenses in connection with this Agreement.

10.15 Entire Agreement. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between Buyer and Seller as to the subject matter hereof. No subsequent agreement, representation, or promise made by either Party hereto, or by or to an employee, officer, agent or representative of either Party shall be of any effect unless it is in writing and executed by the Party to be bound thereby.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

BUYER:

HAL CALIFORNIA PROPERTIES, L.P.,
A California Limited Partnership

By: HAL PROPERTIES GP, LLC, A Nevada Limited Liability Company
Its: General Partner

By: _____
DAVID J. LUCCHETTI
Its: Manager

SELLER:

CITY OF REDMOND,
An Oregon Municipality

By: _____
KEITH WITCOSKY
Its: City Manager

{00027552/5 }

ACCEPTANCE BY ESCROW AGENT

Western Title and Escrow Company acknowledges that it has received a fully executed counterpart of the foregoing Agreement of Purchase and Sale Agreement and Joint Escrow Instructions and agrees to act as Escrow Holder thereunder and to be bound by and perform the terms thereof as such terms apply to Escrow Holder.

Dated: _____, 2021

WESTERN TITLE AND ESCROW COMPANY

By: _____

_____
Escrow Holder

EXHIBIT A

PRELIMINARY REPORT

Preliminary Report to be provided by Escrow Holder.

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: April 13, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Deborah McMahon, Planning Manager
FROM: Joshua Hoff, Associate Planner
SUBJECT: Ord. #2021-03 - An ordinance approving an expansion of the City's Urban Growth Boundary (UGB), Master Development Plan, amendment to the 2040 Greater Redmond Area Zone Map and partition for Skyline Village, located at 1002 NE 17th St (Tax Lot #1513000000103) in Redmond, Oregon 97756.

Addresses Council Goal:
7. COMPREHENSIVE PLANNING - Enhance the quality of life through adoption of programs, policies, and standards that balance growth while maintaining our unique character.
A. Promote quality development.
E. Identify housing objectives, policies, and implementation strategies to diversify the range of housing choices.

Report in Brief:
This items requests City Council conduct a public hearing for actions and land use approvals for Skyline Village (House Bill 2336 Redmond Affordable Housing Pilot Project) and approve Ordinance #2021-03.

The land use approval includes four concurrent applications:

- Master Development Plan (#711-20-000087-PLNG (MD)).
- 2040 Greater Redmond Area Zone Map Amendment (#711-20-000088-PLNG (ZMA)) from EFUAL (Exclusive Farm Use - Alfalfa Subzone) to R4 (General Residential) and MUN (Mixed-Use Neighborhood.
- Urban Growth Boundary (UGB) amendment (#711-20-000089-PLNG (TA)).
- Partition approval for a 40-acre parcel (#711-20-000090-PLNG (RMP)).

The Redmond Urban Area Planning Commission held a public hearing and after receiving testimony and deliberation recommended approval of the proposal.

Background:
In 2016, House Bill 4079 allowed local governments to apply for the newly created “affordable housing pilot program." The resulting statute and administrative rule (OAR 660-039) was created to guide implementation of the pilot program.

In 2018, the City of Redmond applied for the pilot program to the Land Conversation and Development Commission (LCDC). The City of Bend's application was chosen over Redmond's. However, given the importance of affordable housing, in 2019, House Bill 2336 amended House Bill 4079 and allowed LCDC to also select the City of Redmond as recipient of the pilot program.

In December 2019, Deschutes County donated 40-acres to the City for the pilot project. The agreement stipulates the County will convey the subject property upon final land use approvals and recordation of a final partition plat. The agreement also requires the City to reserve at least 50% of the units as affordable for a period of at least 50-years.

To effectuate the transfer of the County donated property, required and respective land use approvals and entitlements need to be perfected by both the County and City.

In July 2020, a Comprehensive Plan Amendment was submitted by the City to Deschutes County to amend the subject

parcel's County Comprehensive Plan designation from Agriculture to Redmond Urban Growth Area. The application was approved by the County hearings officer. Another hearing is scheduled in the near future for deliberation and approval by the Board of County Commissioners.

In July 2020, the City Staff prepared and submitted the necessary land use applications for and to the City. These land use applications when combined include: A master development plan, 2040 Greater Redmond Area Zone Map amendment, UGB expansion, and partition.

The following are on-file and comprise the record for the land use approval:

1. Staff Reports.
2. Proposed findings and conclusions attached to Ordinance #2020-03.
3. Public notices.
4. Public testimony received.
5. Exhibits A through P (16 Exhibits).

Discussion:

History:
The site is within Redmond's Urban Reserve Area (URA) and Eastside Framework Plan (EFP). The property is owned by Deschutes County and is outside of Redmond's City limits and current UGB. The EFP is a general land use plan, adopted by the City in 2007 during the UGB expansion process. The EFP identifies a development pattern for Redmond's eastside including the subject parcel designated as residential. The proposal complies with the EFP, as well as the master planning requirements of the Redmond Development Code.

Proposal:
The Skyline Village project vision is that it will be developed as a 485-unit mixed-use neighborhood with at least 50% of the residential units designated as affordable units. Affordable being defined as units accessible to those making 80% or less than the Area Median Income (AMI) with housing costs less than 30% of the gross monthly income.

The remainder market rate units priced or targeted for incomes making 80% AMI or greater. A mix of residential unit types are proposed.

Generally:
75 cottages.149 townhome lots.
14 fourplexes (totaling 56 units).
A number of multi-family unit complexes equating to 195 units.
Approximately 10 apartment units over commercial in the neighborhood center.

Amenities such as open spaces and greenways will appear throughout the new neighborhood. Including, a 3.9-acre trail system.

Site Description:
The project area is generally described as a portion of Tax Lot 1513000000103, equating to a 40-acre parcel.

The property lies north of NE Kingwood Avenue, south of Negus Way, east of adjacent Exclusive Farm Use – Tumalo/Redmond/Bend subzone, and west of the portion of the parent parcel zoned as Surface Mining.

The subject property is generally flat, has never been used for growing crops or perennials, has never been within an irrigation district boundary or given a decree for water by the Water Resources Department.

Moreover, the subject property does not contain water resources, rivers, or riparian habitat.

Conditions of Approval:
There are five (5) conditions of approval that address specific criteria and various approval standards. Conditions of approval can be summarized as .

1. Transportation: All public streets shall be designed, constructed, dedicated and extended to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards. The proposed master plan and public street system complies with City grid street, TSP and Eastside Framework Plan standards.

2. Water: A twelve (12) inch City water main exists in Kingwood Avenue along property frontage. The proposed master plan shall comply with current and future City Water System Plan (WSP) standards.

3. Wastewater: A twelve (12) inch City gravity sewer main exists in Kingwood Ave. along property frontage. The proposed master plan shall comply with City Wastewater System Master Plan (WSMP) standards.

4. Subdivision Grading and Drainage: A subdivision and/or site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase and/or multi-family, cottage, mixed use and non-residential/open space site and shall be subject to current City standards.

5. Annexation: A City annexation agreement for the subject parcel will be completed (subject portion of Tax Lot 1513000000103). A full plan set with preliminary site plan, street layout, and proposed zoning is provided in Exhibit F.

Findings:
The findings and supporting materials, all demonstrate the proposed Master Development Plan, Amendment to the 2040 Greater Redmond Area Zone Map, UGA amendment, and Partition are consistent with the Statewide Planning Goals, the Redmond Comprehensive Plan, the City Council Goals and other adopted policies. The criteria set forth in the Statewide Planning Guidelines, Oregon Administrative Rules, Oregon Revised Statues, RDC Section 8.0300 (Master Development Plans), Section 8.0760 (Amendments), 8.2400 (Partition) are addressed in Exhibit B (Conclusionary Findings) of Ordinance #2021-03, as well as all applicable state laws and requirements.

Public Comments and Planning Commission:
Informational comments from related agencies (Fire, Engineering, etc.) concerning this project are presented in the record and included in Exhibit C.

There were seven written inquiries of public comment received from noticed neighbors by the Planning Division concerning this application during the comment period and are included in Exhibit D. Public comments focused on livability and the interface or incompatibility of urban and residential uses on Kingwood Avenue. Awareness was raised regarding the need to be sensitive to the impacts generated from the different types of uses and, as such, incorporate good design and mitigation into the site design and review to address potential conflicts.

The Planning Commission reviewed the application and conducted a public hearing on January 25, 2021. After reviewing the record and gathering public testimony the commission found the application met the criteria for approval.

A recommendation of approval has been forwarded to Council.

As required by City Charter, notices regarding this public hearing were posted in three places (the Library, the Police Department, and the Redmond Chamber of Commerce) in addition to City Hall on April 6, 2021. Three copies of the Ordinance were available for review at City Hall.

Next Steps:
After approval of the Master Development Plan, applications for Tentative Subdivision Plan, and Site and Design Review (for multi-family development and mixed use buildings) will be prepared and submitted to the City. All plans will be required to be in conformance with and in reliance upon the approved Master Development Plan.

Fiscal Impact:
The City has budgeted funds to support this project beyond the land use approval process and staff work.

Funds for the next step of hiring of a Master Developer are identified in the Fiscal Year 2021/2022 budget.

Alternative Courses of Action:

1. Accept the Planning Commission Recommendation and approve Ordinance #2021-03.
2. Do not approve Ordinance #2021-03.
3. Continue the hearing and request more information.

Recommendation / Suggested Motion:
Alternative 1:

"I move to have a first and second reading of Ordinance #2021-03, by title only." (Voice vote)

(City Attorney will read ordinance by title only, twice.)

"I move to adopt Ordinance #2021-03." (Roll call vote)

CITY OF REDMOND
ORDINANCE NO. 2021-03

AN ORDINANCE APPROVING AN EXPANSION OF THE CITY'S URBAN GROWTH BOUNDARY (UGB), MASTER DEVELOPMENT PLAN, AMENDMENT TO THE 2040 GREATER REDMOND AREA ZONE MAP AND PARTITION FOR SKYLINE VILLAGE, LOCATED AT 1002 NE 17TH ST (TAX LOT #1513000000103) IN REDMOND, OREGON 97756.

WHEREAS, the City of Redmond has adopted zoning and planning regulations in accordance with Oregon Revised Statutes Chapter 227 that regulate and control the development of land within the City; and

WHEREAS, the City of Redmond has an adopted a set of goals that include: "enhance the quality of life in the City through the adoption of programs, policies and standards that balance growth while maintaining the city's unique character; Promote quality development; Continue to incorporate the Great Neighborhood Principles in both new development and infill development; and support orderly annexation from the Urban Growth Boundary"; and

WHEREAS, the City of Redmond Comprehensive Plan is the product of hundreds of citizens from the public and private sector who participated in the Redmond Vision 2020 planning process; and

WHEREAS, the City of Redmond Comprehensive Plan 2020 Addendum contains multiple visioning statements, including statements on improving urban form and community design; and

WHEREAS, the City of Redmond has set the action steps necessary to implement the goals and policies in the Comprehensive Plan related to the vision; and

WHEREAS, the Redmond Urban Area Planning Commission conducted a public hearing on January 25, 2021, and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council approve the UGB expansion, Master Development Plan, 2040 Greater Redmond Area Zone Map amendment from Redmond Urban Growth Area to R-4 (General Residential) & MUN (Mixed-Use Neighborhood), subject to conditions of approval; and

WHEREAS, the City Council has received the Redmond Urban Area Planning Commission's recommendation and, after receiving additional evidence and testimony, determined the request is in compliance with the Redmond Development Code and would contribute to the Redmond Comprehensive Plan Goals and Policies; and

WHEREAS, the City Council finds the findings for this request have fully addressed the City's Comprehensive Plan amendment process, the applicable state law, the Statewide Planning Goals and the City's standards and criteria for an amendment to the Redmond Development Code and furthers the interests of the City.

NOW, THEREFORE, THE CITY OF REDMOND ORDAINS AS FOLLOWS:

SECTION ONE: The City of Redmond hereby approves the Master Development Plan, 2040 Greater Redmond Area Zone Map Amendment from Redmond Urban Growth Area to R-4 (General Residential) and MUN (Mixed-Use Neighborhood) for Skyline Village, UGB expansion and partition for Skyline Village for 40-acres subject to the conditions of approval. The Decision,

Conditions of Approval, Conclusionary Findings, Agency Comments, Letters Received, and Public Notices are attached hereto as Exhibits A through E.

SECTION TWO: In support of the approval, the City of Redmond hereby adopts the findings, which are attached hereto as "Exhibit B" which were prepared by City staff and demonstrate compliance with the Redmond Development Code, Section 8.0760-Amendments, and the applicable Statewide Planning Goals.

SECTION THREE: SEVERABILITY: The provisions of this Ordinance are severable. The invalidity of any section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance, which can be given without such invalid part, or parts.

PASSED by the City Council and **APPROVED** by the Mayor this 13th day of April 2021.

_____
George Endicott, Mayor

ATTEST:

_____
Kelly Morse, City Recorder

FINDINGS OF THE REDMOND CITY COUNCIL FOR APPROVAL OF AN AMENDMENT TO THE 2040 GREATER REDMOND AREA ZONE MAP TO INCLUDE A PORTION OF PROPERTY OWNED BY DESCHUTES COUNTY INTO THE REDMOND URBAN GROWTH BOUNDARY (UGB) FOR PARTITION AND SKYLINE VILLAGE MASTER DEVELOPMENT PLAN APPROVAL.

FILE NO. Skyline Village # 711-20-000087-PLNG (MD), 711-20-0000088-PLNG (ZMA), 711-20-000089-PLNG (TA), & 711-20-000090-PLNG (RMP)

REQUEST: Amendment to the 2040 Greater Redmond Area Zone Map from EFUAL (Exclusive Farm Use – Alfalfa Subzone) to R4 (General Residential Zone) and MUN (Mixed-Use Neighborhood), Comprehensive Plan Amendment to change Redmond's UGB, Master Development Plan approval, and Partition approval for a 40-acre parcel.

LOCATION: Identified as an approximately 40-acre parcel as part of 1002 NE 17th or tax lot number 1513000000103 by Deschutes County.

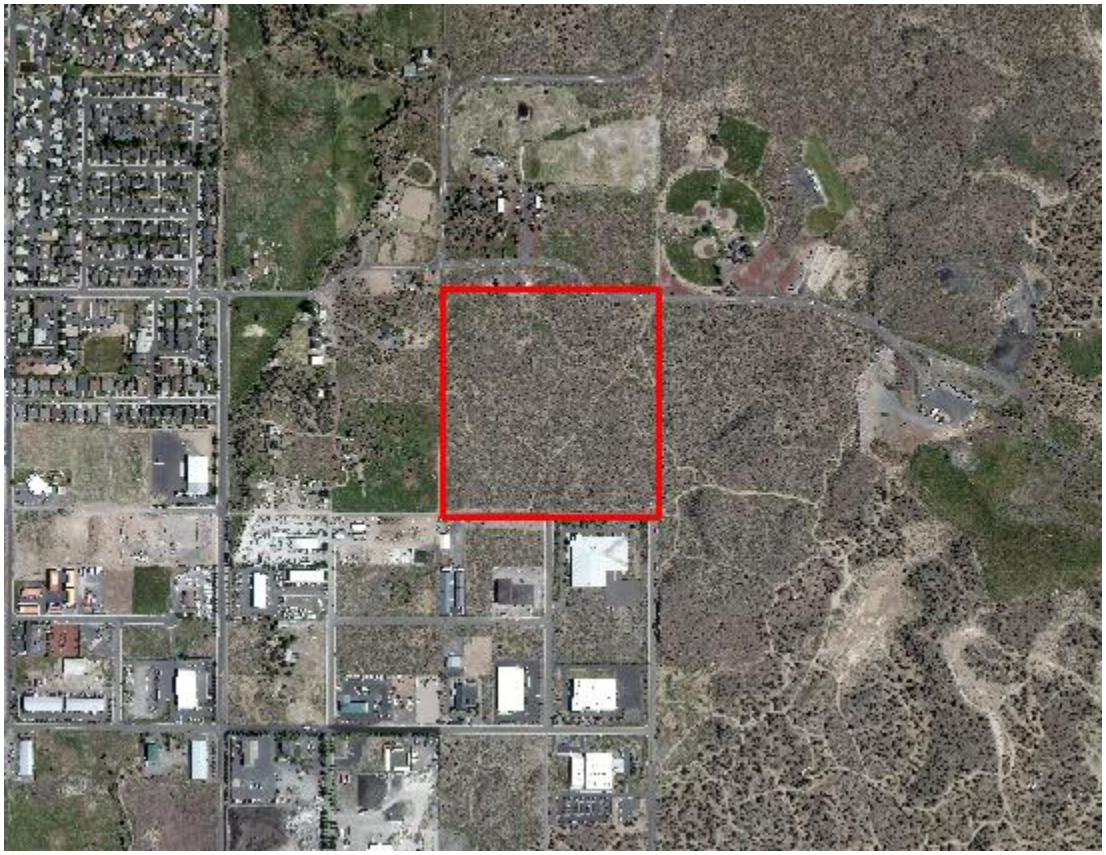
APPLICANT: City of Redmond

STAFF: Deborah McMahon, Planning Manager
Joshua Hoff, Associate Planner

HEARINGS BODY: Redmond City Council

DATE & TIME: April 13th, 2021 at 6:00pm, Redmond City Councill; Meeting held virtually.

Vicinity Map



DECISION: APPROVAL WITH CONDITIONS

SUMMARY: Amendment to the 2040 Greater Redmond Area Zone Map from EFUAL (Exclusive Farm Use – Alfalfa Subzone) to R4 (General Residential Zone) and MUN (Mixed-Use Neighborhood); Comprehensive Plan Amendment to change Redmond's UGB; Master Development Plan; and Partition approval for a 40-acre parcel.

Annexation is proposed for the subject portion of Tax Lot 1513000000103. A full plan set with preliminary site plan, street layout, and proposed zoning is provided in Exhibit F.

COMMENTS: Informational comments from related agencies (Fire, Engineering, etc.) concerning this project are presented in the record and included in Exhibit C. At the time of the completion of this staff report, there were eight written inquiries of public comment received from noticed neighbors by the Planning Division concerning this application during the comment period and are included in Exhibit D.

EXHIBITS

The following exhibits are on-file and make up the record in this matter:

1. Staff Reports.
2. Proposed Findings and Conclusions included herein.
3. Public Notices.
4. Public testimony received.
5. Attachments identified as Exhibits A through P

ATTACHMENTS

Exhibit A	Decision and Conditions of Approval
Exhibit B	Conclusionary Findings
Exhibit C	Agency Comments
Exhibit D	Letters Received
Exhibit E	Public Notices
Exhibit F	Skyline Village HB 4079 Affordable Housing Concept Plan
Exhibit G	Partition Plan
Exhibit H	Redmond Donation Agreement
Exhibit I	City of Redmond Engineer Infrastructure Memo
Exhibit J	Property Ownership Information
Exhibit K	Title Report
Exhibit L	4079 Application
Exhibit M	Phase 1 Environmental Site Assessment
Exhibit N	Framework Plan
Exhibit O	Transportation Impact Memorandum
Exhibit P	Applicant Burden of Proof

EXHIBIT A – DECISION AND CONDITIONS OF APPROVAL

DECISION

Based on the findings and conclusions, the City Council approves the Skyline Village Master Plan, file #711-20-000087-PLNG (MD), 711-20-0000088-PLNG (ZMA), 711-20-000089-PLNG (TA), and 711-20-000090-PLNG (RMP), and, **subject to the conditions of approval below**.

CONDITIONS OF APPROVAL

The following conditions of approval shall be required:

1. Transportation: All public streets shall be designed, constructed, dedicated and extended to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards. The proposed master plan and public street system complies with City grid street, TSP and Eastside Framework Plan standards subject to the following:

A) Street names shall be reviewed and approved by Redmond Fire and Rescue and/or Deschutes County.

B) **NE Maple Ave./Negus Way** – County rural arterial. street frontage improvements conforming to full width County rural arterial and/or City local street standards shall be required per COR Standard Drawing 2-1 with new pavement section, curb on both sides and sidewalk on the south side, storm drainage and right-of-way dedication for a total width of sixty (60) ft. as proposed along property frontage or as required by the City Engineer.

C) **NE Kingwood Ave.** - City local industrial street. Street frontage improvements conforming to City industrial street standards shall be required per COR Standard Drawing 2-1 with new pavement section to centerline, curb and sidewalk on the north side, storm drainage and fifteen (15) ft. right-of-way dedication along property frontage.

D) **NE 13th St.** – County rural collector/City local grid street. Street frontage improvements conforming City partial (¾) local grid street standards shall be required per COR Standard Drawing 2-1 and 2-3 with new pavement, curb and sidewalk on the east side, storm drainage and forty (40) ft. minimum right-of-way dedication along property frontage.

E) **NE 17th St.** - County rural collector/City local grid street. Street frontage improvements conforming to County and/or City full width local grid street standards per COR Standard Drawing 2-1 with new pavement, curb on both sides, sidewalk on the west side, storm drainage and sixty (60) ft. right-of-way dedication along property frontage.

F) **Proposed Interior Public Streets** - street improvements conforming to City local grid street standards per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. right-of-way dedication.

G) Lot Access: Vehicular access to each new lot shall conform to City access management, corner clearance, sight/stopping distance, clear vision and driveway construction standards.

H) Traffic Impacts: The Transportation Planning Rule Analysis (TPR) for Skyline Village Master Plan submitted by Transight Consulting LLC dated 10-12-20 has been reviewed for master plan approval per COR Code 8.0300(10) and is found to be acceptable. Engineering concurs that the conceptual re-alignment of NE Maple Ave./Negus Way along property frontage as shown on the Eastside Framework Plan is not necessary. No further analysis is required.

2. Water: A twelve (12) inch City water main exists in Kingwood Ave. along property frontage. The proposed master plan shall comply with current and future City Water System Plan (WSP) standards and the following:

A) Subject property is beyond the current WSP pressure zones and City UGB. Therefore, any proposed connection to the existing City water system shall be subject to infrastructure allocation approval. A capacity analysis and mitigation plan shall be provided that demonstrates excess capacity is available for any proposed connection to the existing City water system.

B) Connection to the City's public water system shall be required for each new lot.

C) Proposed public water system shall be extended within all public streets as is necessary for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and WSP standards.

3. Wastewater: A twelve (12) inch City gravity sewer main exists in Kingwood Ave. along property frontage. The proposed master plan shall comply with City Wastewater System Master Plan (WSMP) standards subject to the following:

A) Subject property is located within a sanitary sewer basin to be gravity served by the future twenty-four (24) and ten (10) inch Far East Sewer Interceptor (FESI) per the current WSMP. At this time the FESI has not been constructed or extended and does not serve the area proposed for development. Therefore, in the absence of the complete FESI gravity system, any proposed connection to existing City sewer will be subject to infrastructure allocation approval and the following:

1) The FESI shall be constructed, dedicated and extended through subject property upon development per current City WSMP standards. Note, the City has been working with Bonnie Lamb at DEQ for a future grant to cover this work.

2) Capacity analysis and mitigation plan shall be provided that demonstrates excess capacity is available for any proposed gravity connection to the existing City sewer system.

3) Sewer flow estimates for the proposed development shall be provided by the applicant to confirm available excess capacity per City sewer design parameters found in the current Public Works Standards and Specifications, Design Standards section II(C)(2)(a)(7, 8, 9 & 10).

4) Excess sewer system capacity shall be allocated on a first come, first serve basis for new development applications that successfully complete land use decisions for rezoning from UH-10 to City urban zone.

B) Connection to the City's public sewer system shall be required for each new lot.

C) The sewer collection system shall be designed for both the interim connection to existing sewer and future connection to the FESI.

D) The proposed public gravity sewer system shall be extended within public streets or easements for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and WSMP.

4. Subdivision Grading and Drainage: A subdivision and/or site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase and/or multi-family, cottage, mixed use and non-residential/open space site and shall be subject to current City standards and the following:

A) Lot and Tract grading shall conform to current COR Development Code 8.2720 and shall not create steep banks, extreme cut/fills or areas unsightly to adjacent properties or lots.

B) All storm water runoff and drainage shall be maintained on each lot or tract and shall not drain onto public streets, neighboring properties or irrigation canals/ditches except as provided for in City standards.

C) The stormwater system shall be designed to pass up-gradient flow through the site without damage to the proposed development, public stormwater facilities or neighboring properties.

D) Storm water runoff from private property shall not impact public right-of-way or easements unless otherwise approved by the Public Works Director or City Engineer.

6. Annexation: Complete a City of Redmond annexation agreement for the subject parcel

//END OF CONDITIONS///

EXHIBIT B –CONCLUSIONARY FINDINGS

I. APPLICABLE CRITERIA:

The following are the applicable sections from Oregon Revised Statues, Oregon Administrative Rules, the City of Redmond Urban Area Comprehensive Plan, the Eastside Framework Plan (as an element of the Comprehensive Plan), and the Redmond Development Code, Chapter 8 of the Redmond Development Code:

- The City of Redmond Urban Area 2020 Comprehensive Plan.
- The City of Redmond Framework Plan
- City of Redmond Transportation System Plan
- City of Redmond Public Facility Master Plans (Water, Wastewater)
- City of Redmond Park Master Plan
- Oregon Revised Statues (ORS), as applicable.
- Oregon Administrative Rules (OAR) , as applicable
    - Division 12, Transportation Planning Rule – OAR 660-012-0000
    - Division 15, Statewide Planning Goals and Guidelines – OAR 660-015-0000
    - Division 24, UGB Amendment – OAR 660-024-0020
- The City of Redmond Development Code, Chapter 8;
    - Section 8.0300, Master Development Plans
    - Sections 8.0750 through 8.0775, Amendments
    - Section 8.2400 through 8.425, Partitions

II. BASIC FINDINGS:

A. BACKGROUND & HISTORY: The site is within Redmond's Urban Reserve Area (URA) and Eastside Framework Plan (EFP). The site is owned by Deschutes County and is outside of Redmond's city limits and current UGB. The EFP is a general land use plan, adopted by the City of Redmond in 2007 during the UGB expansion process. The EFP identifies a development pattern for Redmond's eastside including the subject parcel designated as residential. In 2016, House Bill 4079 Enrolled allowed Oregonian local governments to apply to the newly created "affordable housing pilot program". The resulting statue and administrative rule (OAR 660-039) was created to guide implementation of the affordable housing pilot program. City of Redmond applied to the Land Conversation and Development Commission (LCDC) in 2018 and was not granted the affordable housing pilot program. In 2019, House Bill 2336 Enrolled amended House Bill 4079 and allowed LCDC to select the City of Redmond as recipient of the affordable housing pilot program.

In July, 2020, a plan amendment application was submitted to Deschutes County to amend the subject parcel's plan designation from Agriculture to Redmond Urban Growth Area. At the time of this writing, this proposal has been given a hearing and approved by the hearings officer. Subsequent hearings are scheduled in the near future for further deliberation by Deschutes County Commissioners.

A partnership between the City Redmond and Deschutes County resulted in a signed donation agreement that stipulates the County will convey to the City 40 acres of land upon recordation of a final partition plat and further agree to reserve at least 50% of the units as affordable for a period of at least 50 years.

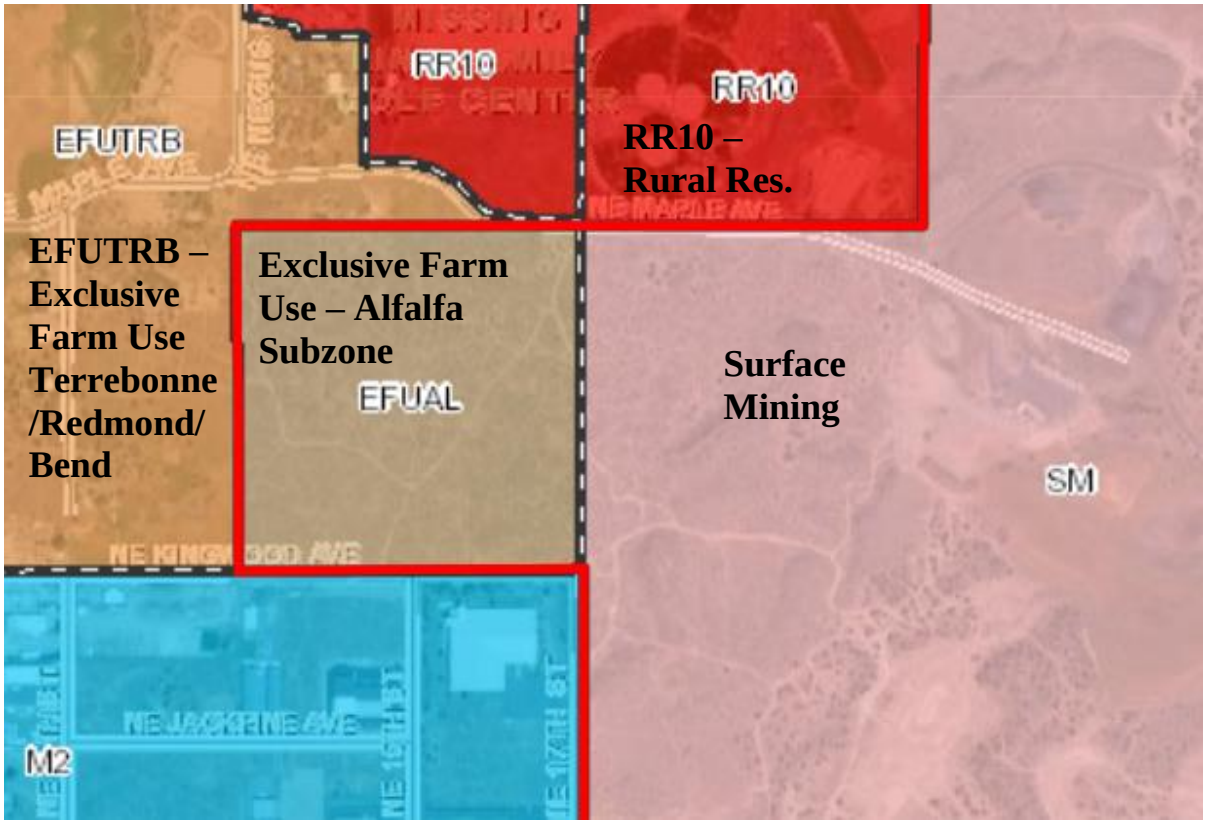
B. PROPOSAL: The proposal requests approval of a Partition, Master Development Plan, amendment to the City of Redmond Comprehensive Plan expanding Redmond's UGB and amendment of the Redmond Zoning Map from EFUAL (Exclusive Farm Use – Alfalfa Subzone)

to R4 (General Residential) and Mixed-Use (MUN) zones, in conformance with the Eastside Framework Plan. Annexation is proposed for the partitioned portion of Tax Lot 1513000000103 (annexation is a separate City process from land use). The proposal complies with the City of Redmond's Eastside Framework Plan, as well as the master planning requirements of the Redmond Development Code.

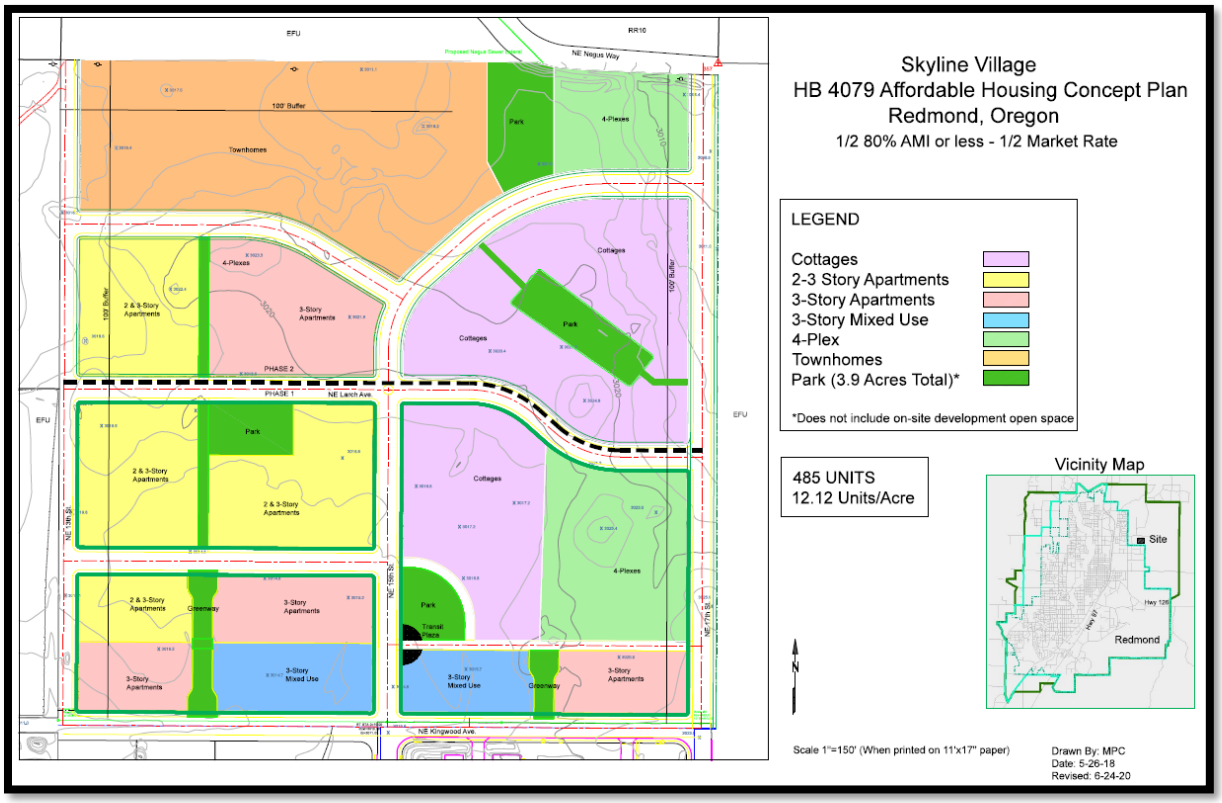
Subsequent to approval of the Master Development Plan, applications for Tentative Subdivision Plan, and Site and Design Review (for multi-family development and mixed use buildings), among other potential land use applications, will be submitted. All such plans are required to be in conformance with and in reliance upon the approved Master Development Plan.

The applicant proposes to rezone the parcels from the existing County zone district, EFUAL (Exclusive Farm Use – Alfalfa Subzone) to R-4 (General Residential) and MUN Mixed-Use Neighborhood zones (see Existing Zoning and Proposed Rezoning Map below or Exhibit D and E for all Project Plans).

Map of Existing and Surrounding Zoning



Excerpt from Proposed Zoning and Skyline Village Master Plan



Ultimately, the parcel will be developed as a 485-unit mixed-use neighborhood with at least 50% of the residential units designated as affordable units (defined as units accessible to those making 80% or less than the Area Median Income and not spending more than 30% of their monthly income on rent/mortgage) and the remainder market rate units.

A mix of residential unit types are proposed:

- 75 cottages (areas in purple on the plan below)
- 149 townhome lots (areas in orange on the plan below).
- 14 fourplexes (totaling 56 units; area in green on the plan below)
- A number of multi-family unit complexes equating to 195 units (area in yellow and pink on the plan below)
- Approximately 10 apartment units over commercial in the neighborhood center (area in blue on the plan below).

Amenities include a variety of open spaces and greenways spaced throughout the development, including a 3.9 acre system of trails and parks. Connecting the site's parks and open space is a system of greenways, trail corridors for easy access to walking, biking, and running.

C. SITE DESCRIPTION: The project area is generally described as a portion of Tax Lot 1513000000103, equating to a 40 acre parcel. The property lies north of NE Kingwood Ave, south of Negus Way, east of adjacent Exclusive Farm Use – Tumalo/Redmond/Bend subzone, and west of the portion of the parent parcel zoned as Surface Mining. The subject property is approximately 40 acres in size, is generally flat, has never been used for growing crops or perennials, has never been within an irrigation district boundary or given a decree for water by the Water Resources Department, and does not contain water resources, rivers, or riparian habitat.

D. PUBLIC AGENCY COMMENTS:

Fire Department:	See Exhibit C
Police:	See Exhibit C
Engineering:	See Exhibit C
Parks:	No Comments Received
Airport:	No Comments Received
ODOT	No Comments Received
ODOT Rail	No Comments Received
PP&L:	No Comments Received
CEC:	No Comments Received
Century Link:	No Comments Received
Bend Broadband:	No Comments Received
Finance:	See Exhibit C
Wastewater:	See Exhibit C
School District:	No Comments Received
COID:	See Exhibit C

E. PUBLIC COMMENTS: The Planning Division sent notice of this application to property owners within 250 feet of the subject property. Additionally, the Planning Division posted a land use action poster on the subject property. The City has received responses and has included comments in this report.

F. EXHIBITS:

The following exhibits are on-file and make up the record in this matter:

1. Proposed Findings and Conclusions included herein.
2. The Staff Report.
3. Public Notices.
4. Public testimony received.

III. SUMMARY:

1. Amendment to the City of Redmond Zoning Map from EFUAL (Exclusive Farm Use – Alfalfa Subzone) to R4 (General Residential Zone) and MUN (Mixed-Use Neighborhood), Comprehensive Plan Amendment to change Redmond's UGB, Master Development Plan, and Partition approval for a 40-acre parcel in conformance with the Eastside Framework Plan for a portion of tax lot 1513000000103.

2. The findings and supporting materials, all demonstrate that the proposed Master Development Plan, Amendment to the Zoning Map and Comprehensive Plan, and Partition are consistent with the Statewide Planning Goals, the Redmond Comprehensive Plan, the City Council Goals and other policies adopted by the City.

3. The criteria set forth in the Statewide Planning Guidelines, Oregon Administrative Rules, Oregon Revised Statues, RDC Section 8.0300 (*Master Development Plans*), Section 8.0760 (*Amendments),* 8.2400 *(Partition)* are addressed herein/below, as well as all applicable state laws and requirements.

VII. CONCLUSIONARY FINDINGS:

Pursuant to statutory authority and implementing regulations, a local government may adjust or reconfigure a UGB. The Land Conservation and Development Commission ("LCDC") has adopted administrative regulations, which implement the statutory authority for UGB reconfigurations, and which serve as criteria for UGB reconfiguration decisions of a City and County. Additionally, the City of Redmond and Deschutes County each have local ordinances that provide standards and criteria for UGB changes within their respective jurisdictions. All UGB modifications must be made according to the applicable state and local criteria.

The findings are divided into separate sections that address the following regulatory standards:

A. Oregon Administrative Rules
B. Oregon Statewide Planning Goals
C. Redmond Comprehensive Plan
D. Redmond Community Development Code

A. UGB ADJUSTMENTS – OAR 660-024-0070

1) A local government may adjust the UGB at any time to better achieve the purposes of Goal 14 and this division. Such adjustment may occur by adding or removing land from the UGB, or by exchanging land inside the UGB for land outside the UGB. The requirements of section (2) of this rule apply when removing land from the UGB. The requirements of Goal 14 and this division [and ORS 197.298] apply when land is added to the UGB, including land added in exchange for land removed. The requirements of ORS 197.296 may also apply when land is added to a UGB, as specified in that statute. If a local government exchanges land inside the UGB for land outside the UGB, the applicable local government must adopt appropriate rural zoning designations for the land removed from the UGB prior to or at the time of adoption of the UGB amendment and must apply applicable location and priority provisions of OAR 660-024-0060 through 660-020-0067.

2) A local government may remove land from a UGB following the procedures and requirements of ORS 197.764. Alternatively, a local government may remove land from the UGB following the procedures and requirements of 197.610 to 197.650, provided it determines:

a) The removal of land would not violate applicable statewide planning goals and rules;

b) The UGB would provide a 20-year supply of land for estimated needs after the land is removed, or would provide roughly the same supply of buildable land as prior to the removal, taking into consideration land added to the UGB at the same time;

c) Public facilities agreements adopted under ORS 195.020 do not intend to provide for urban services on the subject land unless the public facilities provider agrees to removal of the land from the UGB and concurrent modification of the agreement;

d) Removal of the land does not preclude the efficient provision of urban services to any other buildable land that remains inside the UGB; and

e) The land removed from the UGB is planned and zoned for rural use consistent with all applicable laws.

(3) Notwithstanding sections (1) and (2) of this rule, a local government considering an exchange of land may rely on the land needs analysis that provided a basis for its current acknowledged plan, rather than adopting a new need analysis, provided:
(a) The amount of buildable land added to the UGB to meet:

(A) A specific type of residential need is substantially equivalent to the amount of buildable residential land removed, or
(B) The amount of employment land added to the UGB to meet an employment need is substantially equivalent to the amount of employment land removed, and
(b) The local government must apply comprehensive plan designations and, if applicable, urban zoning to the land added to the UGB, such that the land added is designated:
(A) For the same residential uses and at the same housing density as the land removed from the UGB, or
(B) For the same employment uses as allowed on the land removed from the UGB, or
(C) If the land exchange is intended to provide for a particular industrial use that requires specific site characteristics, only land zoned for commercial or industrial use may be removed, and the land added must be zoned for the particular industrial use and meet other applicable requirements of ORS 197A.320(6).

Response: This proposal amends Redmond's Urban Growth Boundary by adding the subject parcel. This proposed addition meets this standard by furthering Goal 14 standards as addressed later in this report and fulfilling the criteria set by the Affordable Housing Pilot Project.

B. <u>Statewide Planning Guidelines and Oregon Administrative Rules for Goals</u>

OAR 60-039-0030 the Affordable Housing Pilot Project requires compliance with the following Statewide Land Use Goals:

Goal 1: Citizen Involvement
Goal 2: Land Use Planning
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 7: Areas Subject to Natural Hazards
Goal 11: Public Facilities and Services (only that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary).
Goal 14: Urbanization (except the Land Need and Boundary Location provisions)

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.

Response: This proposed UGB amendment adhered to the citizen involvement procedures for legislative actions required by the City of Redmond and Deschutes County Development Codes, including a public hearing and notice of the hearing published in a newspaper at least ten days in advance. Public agencies affected by this amendment were involved throughout the development of the proposal. In addition, individual property owners affected by the amendment were provided notice of the proposed amendment and hearing.

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: This application was submitted to both the City of Redmond and Deschutes County in accordance with the land use planning processes established by these jurisdictions. The proposal is supported by a factual base of analyses that are consistent with state, regional and local requirements for decisions related to UGB amendments.

GOAL 5: OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The Skyline Village Tract does not include any significant natural resources, scenic or open spaces, nor contain any significant historic areas.

The property does not include any wetlands, habitat for sensitive, threatened or endangered plant or animal species, wilderness values, and no mineral potential or mineral rights. The soils are not considered as High Value Farm Land, have never been used for growing crops or perennials, the property is east of the Coast Range, has never been within an irrigation district boundary or decree for water by the Water Resources Department, the land has never had wine grapes grown, and is higher than 3,000 feet above sea level.

Historic and cultural resources surveys conducted on the site indicate that the Tract was not occupied by prehistoric or historic peoples and contains no significant historic or cultural resources. The site also does not contain approved Oregon Recreation Trails or inventoried scenic areas. The subject site is not listed as a Goal 5 resource in the Deschutes County Comprehensive Plan.

GOAL 7: AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect people and property from natural hazards.

Response: There are no areas on the site that are subject to flooding or landslide activity. Wildfire hazards are not substantially different from other areas within or adjacent to the Redmond UGB, and development of the site could improve fire protection by providing access and water infrastructure. Therefore, inclusion of this site within the UGB and subsequent development will be consistent with Goal 7.

GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: As provided in OAR 660-039-0030, qualifying Cities under the Affordable Housing Pilot Project are exempt from complying with this goal, except that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary. The following addresses the impact of development of Skyline Village project upon existing and planned public facilities within the city boundaries.

According to a memo prepared by City Engineer Mike Caccavano (and detailed above), the project site can be reasonably served with public facilities and services and the providers of the public facilities and services have the capacity and financial resources to serve development on the site as proposed in the concept plan.

The 40-acre site proposed for affordable housing located between NE 13th Street, NE 17th Street, NE Kingwood Avenue and NE Negus Way is served by city sewer and water as well as the existing street network. There are existing 12-inch diameter water and sewer lines in NE Kingwood Avenue along the south boundary that can be extended into the site.

Water: A hydrant test in 2010 showed a static pressure of 77 psi with 2,221 gallons per minute (gpm) flow at 74 psi from a 4½-inch port. The system will easily provide flow exceeding the 1,500 gpm residential fire flow standard.

Sewer: The 12-inch sewer line in NE Kingwood Avenue is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

The 12-inch sewer in NE Kingwood Avenue connects to an 8-inch sewer in NE 5th Street which runs north to NE Negus Way. The 12-inch sewer has sufficient capacity to serve its' sewer basin at buildout, along with the proposed 40-acre affordable housing development. The 8-inch sewer does not have sufficient capacity, so approximately 750 feet of 12-inch sewer line will need to be installed to extend the line to the Eastside Sewer Interceptor.

A second option for sewer is in the City's Wastewater Collection System Master Plan. A 12-inch line is proposed for NE Negus Avenue that would have the capacity and depth to serve the entire affordable housing site with gravity sewer.

In summary, the existing sewer in NE Kingwood Avenue can provide service to initial phases totaling 150 units of housing. The full development can be served either with:

- Construction of 750 feet of 12-inch sewer in NE Kingwood Avenue between NE 5th Street and the Eastside Sewer Interceptor at a cost of approximately $150,000 and a pump station to serve the northeast portion of the site at a cost of approximately $250,000.
- Construction of the master planned sewer in NE Negus Way at a cost of approximately $850,000. Although this is the more expensive option, it provides a better long-term gravity sewer solution and may be possible to funded with an existing loan from the Department of Environmental Quality (DEQ).

Transportation: The street network in this area will provide good access to the site. On the south side of the site, NE 15th Street, NE 17th Street and NE Kingwood Avenue connect to NE Hemlock Avenue, which provides direct access to Highway 97. They also connect to NE 9th Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus Way, which is a direct connection to shopping, the medical district and the central part of Redmond.

In addition to these comments, this application was reviewed by the City of Redmond Engineering Department. The applicant meets this standard by complying with Engineering comments and the conditions of approval incorporated into this decision, therefore it is met.

GOAL 14: URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: As provided in OAR 660-039-0030, qualifying Cities under the Affordable Housing Pilot Project are exempt from complying with the Land Need and Boundary Location provisions of this goal.

The purpose and intent of Goal 14 was considered throughout the development of this proposed UGB amendment. The proposal provides for orderly and efficient transition to urban land uses because the site is part of the planned future uses in the Eastside Framework Plan and is directly adjacent to the City of Redmond's existing UGB allowing for services via direct extension of existing public facilities.

The proposed use of the site for a higher density affordable housing development is an efficient use of the land and will provide a livable community through a well laid out neighborhood complete with parks, open spaces, and trails and access to a small commercial area, all in close proximity to the other amenities of Redmond accessible by a short drive or bus or bicycle ride; the specific contributions to livability needs are addressed in other findings throughout this report, including conformance with the Great Neighborhood Principles provided under the City of Redmond's Master Planning Requirements.

C. <u>City of Redmond Comprehensive Plan</u>

Goal 2: Land Use Planning

Policies

(5) To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.

Response: Incorporating this parcel into the City boundaries, in the manner emphasized in the publicly reviewed Eastside Framework Plan, provides the sound basis for orderly and efficient urbanization. A balance of residential, commercial, industrial and open space is incorporated into the Plan, along with a grid street system that adequately accommodates the expected traffic generation.

(6) To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

Response: Access and utilities will be provided in conjunction and commensurate with urban development to ensure orderly and efficient development, adjacent to existing urban development, so that this will not result in any "scattered, unrelated development."

(7) To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.

Response: A City standard street system will be provided within and adjacent to the development, including full width streets with on-street parking where permitted, curb, gutter, sidewalks and multi- use walking and biking paths. In addition, Cascade East Transit has agreed to analyze the feasibility of adding the project to their fixed route bus system that the agency will be implementing in the next few years. This transportation system will allow residents to easily proceed in and out of the site and from their residence to the proposed on-site and adjacent open space and recreation opportunities.

(8) To bring about general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

Response: The development proposed 485 units on 40 acres for a gross density of 12.12 units per acre, which is an increase in the average density of the community. Provision of increased density on this site will create the conditions for transit feasibility and facilitate an efficient transportation system.

(9) The City of Redmond will adopt a Comprehensive Plan Map that identifies planned uses for all land within the Redmond Urban Growth Boundary. The land use designations in Table 2.9.1 will be used on the Comprehensive Plan Map to designate areas intended for the land uses described. The table also includes a list of city and county zoning designations that are compatible with the associated comprehensive plan map designation. All property added to the UGB from the URA is considered to have an urban holding area comprehensive plan designation and an Urban Holding-10 (UH-10) zone. Urban development consistent with the plan designation may not be approved until the land is annexed to the City of Redmond and rezoned consistent with the zoning categories listed below.

Table 2.9.1 Redmond Comprehensive Plan Land Use Map Designations

RM	*Residential Medium Density*	*Land designated for a mix of housing types; single family, duplex, triplex, and multi-family structures*	*R-3, R-4*	*UH-10*

Response: With annexation, the site will be rezoned in part to R-4, which is in accordance with the following Land Use Map Designation:

RM Residential Medium Density Land designated for a mix of housing types; single family, duplex, triplex, and multi-family structures are permitted. R-3, R-4 UH-10

A portion of the subject parcel will be zoned Mixed-Use Neighborhood (MUN) zone. The Redmond Comprehensive Plan Map containing the Eastside Framework Plan map insert illustrates the subject property as *residential.* The Eastside Framework Plan map adopted as part of the Eastside Framework Plan illustrates the subject parcel as “Residential – Medium Density”. The Goal of the Eastside Framework Plan “subscribes to the Great Neighborhood Principles (GNP) adopted by Redmond”. The applicant states “A small, mixed use areas – with commercial on the first floor and housing above is incorporated to provide residents and neighboring businesses shopping and/or eating and drinking opportunities”. The proposed zone changes uphold the Great Neighborhood Principles (detailed findings in response to meeting GNPs are addressed further in this report) and therefore the Eastside Framework Plan and Redmond Comprehensive Plan therefore the proposed zoning amendment to R4 and MUN is met.

(10) The following purpose statements describe the predominant land uses designated on the Redmond Urban Area Comp Plan Map.

a. *Urban Holding Area (UHA) – This plan designation is applied to all areas added to the UGB that have not yet completed planning for urban uses. Agricultural, rural residential uses and other uses allowed in the UH-10 zone are allowed on an interim basis so long as their location and operation does not impair the future conversion of these lands from rural to urban use. New parcels less than 10 acres in size may not be created within areas designated UHA.*

b. *Residential Low Density (RL) – Areas designated RL are intended primarily for development as single family home sites. Planned urban densities are expected to average 3 dwelling units per acre with densities ranging from 2 units per net acre to 5 units per net acre. The Redmond Development Code (Development Code) may establish more than one zoning district for the RL designation to address local conditions and the need for different development review criteria.*

c. *Residential Medium Density (RM) – Areas designated RM are intended primarily for development as single-family home sites intermixed with attached housing products. Planned urban densities are expected to average more than four dwelling units per acre with densities ranging from four units per net acre to twelve units per net acre. The Development Code may establish more than one zoning district for the RM designation to address local conditions and the need for different development review criteria.*

d. *Residential High Density (RH) – Areas designated RH are intended primarily for development as multi-family development complexes, condominiums, congregate living facilities, and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre. The Development Code may establish more than one zoning district for the RH designation to address local conditions and the need for different development review criteria.*

e. *Neighborhood Center (NC) – Areas designated NC are intended for development as commercial service areas supporting surrounding residential neighborhoods. Neighborhood Centers may also be focused around a cultural activity or a school. Commercial uses and development form may not be of a type found in highway commercial and strip commercial development areas. NC areas also may include residential uses, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in NC areas may not take direct access from arterial or collector streets.*

f. *Mixed Use Downtown (MUD) – The MUD designation is for the area defined as the Redmond Downtown. Uses in the MUD area are subject to regulations contained in the Redmond Downtown Plan and related zoning districts.*

g. *Mixed Use Employment (MUE) – Areas designated MUE are intended for development as employment centers developed as campus-type or light industrial with some limited commercial and residential development contained within the MUE area. Stand alone residential projects are not permitted within the MUE area. The City may provide for mixed use projects located within the MUE through planned developments.*

Commercial uses must be of a type and scale that is designed to support surrounding industrial and employment uses and may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments.

h. *Commercial (C) – Areas designated Commercial on the plan map are intended primarily for commercial retail and service uses for local or regional scale development. Highway commercial uses are allowed where transportation impacts can be managed in conformance with state and local requirements. Residential development may be permitted in the C designation, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in "C" areas may not take direct access from arterial or collector streets.*

i. *Industrial (I) – areas designated "I" on the plan map are intended primarily for industrial and employment uses. Commercial uses may be permitted when they are of a type and scale that is designed to support surrounding industrial and employment uses. Industrial areas may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments. The Development Code may establish more than one zoning district for the "I" designation to address local conditions and the need for different development review criteria to serve different types of industrial uses, such as heavy industrial, light industrial, and campus industrial uses.*

j. *Public Facilities (PF) – Areas designated PF on the Comp Plan Map are intended for development as public and quasi-public facilities serving local and regional needs. Uses may include municipal utility installations, electrical installations, schools, public recreational uses, government buildings and other uses. The Development Code may establish more than one zoning district for the PF designation to address different development review criteria for different types of public facilities.*

k. *Open Space (OS) – Areas designated OS include areas not intended for urban development that are planned to remain in an undeveloped state for use as active or passive recreation or to avoid placing development in areas that may have development hazards. The Development Code may establish more than one zoning district for the OS designation to address different types of OS objectives, including areas where development is restricted altogether or permitted on limited bases subject to special review criteria.*

l. *Mixed Use Live Work (MULW) – The purpose of the MULW zone is to:*

    a. *provide a mixed use area that is appropriate for development which may include both living units and work space;*

    b. *Provide flexibility for the development of live/work units; and*

    c. *Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.*

m. *Mixed Use Live Work - Special District (MULW-SD) – The purpose of this Special District Overlay is to allow uses within a portion of the MULW Zone that exist at the time*

of the effective date of the adoption of this ordinance to be permitted as outright permitted uses. The Special District Overlay will allow existing uses and businesses to continue and potentially expand their operations in perpetuity, *subject to the requirements of this Section.*

Response: The proposed development – consisting of multi-family units, cottages, townhomes, and other attached dwelling products over four units per acre, and less than twelve units per net acre - is in accordance with the following land use purpose statement for RM zoning:

> "Residential Medium Density (RM) – Areas designated RM are intended primarily for development as single-family home sites intermixed with attached housing products. Planned urban densities are expected to average more than four dwelling units per acre with densities ranging from four units per net acre to twelve units per net acre. The Development Code may establish more than one zoning district for the RM designation to address local conditions and the need for different development review criteria".

A portion of this development is proposed as Mixed-Use Neighborhood. Mixed-Use Neighborhood (MUN) is not mentioned in Redmond's 2020 Comprehensive Plan. A close proxy is Neighborhood Commercial (NC). Neighborhood Commercial (NC) is not mentioned in the 2021 Redmond Development Code. To uphold the Great Neighborhood Principles and Eastside Framework Plan, Skyline Village is proposed to have a diverse mix of activities and provide walking and biking opportunities wherein neighborhood commercial centers are located within convenient walking distance. To fulfill this criteria this proposal includes a portion of the site to be zoned Mixed-Use Neighborhood.

(11) The City of Redmond will adopt requirements to prepare and approve Master Development Plans (MDP(s)) or Partial Master Development Plans (PMDP(s)). These plans will be used to support rezoning land zoned Urban Holding-10 (UH-10), whether or not the land is inside City limits. City approval of a MDP or PMDP will require an amendment to the comprehensive plan map and zone change to reflect the new land use designations. Properties may be annexed concurrently with the City's approval of and MDP or PMDP unless otherwise approved by the City per Policy 12 below. However, properties previously annexed without master plan approval shall be zoned UH-10 until the City approves MDP or PMDP for a specific area.

a. *MDPs/PMDPs may be approved through a City initiated or property owner initiated quasi- judicial approval process. MDPs/PMDPs must be consistent with the Redmond Urban Framework Plan or the Comp Plan map in order to be approved through a quasi-judicial process.*
b. *City approval of a MDP or PMDP will result in an amendment to the Comp Plan Map and/or the zoning map.*
c. *Properties designated UH-10 may be annexed when they are subject to an approved MDP or PMDP; annexation may occur concurrently with approval of an MDP or PMDP.*
d. *The City intends that MDPs/PMDPs cover as large an area and as many contiguous UH-10 zoned properties as possible. Minority property interests may be subject to a MDP or PMDP without consent of the property owner. However, they may not be rezoned and annexed to the City without consent of the property owner.*

e. The City will only approve Comp Plan designations and zoning for a MDP or PMDP that is consistent with identified urban lands shown in the Redmond Framework Plan or adopted Area Plans.

f. Once approved, compliance with an MDP or PMDP is mandatory for all property subject to that Plan.

g. MDPs or PMDPs that are not substantially consistent with the City Framework Plan or adopted Area Plans may only be approved through a comprehensive plan amendment planning process.

Response: Master Development Plan approval is being applied for as part of the other land use requests and the proposal has been designed according to the Eastside Framework Plan principles, so is therefore consistent with an applicable, adopted Area Plan.

(12) Approval of a zone change from UH-10 to an urban zone may be granted without preparation of an MDP or PMDP pursuant to all of the following conditions.

- *The zone change request is for a land parcel that is less than 12 acres and does not include more than 3 acres of proposed residential development.*
- *For land outside the City, the request is made in conjunction with a petition for annexation.*
- *The request is made in conjunction with an application for a planned unit development (PUD).*
- *The proposed urban zoning is consistent with the Redmond Framework Plan or an adopted Area Plan when the property is within the boundary of such plans, and addresses applicable Great Neighborhood Principles.*

Response: Not applicable. The parcel is not zoned UH-10. Nevertheless, a Master Development Plan approval is being requested.

Goal 3: Agriculture Land

Policies

(1) Conversion of rural agricultural land to urbanizable land shall be based on the following factors:

a. Environmental, energy, social and economic consequences;

Response: The land has never been farmed and is currently non-irrigated land with native vegetation and no significant natural features. With urbanization, there will be environmental, energy, social or economic consequences, as compared to bare land, but one must factor the same consequences from people who work in Redmond, but commute long distances from work to home and home to work. This development will provide the opportunity to live closer, which brings many benefits.

b. Demonstrated need consistent with LCDC goals;

Response: The affordable housing provided via Skyline Village is consistent with LCDC goals and is the result of a pilot program created by LCDC to stimulate affordable housing in the State.

c. Unavailability of an alternative suitable location for the requested use;

Response: The site is the best available for the proposed use as it is adjacent to the existing City, is part of an approved Area Plan designating it Residential, and is owned by Deschutes County, who has agreed to donate the land under the condition that at least 50% of the units be deed restricted to residents making 80% or less of the Area Median Income. Eliminating the cost of the land will help the City keep costs down and allow the City to offer them at prices that meet affordable housing goals.

d. Compatibility of the proposed use with related agricultural land; and

e. The retention of Class I, II, III, IV soils in farm use.

Response: There is no related agricultural land surrounding the proposed development and the site does not contain any class of soils for farm use.

Goal 10: Housing

Policies

Existing Housing

(1) The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.

(2) The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.

(3) The City shall take steps to assist lower income homeowners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

Response: Not applicable as this proposal does not involve existing housing.

Residential Compatibility

(1) New developments in existing residential areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.

(2) Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Response: The subject site is not located in an existing residential area – it is more industrial and service commercial in nature. Nonetheless, the development will include landscaping,

attractive and diverse architectural styles and downcast lighting which will have the effect of enhancing the appearance of the area. Non-residential uses include parks and open space, which will be designed to be compatible with surrounding development and will enhance the area.

Accessory Dwellings

(3) Accessory dwellings to homes, i.e. granny flats, shall be allowed in new subdivisions and existing neighborhoods.

(4) Temporary improvements for medical hardships shall be permitted in residential areas

Response: Accessory dwellings are not proposed at this time.

Manufactured & Mobile Homes

(5) Manufactured homes may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with state law to allow persons and families a choice of residential products.

(6) The City shall establish clear and objective criteria and standards for the placement of a manufactured home on individual lots and for the design of manufactured dwelling parks in areas designated for residential use.

(7) The City shall impose reasonable safety and inspection requirements for homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974 (as amended).

Response: Manufactured and mobile homes are not proposed at this time. If the plans are modified in the future, compliance with these provisions will be met.

New Residential Development

(8) All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.

Response: As identified in various studies and from site visits, there are no significant physical site characteristics. Nonetheless, the development will not significantly alter the slope, will continue to provide for drainage and will retain existing vegetation to the extent practical, while still meeting the goals of providing community affordable housing.

(9) Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.

Response: Vehicular, bicycle and pedestrian access is provided internally to the site and, for the most part, adjacent to the development. Transit service is being considered to the site as part of a new fixed route bus system in Redmond.

(10) Garages should be accessed from alleys where alleys are provided.

Response: No alleys are proposed as currently planned. If they are added later, garages (if proposed) will be accessed from the alleys.

(11) Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.

Response: Residential units are proposed above or as an incidental use in conjunction with commercial uses.

(12) New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and any approved Master Plans.

Response: The proposal is a new residential development in an area without an established character, so the architectural style, once established with future land use applications, will have maximum flexibility in design and housing type and will be consistent with densities and goals and objectives of this Plan and the adopted Area Plan for the location: the Eastside Framework Plan.

(*13) Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.*

Response: Parks, trails, and related open space will be provided and is permitted with residential areas and will be designed for residential uses. Where necessary, off-street parking will be provided for access to these areas, along with required landscaping, signage, and other controls.

(14) Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.

Response: Not applicable. No golf course is proposed.

(15) A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.

(16) A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.

Response: No home occupations are currently proposed but may be permitted should they be in compliance with the Redmond Development Code

(*17) Transit stops shall be permitted within neighborhoods as required by an adopted Transportation System Plan (TSP).*

Response: If transit is established to the site, transit stops will be provided for safety and convenience of the residents and their visitors.

(*18) Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.*

(19) New fire stations and police substations may be located in close proximity to residential areas.

(*20) Schools and parks should be allowed as a conditional use in residential areas of the community to ensure there is adequate buffering between school and park activity areas and nearby dwelling units.*

(21) "Pocket Parks" or "tot lots" shall be incorporated into medium and high density residential subdivisions of twenty-five lots or greater and shall be sized consistent with City guidelines.

Response: Public and semi-public buildings, including fire stations and schools, are not currently proposed, but may be added in the future and, if added, will be compatible with their surroundings. Pocket parks will be incorporated into the master plan and will be sized consistent with City standards.

Multi-family Housing Development

(22) Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses.

(23) Criteria for the location of multi-family housing shall include proximity to the City core, neighborhood commercial centers, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

(24) Higher density neighborhoods should complement the areas in which they are located. Development criteria should include:

a) Buffering by means of landscaping, fencing or distance from conflicting uses.

b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.

c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.

d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.

e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.

f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.

g) The sitting of buildings to minimize the visual impact of parking areas from public streets.

h) Access points for automotive, pedestrian, and bike traffic.

i) Signage.

j) Street connectivity.

k) Traffic impacts.

Response: All of the above criteria are requirements of the City's Site and Design Review standards in the Redmond Development Code. Prior to development of some housing types proposed on the site, a Site and Design Review application will be submitted to the City to confirm compliance with the applicable standards. The City is committed to building a quality community that incorporates aesthetically pleasing buildings, tree lined streets, ample and landscaped open spaces and mitigation of any negative impacts, such as parking lots by placing them behind buildings and/or with landscape buffers. A Traffic Impact Analysis was submitted with this application addressing potential traffic impacts and any necessary mitigation.

Affordable Housing

(25) The City should encourage subsidized housing to be located at a variety of locations within city limits.

(26) The City and the County should participate with Housing Works, Neighbor Impact and/or other public, private, or non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location.

(27) Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.

(28) Density bonuses should be considered in new developments if affordable housing is provided.

Density

(29) Residential zones should allow for a wide variety of compatible housing types and densities.

(30) The City and County shall consider providing incentives to develop higher densities of housing.

(31) Interim development that occurs in advance of the availability of municipal water and sewer service shall not inhibit the future development of the land at planned densities. A redevelopment plan shall be required for all residential development on parcels greater than one-acre showing how the property will be redeveloped consistent with planned residential densities once primary urban services are available.

(32) The City shall designate an appropriate amount of land in the residential plan designations to meet the housing mix and density identified in the housing needs assessment.

Response: The development is a 485-unit, mixed housing type, mixed-use neighborhood with at least 50% of the residential units designated as affordable (defined as those making 80% or less than the Area Median Income and not spending more than 30% of their monthly income on rent/mortgage) and the remainder market rate units. Many, if not all of the affordable housing policies mentioned above will be implemented in the project.

(33) The City shall establish the following target density ranges for housing.

Map Label	Designation	Required Density	City Zones
R-L	Single Family Residential	Between 2.0 and 5.0 dwelling units per net acre	R-1, R-2
R-M	Residential Medium	Minimum 4.0 dwelling units per net acre	R-3, R-4
R-H	High Density Residential	Minimum 8.0 dwelling units per net acre	R-5

Response: The proposed zone – R-4- accommodates the proposed density of approximately 12 units per net acre.

Goal 11: Public Facilities and Services

Policies

(2) To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

Response: The proposal will ensure a close correlation between urban services and urban development in order to bring about an orderly and efficient development pattern by phasing the construction and the infrastructure to correlate with the pace of development.

High density residential development shall be permitted only in areas where necessary services can be provided.

Goal 12: Transportation

Policies

(3) Plan or ordinance amendments which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and level of service of the facility. This shall be accomplished by either:

(a) Limiting allowed land uses to be consistent with the present function, capacity, and level of service of the facility, or

(b) Amending the TSP and capital improvement programs to provide the transportation facilities adequate to support the proposed land uses, or,

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Response: The transportation impacts of the proposed UGB amendment were analyzed for their impact on the local and regional transportation system. The results of this analysis are documented in the Transportation Analysis Memorandum. The study concluded that significant impacts on the transportation system of the proposed amendment would be mitigated by construction of planned improvements. Further details regarding the methodology, assumptions and findings of the study are provided in Transportation Analysis Memorandum.

Goal 14: Urbanization

Goals

(1) To direct development within the Redmond UGB at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to public water, sewer and urban streets.

Response: The location of the proposed UGB amendment will ensure an orderly and efficient development pattern as it is included in the master planned Eastside Framework Plan. Further, future land use applications and associated site development requirements will ensure that phased development of the site occurs in an orderly manner. The findings above describe how the proposed UGB amendment will ensure a close correlation between urban services and urban development in order to bring about an orderly and efficient development pattern.

(2) To establish and maintain an Urban Growth Boundary that provides adequate land to accommodate projected population and employment growth during the 20-year planning period.

Response: The purpose of this UGB amendment is to meet a need for affordable housing, pursuant to the provisions of State of Oregon House Bill 4079. The amendment's conformance with these provisions are described in the findings related to the OAR, earlier in the report.

Policies

(5) The establishment and change of the Urban Growth Boundary shall be a cooperative process between the City of Redmond and Deschutes County.

Response: This UGB amendment is an outcome of the State of Oregon House Bill 4079 (Affordable Housing Pilot Program), which allows for more streamlined UGB amendments to accommodate affordable housing. The City and the County coordinated on the City's application for the program by agreeing to donate the 40 acres of land that the development will be built upon.

(8) The City and County will favor UGB additions that are of sufficient size and scale to be integrated into the urban area as complete neighborhoods or other community elements rather than isolated individual parcels. Privately initiated requests for UGB amendments should include a minimum of 150 acres and shall be based on demonstrated land needs to maintain a 20 year supply of urbanizable land within the UGB.

Response: The Skyline Village Tract is 40 acres in size, which is sufficient size and scale to be integrated as a complete neighborhood, complete with a variety of housing unit types and ample open space and recreational areas. This is a publicly initiated request, therefore, the minimum of 150 acres in size is not applicable.

(9) When land is brought into the UGB, it shall be designated URBAN HOLDING AREA (UHA) on the comprehensive plan map. Land that is inside the City may be zoned Urban Holding-10.

Response: The UHA zone is intended for land brought into the UGB to meet a long-term, general needs for employment or residential land. Because this proposal is for a specific type of use (residential), this policy is not applicable to this amendment. Additionally to this UGB Amendment, is a zone map amendment request to rezone the parcel from the Deschutes County zone of EFU-AL to City of Redmond zone R4 and MUN, eliminating the need to zone it as Urban Holding-10.

(10) Development Plans (MDPs) or Partial Master Development Plans (PMDPs) shall address the following requirements and in accordance with the Redmond Development Code.

Response: This amendment includes a Master Development Plan (MDP) that addresses the requirements of the Comprehensive Plan and Redmond Development Code. The findings of this report serve as the narrative for the MDP. A map diagram that illustrates the MDP is incorporated into this report.

(16) Great Neighborhood Principles. Master Development Plans shall address 16. Great Neighborhood Principles. All types of Master Development Plans as well as major land division and site development plans, phased development plans, subdivisions, and site plans, shall address the applicable Great Neighborhood Principles below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to those specifically provided in the Area Plan.

Response: The findings in the Master Development Plan section describe how the amendment addresses the Great Neighborhood Principles. The Skyline Village Tract is located within the boundary of an adopted area plan, the Eastside Framework Plan, so additional Great Neighborhood Principles are applicable to this amendment.

(18) The City will adopt an Urban Framework Plan for future urban areas in the Urban Growth Boundary and Urban Reserve Area. The Redmond Urban Framework Plan will be used as a conceptual guide for future urban land uses in urban reserve areas and areas within the UGB. The Framework Plan is not parcel-specific and is intended to provide general guidance as to community form and design, and to be used as the basis for preparation of Area Plans.

Response: The Redmond Urban Framework Plan does not designate the Skyline Village Tract for any specific urban land use, but an Area Plan has been adopted for the site (Eastside Framework Plan), designating the site as Residential.

(29) Urban development on the edge of the urban growth boundary that is adjacent to land planned for long-term rural use should buffer urban uses with open spaces, when feasible, or lower density residential development, or other appropriate transitional uses.

Response: Prior to development, further land use approvals will be required and include provisions for design treatments to ensure appropriate buffers between development on the site and adjacent lands to the north and east, which are planned for long-term rural use. The Great Neighborhood Principles require a 100-foot buffer where there is an urban/rural interface, which will be incorporated into this development to further ensure compatibility.

D. <u>REDMOND DEVELOPMENT CODE (RDC)</u>, Chapter 8, Section 8.0300 (Master Development Plans), 8.0750 through 8.0775 (Amendments), and 8.2410 (Partition) sets forth the procedure and standards for Master Development Plan, Comprehensive Plan Map and Zoning Map Amendment, and Partition approval.

Master Development Plan:

Section 8.3000 Master Development Plan A Master Development Plan is required to annexation as a condition of annexation, or after annexation but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The Master Development Plan shall not create excessive demand on public facilities and services required to serve the development area and shall not conflict with existing public access easements within or adjacent to the development area. The specific requirements for a Master Development Plan are as follows:

(1) Applicability. This section applies to all properties proposed for annexation and/or rezoning from Urban Holding-10 on or after the date of the adoption of this ordinance.

Response: This amendment proposes to annex the Skyline Village Tract into the City of Redmond. Therefore, the requirements of Section 8.0300 are applicable.

(2) Purpose. The purpose of Master Development Plan is to provide:

(A) Orderly and efficient development of the City consistent with Urban Framework Plans and an adopted Area Plan.

(B) Compatibility and/or transitions with adjacent developments and the character of the area.

(C) A complementary mix of uses and activities.

(D) An interconnected transportation network – streets, bicycle routes, and pedestrian trails – within the master plan area and to existing and planned City streets, routes and trails.

(E) A range of housing choices for areas planned to have residential components.

(F) A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.

(G) Public and semi-public facilities and services.

(H) Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.

(I) Transitions or buffers between urban development and rural areas.

(J) Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.

Response: The Master Development Plan (MDP) for the residential uses of the Skyline Village Tract was designed to this purpose defined by 8.0030(2). The MDP's consistency with these purposes and associated approval criteria is addressed in detail in 8.0030(3)(B).

(3) Procedures for Review.

(A) General. Master Development Plans (MDP or PMDP) shall be approved through a quasi-judicial review process. Application procedures and related fees for approval may be streamlined in order to promote timely development of urban planning for land zoned UH-10. The Community Development Director shall inform the applicant during the mandatory pre-application stage if the proposed Master Development Plan area appropriately includes all contiguous UH-10 zoned properties in the plan area. The Community Development Director shall base the determination for the proposed plan area utilizing the following factors:

(1) whether there are UH-10 properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;

(2) whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting UH-10 properties;

(3) whether the total acreage of abutting or enclave UH-10 zoned properties is less than the acreage in the proposed plan area; and

(4) there is a community interest that would be served by including additional properties in the plan area.

Response: As noted in the foregoing findings, this application does not propose to apply the UH-10 zone to the subject property, and no adjacent properties are zoned UH-10. The appropriate plan area for the MDP is the R-4 (General Residential).

(B) Review and approval criteria for Master Development Plans or Partial Master Development Plans.

(1) General. In the review of any application for a Development Plan, the Planning Commission and City Council, if required, shall consider the following:

(a) Whether the proposed Plan is generally consistent with the Framework Plan and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space

(b) Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas; and natural resources and hazards.

(c) Whether the proposed Plan is functionally integrated with developed or planned areas.

(d) The proposed plan meets the applicable Great Neighborhood Principles in Section 8.3050.

Response: The findings in response to the specific approval criteria under 8.030(C) below address the MDP's consistency with the general criteria listed in 8.030(B).

(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.

Response: This report serves as the narrative for the MDP. The goals and objectives of the plan and the urban characteristics of the planned area are addressed in detail in the Project Background section of this report.

(2) Development Plan Map. A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot numbers, current ownership, parcel size, and other information that is pertinent to the plan.

Response: All of the maps required for inclusion in the MDP, including the Development Plan Map and all maps or diagrams defined by 8.030(2) through 8.030(11) are combined in one map that is incorporated as with this report as the Skyline Village Master Development Plan, which includes all necessary elements identified in 8.020(2). The map shows required information about all of the parcels included in the Master Development Plan. Additional information on this topic is provided in the findings in response to 8.030(C)(3) and 8.030(C)(5), below.

(3) Land Use Diagram. The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.

Response: In accordance with the proposed R-4 zone, the proposed MDP generally indicates that the entire Skyline Village Tract will be planned and zoned for residential development with a small amount of supporting services and parks, trails and open space. The plan shows comprehensive plan designations, zoning and density.

(4) Significant Resources Inventory. An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites;

Response: The Skyline Village Tract does not include any significant natural or historic resources, as described in the findings under Statewide Planning Goal 5 in section 3.2 of this report.

(5) Parks and Open Space. Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value

consideration may be identified in the planning process to compensate property owners for land dedicated to public use;

Response: The City's Park Master Plan does not indicate a need for a neighborhood or community park on the subject property, but the MDP identifies areas where parks, open spaces, and/or community facilities will be integrated into the future site design.

(6) Air, Noise, and Water Resources. Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, state, and federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.

Response: Any potential impacts of future development on the quality of air, water or noise resources will be identified during the development review process, as the specific impacts cannot be known until a development is proposed. The City of Redmond has adequate provisions in place to protect the quality of air, water, and land resources from negative impacts of new development.

(7) Natural Hazard Areas. Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas;

Response: No natural hazards are located on the site, as addressed in the findings in earlier Sections - Statewide Planning Goal 7.

(8) Residential Uses. Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

Response: Residential uses are proposed for the site and are identified on the MPD plan. A mix of units are proposed, and the housing densities are in accordance with the adopted Area Plan (the EFP) and the Comprehensive Plan.

(9) Employment Uses. Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

Response: The site is primarily intended for residential uses. A very small amount of supporting uses may generate minor employment opportunities. The intent of the development is to provide support for the employment uses in the area.

(10) Transportation Analysis and Diagram. Prepare a transportation impact analysis including a grid street plan that is consistent with street spacing and connectivity guidelines in the Redmond Transportation System Plan (TSP) and adopted Area Plans. Show the proposed classification for all streets down to collector roadways. Show the location of approved TSP improvement projects and any capital improvements that may need to be added to the TSP in order to serve the plan area. Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

Response: The Site Plan illustrated in the MPD shows the general transportation network proposed in the form of expanding the City street grid with streets that meet the minimum spacing requirements and connectivity guidelines. Specifically, the project will extend NE 13th, NE 15th and NE 17th Streets into the site and will connect with other streets, where feasible, and have stubbed them out at the property lines where connectivity cannot occur until neighboring properties develop. For east/west connectivity, several new streets will provide access, including an extended NE Larch Avenue. All street will be designated as Local Streets, except for NE 17th, which will be a Collector, and all will be constructed as development occurs and most likely phased.

Additional street grid patterns and proposed street classifications will be identified at the time of development proposals and will be consistent with the spacing and connectivity guidelines of the Redmond TSP.

(11) Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

Response: Bicycle, pedestrian, and trail routes are shown in the form of greenways connecting different locations within the master plan. Additional opportunities will be available on-street in the form of sidewalks and/or bicycle lanes. Transit connection to the site is being investigated. In that case, bike and pedestrian facilities will be provided to that location. Further refinement of these facilities will occur with future Site and Design Review and Subdivision applications**.**

(12) Public Facilities Analysis and Diagram. The plan shall include a conceptual layout of public facilities, (including sanitary sewer, water, and storm drainage, needed to support the planned uses. The Public Facilities Analysis must be consistent with the city's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.

Response: The MDP identifies the conceptual layout of public facilities be constructed along the same alignments as the conceptual street network. Additional information related to these facilities, as well as water and storm drainage facilities is found in the City Engineer's memo on Infrastructure. The memo confirms the ability to serve the site and consistency with the PFP (or with minor amendments). Further detail will be shown with future applications.

(13) North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance. The master plan shall comply with the following policies, if applicable:

Response: The site is not within the planning area of the North Redmond US 97 Interchange Area Management Plan; therefore, this requirement is not applicable.

(14) Great Neighborhood Principles. Master Development Plans shall address applicable Redmond Great Neighborhood Principles described below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

> *(a) Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops.*

Response: An illustrative, conceptual street network presented in the MDP consistent with the spacing and connectivity guidelines of the TSP, which are intended to create interconnected street grids that invite walking and biking. The cross-section design of each street will be consistent with the design standards of the City of Redmond in order to facilitate safe and reliable travel for all modes. Development of a well-connected street system in the area will be the foundation for convenient and safe access to all future destinations on the site including to parks, possible future transit stops, and neighborhood service centers.

The specific and final locations of individual streets, pathways and trails will be identified as part of future specific development proposals. Locations and designs will be based on considerations for lot configuration, location of key destinations and building entrances, and location of open spaces, plazas, or other amenities.

The transportation network will remain consistent with the spacing/connectivity guidelines and design standards in the City of Redmond TSP and will ensure travel within the site, as well as connection to future existing or planned trail or pathway systems. All streets, trails and pathways will be constructed to City of Redmond design standards.

> *(b) Housing. A mix of housing types and densities should be integrated into the design of new neighborhoods.*

Response: A mix of housing types and densities, including cottages, 4-plexes, townhomes and two-three story apartments and mixed-use buildings, are integrated into the neighborhood design.

> *(c) Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be shown in appropriate locations consistent with policies in Redmond's Parks Master Plan.*

Response: The MDP illustrates that locations for open spaces, plazas, greenways, parks or other gathering places to be integrated into the eventual site design. The specific location of open or public spaces may fluctuate with specific site plan and subdivision proposals but will be in general conformance with the MPD. The City of Redmond Park Master Plan does not indicate a need for a neighborhood or community park on the subject property, but ample park space is proposed. City staff has indicated that it is not necessary or applicable to this application to incorporate features such as

rock outcroppings, stands or clustered trees or similar features into the design of the types of small plazas or public spaces that may be established on this site in the future.

Subsequent developers will construct open spaces such as parks, greenways, plazas or other gathering spaces for the use and enjoyment of future residents on the site. Open spaces will include a combination of amenities including but not limited to seating, landscaping (a combination of paved and vegetated areas), trees or shelters providing shade, exercise equipment, and/or public art. Open spaces will contribute to an attractive and sustainable site design for the property.

> *(d) Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the Master Development Plan. Plans may integrate design themes with adjacent developed or planned areas.*

Response: As a large site with one owner, the Skyline Village Tract presents a valuable opportunity to contribute to a coherent and distinct character for the area. The City of Redmond recognizes this opportunity and the importance of high-quality urban design and aesthetic character to the long-term value of the site. As defined by this Great Neighborhoods Principle, the design of streets, civic spaces, signage, and architecture will be coordinated throughout the site. Such elements could include street or other wayfinding signage, landscaping, gateway features, lighting, street furnishings, and/or building forms. The specific character and form of these elements cannot be known at this early stage of development as a specific user has not been identified. However, the City has prepared character sketches of the development and sample architecture to inform the public and neighbors on the quality of design being contemplated. See images below.

(e) Diverse mix of activities. A variety of uses is encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes.

Response: The MDP identifies a mix of housing types to bring about a mix of residents and activities. An expansive system of parks, open space, plazas, and connecting greenways with trails and paths provide additional activities within walking and biking distance of all residences. A mixed-use area within the Mixed-Use Neighborhood (MUN) will provide a small area with potential support services.

(f) Public art. Public art is encouraged at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.

Response: As with urban design, the City recognizes the contribution that public art can make to the long-term value of the site and will use public art to distinguish the site from surrounding development and create a sense of arrival at a distinct and important place.

(g) Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter within scenic corridors.

Response: Scenic view corridors will be a key consideration of the building orientation, street and trail alignments, and the location and furnishing of public spaces throughout the site. View corridors will be considered for the design and placement of signage,

service areas, parking areas, and other elements, in order to ensure that views are preserved or created and to minimize visual clutter that detracts from the scenic views.

(h) Urban – rural interface. Urban development shall interface with rural areas through open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.

Response: Open space buffers at least 100 feet wide will be reserved along the west, north, and east boundaries of the site that abut rural areas.

(i) "Pocket Parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 1,500 square feet and privately maintained.

Response: As evidenced by the MPD, the development provides ample park space and pocket parks will be added with future subdivision and/or site plan applications.

(j) Canal trails. If canals or laterals are present, multi-use trails at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations.

Response: No canals are present on the site; therefore, this standard is not applicable to the amendment. Nevertheless, a network of multi-use trails of at least 10 feet side will be constructed to provide needed connectivity within the neighborhood.

(k) Green Design. Environmentally friendly and energy efficient design is encouraged for public and private infrastructure, architecture and building orientation, open spaces and natural areas and transportation facilities. In addition, the planting of native, drought-resistant trees is encouraged to provide shade and to minimize water usage.

Response: The City has stated a commitment to the natural environment in its Comprehensive Plan and measures will be taken to develop the Skyline Village Tract in an environmentally responsible and energy efficient manner. The City will work with the future users of the site to ensure that the development will incorporate sustainable design principles and techniques to the greatest extent that is economically feasible. These design features may include sustainable architectural elements and building orientation, green infrastructure—such as bioswales or rain gardens—and landscape design that uses native plants and trees.

(D) Upon approval of a Master Development Plan, all subsequent development located within the area master plan boundaries shall be consistent with the approved master plan.

(E) Amendment/Modification to Master Development Plan. Any modifications to the approved master development plan shall be subject to the standards and procedures in Article II, "Modifications", and subject to the review criteria contained in this section.

(F) Expiration of Master Development Plan. An approved Master Development Plan or Partial Master Development Plan shall be subject to the requirements of Section 8.1605

of this Code concerning expiration, unless a specific timeline is approved through the land use review process.

Response: The City acknowledges that provisions 8.0300(D) through 8.0300(F) regulate the implementation, modification, and expiration of the MDP. This project will conform to these requirements upon approval of the amendment.

Zone Map Amendment: Section 8.0750 – 8.0775 Amendment.

8.0750 Authorization to Initiate Amendment

An amendment to the text of these standards or to a zoning or plan map may be initiated by either City Council, or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the Community Development Director using the form(s) prescribed by Article II of these standards.

Response: Deschutes County, as the property owner, has granted the City of Redmond, the applicant, to initiate the request for a map amendment by filing an application with the Community Development Director using the Comp Plan/Zoning Map Amendment Application Form.

8.0760 Criteria for Amendments

The burden of proof is upon the applicant. The applicant shall show the proposed change is:

(1) In conformity with all applicable State statutes;

Response: The State Statutes that directly apply to this application include:

ORS 197.610, Local Government Notice of Amendment or New Regulation
ORS 197.250, Compliance with Goals Required
ORS 197.763, Conduct of Local Quasi-Judicial Land Use Hearings; Notices

The applicable City of Redmond Code standards (sections 8.0750 to 8.0775, Amendment Procedures and Notice Requirements), and, (sections 8.1010 through 8.10355, and 8.1300 through 8.1380, Land Use Procedures), were developed in compliance with the applicable State Statutes listed above regarding noticing and public hearings. Applicability of the Statewide Planning Goals is addressed in greater detail below. Those findings, incorporated by reference herein, show compliance with the applicable Statutes listed above.

With regard to the Statutory noticing requirements referenced above, notice of the proposed amendment has been provided to DLCD and the public hearings advertised in the local newspaper (public notice) as required by City Code and State Statute.

With regard to the Statutory public hearing requirements referenced above, this proposal is subject to Sections 8.1300 through 8.1380 of the Redmond Development Code, which implement the quasi-judicial Statutory requirements in similar fashion have been met. Subsequently, the Planning Commission and (ultimately) City Council's public hearing and review processes meet the statutory requirements for the purpose of the review.

Oregon Administrative Rule 660-012, Transportation Planning Rule.

Notwithstanding the Statutory requirements addressed herein, the Oregon Administrative Rules (OAR's) also implement the Statutes. The applicable Rule addressed in this document is ORS 660-012, the Transportation Planning Rule (TPR). The parameters of the Affordable Housing Pilot Project exempts this proposal from having to respond to OAR 660-012. That said, these findings are incorporated by reference herein as evidence of compliance with the TPR rather than being copied over into this burden of proof statement.

Based on the City of Redmond's conformance with the procedural requirements of this land use process and the conformance with the TPR, the proposed Master Development Plan and Zone Change conforms to applicable State Statutes and Administrative Rules.

(2) In conformity with the State-wide planning goals whenever they are determined to be applicable;

Response: The findings within this report demonstrates that this amendment is in conformity with all applicable Statewide Planning Goals

(3) In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and

Response: The findings within this report demonstrates that this amendment is in conformity with all applicable requirements and policies of the Redmond Comprehensive Plan.

(4) That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.

Response: The property was originally zoned EFU-Alfalfa Subzone in Deschutes County. There have been two changes of circumstance that justify the amendment to the Urban Growth Boundary and to the Redmond Comprehensives Plan and Zoning Map to rezone the property. The first is the adoption of the Eastside Framework Plan, which is a general land use plan identifying a development pattern for an 1,800-acre area within the City of Redmond Urban Reserve Area, including the subject property. Within the Plan, the site is designated as future Residential and is intended to be annexed into the City and developed at urban densities. The second change of circumstance is that the State of Oregon approved the City's application to be in the State's Affordable Housing Pilot Program, which provides for streamlined UGB Amendments in exchange for the delivery of affordable housing. In partnership with the landowner, Deschutes County, the City's plan is to amend the UGB and the zoning to facilitate that Program.

Comprehensive Plan Map Amendment: Section 8.0750 – 8.0775 Amendment.

8.0750 Authorization to Initiate Amendment

An amendment to the text of these standards or to a zoning or plan map may be initiated by either City Council, or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the Community Development Director using the form(s) prescribed by Article II of these standards.

Response: Deschutes County, as the property owner, has granted the City of Redmond, the applicant, to initiate the request for a map amendment by filing an application with the Community Development Director using the Comp Plan/Zoning Map Amendment Application Form.

8.0760 Criteria for Amendments

The burden of proof is upon the applicant. The applicant shall show the proposed change is:

(1) In conformity with all applicable State statutes;

Response: The State Statutes that directly apply to this application include:

ORS 197.610, Local Government Notice of Amendment or New Regulation
ORS 197.250, Compliance with Goals Required
ORS 197.763, Conduct of Local Quasi-Judicial Land Use Hearings; Notices

The applicable City of Redmond Code standards (sections 8.0750 to 8.0775, *Amendment Procedures and Notice Requirements*), and, (sections 8.1010 through 8.10355, and 8.1300 through 8.1380, *Land Use Procedures*), were developed in compliance with the applicable State Statutes listed above regarding noticing and public hearings. Applicability of the Statewide Planning Goals is addressed in greater detail below. Those findings, incorporated by reference herein, show compliance with the applicable Statutes listed above.

With regard to the Statutory noticing requirements referenced above, notice of the proposed amendment has been provided to DLCD and the public hearings advertised in the local newspaper (public notice) as required by City Code and State Statute.

With regard to the Statutory public hearing requirements referenced above, this proposal is subject to Sections 8.1300 through 8.1380 of the Redmond Development Code, which implement the quasi-judicial Statutory requirements in similar fashion have been met. Subsequently, the Planning Commission and (ultimately) City Council's public hearing and review processes meet the statutory requirements for the purpose of the review.

Oregon Administrative Rule 660-012, Transportation Planning Rule.
Notwithstanding the Statutory requirements addressed herein, the Oregon Administrative Rules (OAR's) also implement the Statutes. The applicable Rule addressed in this document is ORS 660-012, the Transportation Planning Rule (TPR). The parameters of the Affordable Housing Pilot Project exempts this proposal from having to respond to OAR 660-012.

Based on the City of Redmond's conformance with the procedural requirements of this land use process and the conformance with the TPR, the proposed Master Development Plan and Amendment to Redmond's Zone Map and Comprehensive Plan Map change conforms to applicable State Statutes and Administrative Rules.

(2) In conformity with the State-wide planning goals whenever they are determined to be applicable;

Response: The findings within this report demonstrates that this amendment is in conformity with all applicable Statewide Planning Goals

(3) In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and

Response: The findings within this report demonstrates that this amendment is in conformity with all applicable requirements and policies of the Redmond Comprehensive Plan.

(4) That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.

Response: The property was originally zoned EFU-Alfalfa Subzone in Deschutes County. There have been two changes of circumstance that justify the amendment to the Urban Growth Boundary and to the Redmond Comprehensive Plan and Zoning Map to rezone the property. The first is the adoption of the Eastside Framework Plan, which is a general land use plan identifying a development pattern for an 1,800-acre area within the City of Redmond Urban Reserve Area, including the subject property. Within the Plan, the site is designated as future Residential and is intended to be annexed into the City and developed at urban densities. The second change of circumstance is that the State of Oregon approved the City's application to be in the State's Affordable Housing Pilot Program, which provides for streamlined UGB Amendments in exchange for the delivery of affordable housing. In partnership with the landowner, Deschutes County, the City's plan is to amend the UGB and the zoning to facilitate that Program.

Partition: 8.2410 Requirements for Tentative Partition Approval

(1) No application for partitioning shall be approved unless the following requirements are met:
(A) Proposal is in compliance with ORS Chapter 92, the Transportation System Plan (TSP) and applicable zoning.

Response: As noted in other sections of the report, the proposal is in compliance with ORS Chapter 92, the applicable portions of the TSP and the proposed R-4 zoning.

(B) Proposal does not conflict with acquired public access easements within or adjacent to the partition.

Response: There are no public access easements within or adjacent to the partition

(C) Each parcel is suited for the use intended or offered

Response: The newly created parcel is 40 acres in size, which is suited for the use intended as a 485 unit mixed-residential development. The adequacy of the layout on the parcel is evidenced by the Master Development Plan submitted with the application. The Plan depicts adequate space for the proposed residential units, parks and open space and right of way for street connections.

(D) The partition will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.

Response: According to a memo submitted by the City of Redmond Engineer, an exhibit to this document, which states that the site is served by City sewer and water, as well as the transportation network. There are existing 12-inch diameter water and sewer

lines in NE Kingwood along the south boundary that can be extended into the site.

The 12-inch sewer line in NE Kingwood is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

The street network in this area will provide good access to the site. On the south side of the site, NE 15th, 17th and Kingwood connect to NE Hemlock which provides direct access to Highway 97 and connects to NE 9th Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus, which is a direct connection to shopping, the medical district and the central part of Redmond.

(E) A water rights division plan has been approved by the applicable irrigation district.

Response: There are no water rights associated with the property.

(F) The partition contributes to orderly development and land use patterns in the area. Orderly development and land use patterns in general is development that:

> *(i) Is consistent with zoning district's density requirements;*

Response: The development proposes 485 units on 40 acres for a gross density of around 12 units/acre. The allowed density for the proposed R-4 zone district is 8-14 units/ net acre. The proposal is in compliance with this requirement.

> *(ii) Does not overtax supporting public facilities and services and logical extensions thereof;*

Response: As noted in the memo from the City of Redmond Engineer, the City has the capacity to serve the development relative to utilities and transportation with some improvements. Therefore, the development will not overtax any public facility.

> *(iii) Provides for continued maintenance of supporting facilities and service;*

Response: The majority of the streets and utilities will be public facilities. Once constructed to City standards, they will be accepted by the City for continued, long term maintenance. The remaining facilities will be private and the maintenance will be the responsibility of the homeowner associations of individual developments and subdivisions.

> *(iv) Recognizes topographical limitations;*

Response: As demonstrated by the Existing Conditions Plan, the site does not contain any topographical limitations.

> *(v) Is consistent with existing land use patterns and development;*

Response: Existing land use patterns in the area are either industrial/service commercial in nature to the south and west or rural residential to the north and east. A multi-family, higher density residential project would be new to the neighborhood, but, in

the adopted Eastside Framework Plan for this site and land to the south and east, the subject parcel is designated as Residential. The proposal is therefore consistent with the future plans for the area.

(vi) Does not foreclose future development opportunities on adjacent undeveloped or under-developed lands; and

Response: With public streets on three sides and a connection to NE Negus Way along the northern property line, this proposal will actually create access opportunities for development of adjacent properties by constructing the majority of their access.

(vii) Is consistent with applicable Great Neighborhood Principles described in Section 8.0300 (3)(C)(13) and adopted Area Plans.

Response: As detailed in the Master Development Plan section, the proposal complies with the Great Neighborhood Principles, and complies with the Eastside Framework Plan, which designates the property as Residential.

(G) Provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.

Response: As noted in the Existing Conditions Plan and from site visits, there are no significant natural features, such as streams, lakes, natural vegetation or special terrain features. Vegetation that is lost due to construction will be replaced with new landscaping.

(2) Access Management proposals comply with the standards set forth in Section 8.2460 - 8.2499.

Response: Future access to the site will be required to comply with the standards set forth in Section 8.2460 – 8.2499.

(3) The Hearings Body may approve an application for partitioning having the effect of creating more than three (3) parcels without subdividing provided that the partition complies with all applicable subdivision standards and criteria.

Response: Not applicable, as only two parcels are being created with the proposed Partition.

CONCLUSION: Based upon the submitted plans, materials, and the proposed findings and conditions of approval included herein, staff believes that all the requirements can be fulfilled to support the Master Development Plan, Comprehensive Plan and Zoning Amendment, and Partition from EFUAL-Alfalfa Subzone to R4 (General Residential) and MUN (Mixed-Use Neighborhood) of the subject property consistent with all applicable City policies, rules, and regulations.

Prepared by Joshua Hoff and Deborah McMahon
April 13th, 2021

EXHIBIT C: AGENCY COMMENTS

Engineering

CITY OF REDMOND
Engineering Department

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TO: JOSH HOFF, *Planning Division/Community Development Dept.*

FROM: DAVID PILLING, *Engineering Dept.*

DATE: November 9, 2020

SUBJECT: **711-20-000087-PLNG-MD & 090PLNG-RMP: Skyline Village Master Plan**
City of Redmond/Deschutes County/H.A. McCoy Engineering & Surveying LLC
Tax Lot 15-13-00-Index-103

Subject property located east of NE 9th St., south of Negus Way/Maple Ave. and north of Kingwood Avenue. The Engineering Department provides the following recommendations based on the Master Plan dated 6-24-20 and Partition Map dated 7-29-20 per Redmond Development (COR) Code Section 8.0300(10, 11 & 12), 8.0305 and 8.2000-2835 and City of Redmond Public Works Standards and Specifications (CORPWSS):

1. Transportation: All public streets shall be designed, constructed, dedicated and extended to current City of Redmond Standards & Specifications and Transportation System Plan (TSP) standards. The proposed master plan and public street system complies with City grid street, TSP and Eastside Framework Plan standards subject to the following: *[COR Code 8.0305(10 & 12)] [COR Code 8.2240(1 & 4) 8.2320(2)(A) & 8.2710(1, 2, 3 & 10)] [CORPWSS Development Provisions 03]*

A) Street names shall be reviewed and approved by Redmond Fire and Rescue and/or Deschutes County.

B) **NE Maple Ave./Negus Way** – County rural arterial. street frontage improvements conforming to full width County rural arterial and/or City local street standards shall be required per COR Standard Drawing 2-1 with new pavement section, curb on both sides and sidewalk on the south side, storm drainage and right-of-way dedication for a total width of sixty (60) ft. as proposed along property frontage.

C) **NE Kingwood Ave.** - City local industrial street. Street frontage improvements conforming to City industrial street standards shall be required per COR Standard Drawing 2-1 with new pavement section to centerline, curb and sidewalk on the north side, storm drainage and fifteen (15) ft. right-of-way dedication along property frontage.

D) **NE 13th St.** – County rural collector/City local grid street. Street frontage improvements conforming City partial (¾) local grid street standards shall be required per COR Standard Drawing 2-1 and 2-3 with new pavement, curb and sidewalk on the east side, storm drainage and forty (40) ft. minimum right-of-way dedication along property frontage.

E) **NE 17th St.** - County rural collector/City local grid street. Street frontage improvements conforming to County and/or City full width local grid street standards per COR Standard Drawing 2-1 with new pavement, curb on both sides, sidewalk on the west side, storm drainage and sixty (60) ft. right-of-way dedication along property frontage.

F) **Proposed Interior Public Streets** - street improvements conforming to City local grid street standards per COR Standard Drawing 2-1 with new pavement, curb, sidewalk, storm drainage and sixty (60) ft. right-of-way dedication.

G) Lot Access: Vehicular access to each new lot shall conform to City access management, corner clearance, sight/stopping distance, clear vision and driveway construction standards. *[COR Code 3.300, 8.0305 & 8.2820]*

H) Traffic Impacts: The Transportation Planning Rule Analysis (TPR) for Skyline Village Master Plan submitted by Transight Consulting LLC dated 10-12-20 has been reviewed for master plan approval per COR Code 8.0300(10) and is found to be acceptable. Engineering concurs that the conceptual re-alignment of NE Maple Ave./Negus Way along property frontage as shown on the Eastside Framework Plan is not necessary. No further analysis is required.

2. Water: A twelve (12) inch City water main exists in Kingwood Ave. along property frontage. The proposed master plan shall comply with current and future City Water System Plan (WSP) standards and the following:

A) Subject property is beyond the current WSP pressure zones and City UGB. Therefore, any proposed connection to the existing City water system shall be subject to infrastructure allocation approval. A capacity analysis and mitigation plan shall be provided that demonstrates excess capacity is available for any proposed connection to the existing City water system.

B) Connection to the City's public water system shall be required for each new lot. *[COR Code 8.2240(5) & 8.2710(3)]*

C) Proposed public water system shall be extended within all public streets as is necessary for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and WSP standards. *[COR Code 8.0300(11) & CORPWSS Development Provisions 03]*

3. Wastewater: A twelve (12) inch City gravity sewer main exists in Kingwood Ave. along property frontage. The proposed master plan shall comply with City Wastewater System Master Plan (WSMP) standards subject to the following:

A) Subject property is located within a sanitary sewer basin to be gravity served by the future twenty-four (24) and ten (10) inch Far East Sewer Interceptor (FESI) per the current WSMP. At this time the FESI has not been constructed or extended and does not serve the area proposed for development. Therefore, in the absence of the complete FESI gravity system, any proposed connection to existing City sewer will be subject to infrastructure allocation approval and the following: *[COR Code 8.2235(D) & 8.2240(6)]*

1) The FESI shall be constructed, dedicated and extended through subject property upon development per current City WSMP standards. *[COR Code 8.0300(11) & CORPWSS Development Provisions 03]*

2) Capacity analysis and mitigation plan shall be provided that demonstrates excess capacity is available for any proposed gravity connection to the existing City sewer system.

3) Sewer flow estimates for the proposed development shall be provided by the applicant to confirm available excess capacity per City sewer design parameters found in the current Public Works Standards and Specifications, Design Standards section II(C)(2)(a)(7, 8, 9 & 10).

4) Excess sewer system capacity shall be allocated on a first come, first serve basis for new development applications that successfully complete land use decisions for rezoning from UH-10 to City urban zone.

B) Connection to the City's public sewer system shall be required for each new lot. *[COR Code 8.2240(5) & 8.2710(3)]*

C) The sewer collection system shall be designed for both the interim connection to existing sewer and future connection to the FESI.

D) The proposed public gravity sewer system shall be extended within public streets or easements for service to each new lot and adjacent property per City "to & through" Public Facility Requirement and WSMP. *[COR Code 8.0300(11) & CORPWSS Development Provisions 03]*

4. Subdivision Grading and Drainage: A subdivision and/or site grading and drainage plan with erosion/sediment control plan and drainage report shall be required upon development of each project phase and/or multi-family, cottage, mixed use and non-residential/open space site and shall be subject to current City standards and the following: *[COR Code 8.2720] [CORPWSS Development Provisions 23] [CORPWSS Design Standards II(B)]*

A) Lot and Tract grading shall conform to current COR Development Code 8.2720 and shall not create steep banks, extreme cut/fills or areas unsightly to adjacent properties or lots.

B) All storm water runoff and drainage shall be maintained on each lot or tract and shall not drain onto public streets, neighboring properties or irrigation canals/ditches except as provided for in City standards.

C) The stormwater system shall be designed to pass up-gradient flow through the site without damage to the proposed development, public stormwater facilities or neighboring properties.

D) Storm water runoff from private property shall not impact public right-of-way or easements unless otherwise approved by the Public Works Director or City Engineer.

Fire

Redmond Fire and Rescue Residential Comments

Date: August 24, 2020
Location: 1002 NE 17th St, 1513000000103
Subject: MD 711-20-000087, ZMA 88, TA 89, RMP 90, COR, 485 mixed residential project on 40 acres
From: Clara Butler, Deputy Fire Marshal

If there are questions regarding Fire Code issues, please contact the Redmond Fire and Rescue Deputy Fire Marshal at 541-504-5016 or email at clara.butler@redmondfireandrescue.org.

Findings: Not enough information provided for accurate comments.

WATER:
Commercial:

- **Water Supply – 2019 OFC Appendix B / Fire Hydrant Spacing – 2019 OFC Section 507 and Appendix C**
    - Type VB construction up to 3,600 square feet = 1,500 gpm = minimum of 1 hydrant(s) required with not more than 500 feet spacing between them and not more than 250 feet to a hydrant from any point on the street.
    - ***Note: Square footage is needed to determine required fire flow and hydrant spacing.***

- **Fire Flow Reductions – 2019 OFC B105.2** The total required fire flow may be reduced by the following section, but in no case shall the resulting fire flow be less than 1500 gallons per minute at 20 psi residual.
    - **Sprinkler System – 2019 OFC B Table 105.2** A reduction in required fire flow of up to 75 %, as approved, is allowed when the building is provided with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 (NFPA 13 2016) or 903.3.1.2 (NFPA 13R) of the OFC.

- **Fire Hydrant – 2019 OFC 507.5.1**
    - Where a portion of the building is more than 400 ft from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site hydrants and mains shall be provided where required.
        - Exception: For buildings equipped throughout with an approved automatic sprinkler system, the distance requirement shall be 600 ft.

- **Private Fire Hydrants –** If on site hydrates are required, these hydrates will be private hydrants. Per the City of Redmond water department, the hydrant system must be isolated by a DCDV. **The DCDV brand, size and specification sheet must be included with the to-scale plans. <u>The hydrant system will be designed and installed to the NFPA 24 (2016) standard. The site plans submitted will clearly show details for the private fire service mains and the hydrants per NFPA 24 (2016) section 4.1.3.</u> Site plans per the above requirements shall be submitted along with an engineered fire flow analysis. These systems will be inspected, tested and functional prior to combustible construction.**

- **Area Separation – 2019 OFC B104.2**
    - Portions of buildings which are separated by fire walls without openings constructed in accordance with the International Building Code are allowed to be considered as separate fire flow calculation areas.

- **Obstruction & Protection of Fire Hydrants – 2019 OFC 507.5.4 – 507.5.6**
    - A 3 foot clear space shall be maintained around the circumference of fire hydrant. When exposed to vehicular damage, concrete curbing, sidewalks, or 4 inch concrete filled bollards placed 3 feet from hydrant shall suitably protect fire hydrants.

- **Fire Safety during Construction – 2019 OFC 501.4**
    - Approved fire department access roads, required water supply, fire hydrants, and safety precautions shall be installed and serviceable prior to and during the time of construction. The requirements of NFPA 241 shall be followed until project is complete.

- **Fire Sprinkler Systems** shall be installed per NFPA 13 (2016)
    - **<u>The Private Fire Service Mains supplying the fire sprinkler system will be designed and installed to the NFPA 24 standard. The to scale site plans submitted will clearly show details for the private fire service mains per NFPA 24 (2016) section 4.1.3.</u>**
    - Separate permits will be required for the aboveground sprinkler system and the underground sprinkler supply line(s).
    - If there are greater than 20 sprinkler heads, the system is required to have a fire alarm monitoring system. All fire alarm systems require a FA permit.
    - 2019 OFC 912 Fire Department Connections: The location of fire department connections shall be approved by fire code official. The FDC/PIV shall not be under any combustible projections or overhangs.
    - NFPA 14 – 6.4.5.4 Fire department connections shall be located not more than 100 ft from the nearest fire hydrant connected to an approved water supply.
    - NOTE – If the building is sprinklered, the sprinkler system will need to be designed to the specific use that will be occurring in the building. If the sprinkler system is not designed appropriately it will limit the types of businesses that can occupy the space. This also includes the height of storage in the building. In order to have high piled storage (greater than 12 ft), the sprinkler system shall be designed accordingly.

<u>Residential:</u>

- **Fire Safety during Construction – 2019 OFC 501.4**
    - Approved fire department access roads, required water supply, fire hydrants, and safety precautions shall be installed and serviceable prior to and during the time of construction. The requirements of NFPA 241 shall be followed until project is complete.

Area with Fire Hydrants:

- **Water Supply – 2019 OFC B105.1**
    - The minimum fire-flow requirements for one- and two- family dwellings having a fire-flow calculation area which does not exceed 3,600 sq ft (including the garage) shall be 1,000 gpm at 20 psi residual flow. Dwellings exceeding 3,600 sq ft shall use Table B105.4
    - Exception:
        - A reduction in required fire flow of up to 50 %, as approved, is allowed when the building is provided with an approved automatic sprinkler system installed in accordance with Section 903.3.1.3 (NFPA 13D) of the OFC.

- **Fire Hydrant – 2019 OFC 507.5.1**
    - Where a portion of the building is more than 400 ft from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site hydrants and mains shall be provided where required.
        - Exception: For Group R3 occupancies, the distance requirement shall be 600 ft.

- **Private Fire Hydrants –** If on site hydrates are required, these hydrates will be private hydrants. Per the City of Redmond water department, the hydrant system must be isolated by a DCDV. **The DCDV brand, size and specification sheet must be included with the to-scale plans. <u>The hydrant system will be designed and installed to the NFPA 24 (2016) standard. The site plans</u>**
  <u>submitted will clearly show details for the private fire service mains and the hydrants per NFPA 24 (2016) section 4.1.3.</u> Site plans per the above requirements shall be submitted along
  with an engineered fire flow analysis. These systems will be inspected, tested and functional prior to combustible construction.

- **Area Separation – 2019 OFC B104.2**
    - Portions of buildings which are separated by fire walls without openings constructed in accordance with the International Building Code are allowed to be considered as separate fire flow calculation areas.

- **Obstruction & Protection of Fire Hydrants – 2019 OFC 507.5.4 – 507.5.6**
    - A 3 foot clear space shall be maintained around the circumference of fire hydrant. When exposed to vehicular damage, concrete curbing, sidewalks, or 4 inch concrete filled bollards placed 3 feet from hydrant shall suitably protect fire hydrants.

- **Note: Before the application can be deemed complete a stamped engineered fire flow analysis will be required.**

<u>ACCESS:</u>

- **Premises Identification – 2019 OFC 505.1**
    - Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background and visible at night. Number/letter shall be a minimum of 4" high and a .5 "stroke width.
    - **Note**: The **street names** shall follow the City of Redmond or Deschutes County grid names and numbers.

- **Required Access – 2019 OFC 504.1**
    - Exterior doors and openings shall be made readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided.

- **Fire Apparatus Access Roads – 2019 OFC 503 & Appendix D**
    - Fire apparatus access **roads shall extend to within 150 ft of all portions of the building** as measured by an approved route around the exterior of the building.
    - Fire apparatus access roads shall have an unobstructed width of **not less than 20 feet** and an unobstructed vertical clearance of not less than 13 feet 6 inches.
    - Fire apparatus roads shall be designed and maintained to support the imposed loads of **70,000 lbs** and shall be surfaced so as to provide **all-weather driving** capabilities.
    - The required **turning radius** of a fire apparatus access road shall be 30 feet inside and 50 feet outside.
    - The **grade** of the fire apparatus access roads shall be within the limits established by the fire code official (10%).

- **Fire Lanes – 2014 OFC 503.3 & D103.6**
    - Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Such signs or notices shall be kept in legible conditions at all times. The stroke shall be 1 inch with letters 6 inches high and read **"No Parking Fire Lane"**. Spacing for signage shall be every 50 feet.
        - Recommended to also (in addition to Fire lane signs) paint fire lane curbs in bright red paint with white letters.
    - **D103.6.1 Roads 20-26 Ft. Wide:** Shall have Fire Lane signs posted on both sides of a fire lane.
    - **D103.6.2 Roads more than 26 Ft. Wide:** Roads 26-32 ft wide shall have a Fire Lane signs posted on one side of the road as a fire lane.

- **Aerial Access Roads – 2019 OFC D105**
    - Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access
      roads and capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadways.
    - Access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of a building more than 30 feet in height.
    - At least one of the required access routes meeting above requirement shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building.

- **Dead-Ends – 2019 OFC 503.2.5 and D103.4**
    - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Contact Redmond Fire & Rescue for requirements.
        - D 103.4 Table: Length of Dead end: greater than 500 ft shall meet the turnaround requirements and the width of the road shall be a minimum of 26 ft clear for fire apparatus.

- **Additional Access – 2019 OFC 503.1.2**
    - The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, conditions or terrain, climatic conditions or other factors that could limit access.

- **Emergency Access Road Gates – 2019 OFC D103.5**
    - Minimum 20 feet wide.
    - Gates shall be swinging or sliding type.

- Shall be able to be manually operated by one person.
- Electric gates shall be equipped with a means of opening by emergency personnel & approved by fire official.
- Locking devices shall be fire department padlocks purchased from A-1 Lock, Safe Co., Curtis Safe and Lock, on line at www.knoxbox.com, or contact Redmond Fire & Rescue for an order form.
- Section 503.3: Install a sign on the gate "Emergency Access"

- **Key Boxes – 2019 OFC 506.1**
  - An approved key box shall be installed on all structures equipped with a fire alarm system and /or sprinkler system. Approved key boxes can only be purchased at A-1 Lock Safe Co., Curtis Safe and Lock, on line at www.knoxbox.com, or contact Redmond Fire & Rescue for an order form.

- **One and Two Family Residential Developments – 2019 OFC D107**
  - Developments where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D 104.3. Unless, all dwellings are equipped with and approved automatic sprinkler system.
  - **Remoteness – 2019 OFC D107.2** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal of the property or area to be served, measured in a straight line between accesses.

- **Commercial & Industrial Development – 2019 OFC D104**
  - Buildings exceeding three stories or 30 feet in height shall have at least 2 means of fire apparatus access for each structure.
  - Where 2 access roads are required, they shall be placed not less than ½ the length of the overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

- **Multiple Family Residential Developments – 2019 OFC D106**
  - **Projects with more than 100 dwelling units – 2019 OFC D106.1**
    - Multiple family residential dwelling projects with more than 100 units shall provide two separate and approved fire apparatus access roads throughout.
    - **Exception:** projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2
  - **Projects with more than 200 dwelling units- 2019 OFC D106.2**
    - Multifamily residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.
  - **Remoteness – 2019 OFC D106.3**
    - Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal of the property or area to be served, measured in a straight line between accesses.

- **Other fire code requirements to consider when designing-**
  - **304.3.3 Capacity exceeding 1.5 cubic yards.** Dumpsters and containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet (1.15 m^3)] or more shall not be stored in buildings or placed within 5 feet (1524 mm) of combustible walls, openings or combustible roof eave lines.

    Exceptions:

1. Dumpsters or containers that are placed inside buildings in areas protected by an *approved automatic sprinkler system* installed throughout in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Storage in a structure shall not be prohibited where the structure is of Type I or IIA construction, located not less than 10 feet (3048 mm) from other buildings and used exclusively for dumpster or container storage.
3. Dumpsters or containers that are located adjacent to buildings where the exterior area is protected by an approved automatic sprinkler system.

- **304.3.4 Capacity of 1 cubic yard or more.** Dumpsters with an individual capacity of 1.0 cubic yard [200 gallons (0.76 m^3)] or more shall not be stored in buildings or placed within 5 feet (1524 mm) of combustible walls, openings or combustible roof eave lines unless the dumpsters are constructed of noncombustible materials or of combustible materials with a peak rate of heat release not exceeding 300 kW/m^2 where tested in accordance with ASTM E1354 at an incident heat flux of 50 kW/m^2 in the horizontal orientation.

  Exceptions:

  1. Dumpsters in areas protected by an *approved automatic sprinkler system* installed throughout in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
  2. Storage in a structure shall not be prohibited where the structure is of Type I or IIA construction, located not less than 10 feet (3048 mm) from other buildings and used exclusively for dumpster or container storage.

Finance

From: Katharine Colvin <katharine.colvin@redmondoregon.gov>
Sent: Friday, August 21, 2020 3:30 PM
To: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Subject: RE: REVIEW: 711-20-000087-PLNG (MD), 88-PLNG (ZMA), 89-PLNG (TA), 90-PLNG (RMP) | Skyline Village

Finance department no comments.

Thank you,

Katharine Colvin | City of Redmond
Accounting Specialist I/Utility Billing Customer Service Representative

OUR OFFICES ARE CURRENTLY CLOSED TO THE PUBLIC

COID

Kelley O'Rourke <landuse@coid.org>
To Joshua Hoff

Reply | Reply All | Forward
Tue 8/25/2020 11:33 AM

Skyline Village - City Burden of Proof - Final.pdf 1 MB
Skyline Village-Master Plan.pdf 837 KB
Partition Plans.PDF 3 MB
711-20-000087-PLNG, 88-PLNG, 89-PLNG, 90-PLNG Skyline Village Route.pdf 19 KB

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

August 25, 2020

Sent Via Email Only

Re: 711-20-000087-PLNG (MD), 711-20-000088-PLNG (ZMA), 711-20-000089-PLNG (TA), 711-20-000090-PLNG (RMP) | Skyline Village I 1513000000103 I 1002 NE 17th St. Redmond, OR 97756

Please be advised that Central Oregon Irrigation District (COID) has reviewed the provided application dated August 21, 2020 of the above referenced project. COID has no facilities or water rights on the subject property.

Please note that COID facilities are located within the vicinity of the subject property; contact COID if any work and/or crossings will be done near the COID facilities.

Central Oregon Irrigation District
1055 SW Lake Court
Redmond OR 97756

Police

From: Dave Tarbet <Dave.Tarbet@redmondoregon.gov>
Sent: Wednesday, August 26, 2020 8:52 AM
To: Sarah Vowell <sarah.vowell@redmondoregon.gov>
Subject: RE: REVIEW: 711-20-000087-PLNG (MD), 88-PLNG (ZMA), 89-PLNG (TA), 90-PLNG (RMP) | Skyline Village

No comment from PD.

Dave Tarbet
Chief of Police | *Redmond Police Department*

phone 541.504.3419
dispatch 541.693.6911

777 SW Deschutes Redmond, Oregon 97756

Redmond POLICE

WWW.CI.REDMOND.OR.US

EXHIBIT D: LETTERS RECEIVED

1)

regarding Skyline Village project...

Reply | Reply All | Forward

Tue 12/29/2020 1:08 PM

CH Chris Howells <howells.productsllc@gmail.com>
To Joshua Hoff

Follow up. Start by Tuesday, January 05, 2021. Due by Tuesday, January 05, 2021.
You replied to this message on 1/7/2021 8:37 AM.

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

Josh,

I just received notice in the mail today regarding the Skyline Village development project in NE Redmond. I just purchased the log house on 3.2 acres of property on Maple Ave. near the Negus transfer station. I am new to town having lived my whole life in the Portland area. I don't feel I have a voice at all to complain as it is because of people like me moving here that is making this type of expansion necessary. However, when I was considering purchasing this property, I had my realtor look up and down regarding the land behind this lot. The seller also confirmed what my realtor told me that this was blm land behind our home, and that it would never be developed.

As you can imagine, I am beyond sick to my stomach looking at this map and realizing that we are about to lose our views of the mountains to rows of townhomes and 3 store apartment buildings that will be going up directly behind us. Coming from Happy Valley, OR and experiencing all the growth in that town for the past 30 years, I fully realize that once these things are set in motion, there is nothing that can be said that will change plans. Just know that I am extremely disappointed to learn this. I also feel that the previous owner was well connected to the city or county and was likely privy to this information. Now I understand why he would build his dream home and then sell it just a few years later.

Thank you for letting me vent,

Chris Howells
503.313.6843

Staff Response:

JH Joshua Hoff
Thu 1/7/2021 8:37 AM
To: Chris Howells <howells.productsllc@gmail.com>

Hi Chris,

Thank you for your email. Please let me know if you would like to see additional information from the application submittal regarding this proposal.

Best,
Josh

2)

Skyline village

Reply | Reply All | Forward

Thu 12/31/2020 8:03 AM

MD Michael De Leone <mfdeleone@gmail.com>
To Joshua Hoff

Follow up. Start by Tuesday, January 05, 2021. Due by Tuesday, January 05, 2021.
You replied to this message on 1/7/2021 9:33 AM.

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

Received a letter regarding this proposed plan and would like to see better map of where this is located. Is it possible to get a digital version of proposal with maps?

Thank you
Michael De Leone

Sent from my iPad

Staff Response:

Joshua Hoff
Thu 1/7/2021 9:33 AM
To: Michael De Leone <mfdeleone@gmail.com>

Partition Plans.PDF
3 MB

Skyline Village-Master Plan.pdf
837 KB

2 attachments (4 MB) Download all Save all to OneDrive - City of Redmond

Hello Michael,

Thank you for your email. Please find attached to this email the survey and master plan concept included in the application material illustrating this proposal. Please let me know if there are other questions.

Best,
Josh

3)

From: Alexis Biddle <alexis@friends.org>
Sent: Wednesday, December 16, 2020 4:23:40 PM
To: Deborah McMahon <Deborah.McMahon@redmondoregon.gov>
Subject: UGB expansion under HB 4079/2336

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

Hi Debrorah,

It's been too long since we touched base! I'm glad to see the recent PAPA from DLCD that noticed your progress on implementing HB4079/2336. I'm hoping to track this process as it could inform future legislation. Can you keep me in the loop with any accompanying staff reports?

Thanks so much and I hope this finds you as well as one could be in this wild year.

Happy holidays,

Alexis

Staff Response:

Deborah McMahon
Wed 12/16/2020 4:27 PM
To: Alexis Biddle <alexis@friends.org>; Joshua Hoff

You bet! I am adding my colleague, Josh Hoff , to this email too.

I hope you have a relaxing holiday and fantastic New Year!

Best, Deborah

Get Outlook for Android

Reply | Reply all | Forward

4)

From: Jim studioJMC.com
To: Joshua Hoff
Subject: Re: For Planning Commission
Date: Monday, January 25, 2021 8:09:50 AM

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

Joshua,

Please forward to the Planning Commission regarding Skyline Village. Thank you.

Chair Jansen and members of the Redmond Urban Area Planning Commission,

As a former chair of the Planning Commission, I admit to a bit of envy that you have the opportunity to move the proposed Skyline Village development closer to reality.

As you are aware, Redmond's Housing Needs Assessment found that 60% of new housing in Redmond needs to be targeted to those making 80% or less of the mean area income to meet the needs of our growing community. Skyline Village is a step towards that goal. In addition, as a state pilot program, it will serve as a template for other cities in Oregon to begin addressing our state's severe shortage of affordable housing.

It is a good plan and one that Redmond and Deschutes County can take pride in. It is however, just a first step towards meeting the housing needs of our community.

As Redmond moves forward and considers future projects, I hope you will consider the needs of the dozens of individuals experiencing homelessness on public property and city streets within a short distance of Skyline Village. They include families with children, veterans and others who were our neighbors before hardship struck. Some work in the stores where we shop and the restaurants where we eat. And, amidst a pandemic and economic stress, their numbers are growing.

Like us they seek a better life. But, unlike us, they lack a safe and stable place to call home where that change can occur. Burdened by the difficulties of day-to-day survival and lacking access to necessary services, they find permanent, long-term change a near impossibility.

As you move on from the Skyline Village project, I hope you will consider their needs. Certainly, more housing is needed but, while housing is a necessary component in addressing homelessness, it is insufficient by itself. We also need the ability to plan, site and build innovative shelter projects in Redmond. Projects that provide the stability and access to services necessary for people experiencing homelessness to transition to stable, permanent housing. Projects such as managed camps, safe parking areas, transitional villages, and other innovative ideas.

Moving forward, I ask that you address the barriers that make it difficult for these projects to move forward in Redmond including zoning, building codes, fees and access to suitable properties. Redmond cannot grow and still retain the charm and community spirit we love unless we are willing to address the needs of all of its people, including our most vulnerable neighbors.

Again, thank you for the opportunity to share my thoughts and for your service to Redmond and congratulations on helping to move Skyline Village forward.

James Cook
2415 SW Phlox Pond Dr.
Redmond OR

Staff Response: This was forwarded to the Planning Commission.

5)

Skyline Village

R redmondoregon@enotify.visioninternet.com(redmondoregon@enotify.visio
To Joshua Hoff

Reply | Reply All | Forward | ...
Mon 1/25/2021 1:02 PM

You replied to this message on 1/25/2021 3:20 PM.
The actual sender of this message is different than the normal sender. Click here to learn more.

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

Message submitted from the <Redmond, OR> website.

Site Visitor Name: Will Van Vactor
Site Visitor Email: will@vanvactorlaw.com

Hi Joshua,

I represent Emagineered, which owns property across from the proposed Skyline Village. I just want to confirm my understanding of the procedural posture of the application. Is this the first hearing? Will there be any more public hearings?

Feel free to give me a call. 541.233.8517.

Thanks!

-Will

Staff Response:

RE: Skyline Village

Joshua Hoff
To Will Van Vactor
Cc Deborah McMahon

Reply | Reply All | Forward

Mon 1/25/2021 3:20 PM

Hello Will,

Yes, tonight is the first hearing for the subject City applications regarding Skyline Village. Subject to the outcome of tonight, City Council will be the next body to hear these applications.

Best,
Josh

Will Van Vactor submitted a request to continue the hearing via the following email:

Skyline Village - Request for Continuance

Will Van Vactor <will@vanvactorlaw.com>
To Deborah McMahon
Cc Joshua Hoff; steve.w@emagineered.com

1/25/2021

You replied to this message on 1/26/2021 9:38 AM.

Lt RUAPC (1.25.21).pdf
207 KB

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachm

Hi Deborah,

Thank you for talking this afternoon. As noted, my client has asked me to request a continuance. The attached letter formally makes the request.

If you have any questions, please let me know.

Will Van Vactor
www.vanvactorlaw.com
Phone: 541.640.7780

Van Vactor Law LLC

Will Van Vactor
Owner

Rand Campbell
Associate

960 SW Disk Drive
Suite 101
Bend, OR 97702

541.640.7780

www.vanvactorlaw.com

January 25, 2021

Sent via email: *Josh.Hoff@redmondoregon.gov*
Deborah.McMahon@redmondoregon.gov

Teri Jansen, Chair
Redmond Urban Area Planning Commission
c/o Planning Department
City of Redmond 411 SW 9th Street
Redmond, Oregon 97756

Subject: Skyline Village #711-20-000087-PLNG (MD)
#711-20-000088-PLNG (ZMA)
#711-20-000089-PLNG (TA)
#711-20-000090-PLNG (RMP)

Dear Chair Jansen:

My office represents Emagineered Solutions, Inc., which owns property across the street from the proposed Skyline Village development.

Pursuant to ORS 197.763(6), in regard to the four above applications, my client requests a continuance of the scheduled hearing this evening. ORS 197.763(6) requires if a request is made prior to the conclusion of an initial hearing for an opportunity to present additional evidence, that the local hearings authority grant such request.

If the Planning Commission has any questions, please let me know. Thank you.

Best Regards,

Will Van Vactor

Cc Client (via email)

6)

Re: Planning Commission 02/16/2021

EF

Ed Fitch

To Sarah Vowell; Cat Zwicker; Heather DeWolf; Nelson Rivers; ron.osmundson@yahoo.com; Teri Jansen; **+8 others**

Cc Deborah McMahon; Joshua Hoff; Jaclyn Abslag; John Roberts

2/9/2021

Sarah

Please forward to the staff and council a concern regarding the availability of storage with this project and the need to insure an aesthetic and liveable environment for the residents there.

7)

Skyline village info

MI Mary Ireland <suziedonkey3@gmail.com>
To Joshua Hoff
Wed 10:49 AM

You replied to this message on 3/24/2021 2:38 PM.

[EXTERNAL]: This email originated from outside of the city. Do not click links or open attachments unless you recogı

I received the notice of skyline village info... i am trying to figure out exactly where that is in correlation to where i live... i live right on the corner of ne negus, ne upas (my side street), and ne 17th street..... ne negus becomes 17th st right at my corner..... can you explain more clearly where this huge building project will be going in and how close it will be to my property??? Thank you so much!!!

Staff Response:

RE: Skyline village info

JH Joshua Hoff
To Mary Ireland
Bcc Deborah McMahon
Wed 2:38 PM

Skyline Village.pdf
248 KB

Hello,

I am happy to clarify the location of this proposal.

This proposal is located south of NE Maple Ave & north of NE Kingwood Ave at 1002 NE 17TH ST.

I've attached an aerial view of the site marking nearby streets and the **approximate** border in red. If you are looking for more exact, surveyed lines, please let me know.

If there are further questions, please let me know.

Best,
Josh

8)

skyline village

Angi Richartz <angirichartz@gmail.com>
To Joshua Hoff

Reply | Reply All | Forward | •••

Mon 3/29/2021 7:01 AM

You replied to this message on 3/30/2021 8:46 AM.

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

Hello

I received the announcement about the hearing for the skyline village application. Can you send me a little more information? Specifically - how it impacts our property located at 1199 NE Maple? A map showing our parcel and where the water/sewer lines will be installed.

Sincerely,

Angi Richartz

Staff Response:

Joshua Hoff
To Angi Richartz

Reply | Reply All | Forward | •••

Tue 3/30/2021 8:46 AM

Skyline Village CC.pdf
29 MB

Hi Angi,

Thank you for your message. Attached is a version of the staff report findings listing the details of this project including more maps and location descriptions. The Redmond Urban Area Planning Commission has recommended approval to Redmond City Council for this proposal. Redmond City Council will be holding a hearing on the project April 13th (details in the notice) to discuss this further and, depending on the outcome of the meeting, recommend the next phase for this project.

From what is proposed now, the main lines for water and sewer will be installed in NE Kingwood Ave. and eventually NE Maple Ave./Negus Way.

If there are any other questions, please don't hesitate to ask.

Best,
Josh

EXHIBIT E: PUBLIC NOTICE

Property Owner Notice – Redmond Urban Area Planning Commission

CITY OF REDMOND

411 SW 9th Street
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.ci.redmond.or.us

December 23rd, 2020

Dear Property Owner:

Notice is hereby given that a public hearing for the application below will be heard by the Planning Commission on Monday, **January 25th, 2021** at **4:30 pm** via digital conference.

Meeting Location:

Call-in Meeting Instructions – Choose choice #1 or #2:

Choice #1. Please join this meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/179699837

Choice #2. You can also dial in using your phone.
United States: +1 (786) 535-3211 **Access Code:** 179-699-837

Project Name:	Skyline Village | 711-20-000087-PLNG (MD), 711-20-000088-PLNG (ZMA), 711-20-000089-PLNG (TA), 711-20-000090-PLNG (RMP)
Applicant/ Owner:	City of Redmond | Deschutes County
Request:	Partition approximately 40 acres from the parent parcel, amend the zoning, amend the urban growth boundary, and establish master development plan approval for 485 unit housing development with small mixed use area
Location:	1002 NE 17th St. (Tax Lot #1513000000103), Redmond, OR 97756, Deschutes County Tax Assessor Map
Applicable Criteria:	Redmond Code, Chapter 8 Developmental Regulations, Article I– Zoning, Article II–Land Use Procedures, Article III – Partitions
Staff Contact:	Josh Hoff, Associate Planner, josh.hoff@redmondoregon.gov

Questions/concerns should be directed to the staff person listed above. Plans can be reviewed at the address above between 9 am and noon and 1 pm to 4 pm, Monday through Friday, except holidays. You are invited to submit written comments to the staff contact on or before 4 pm on **January 25th, 2021**.

Any interested person may appear at the hearing and give testimony. Failure to raise an issue in person at a hearing or in writing precludes appeal by that person the Land Use Board of Appeals (LUBA) and that failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to LUBA based on that issue. A copy of the application, all documents and evidence relied upon the applicant and applicable criteria are available for inspection at no cost and copies will be provided at a reasonable cost. A copy of the staff report will be available for review at no cost seven (7) days prior to the hearing and copies provided at a reasonable cost. 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.

Sincerely,

Josh Hoff
Associate Planner

Property Owner Notice – Redmond City Council

CITY OF REDMOND
Community Development Department

411 SW 9th Street
Redmond, OR 97756
(541) 923-7721
www.redmondoregon.gov

March 18th, 2021
Dear Property Owner:

Notice is hereby given that a public hearing for the application below will be heard by the City Council on Tuesday, April 13th, 2021, at 6:00 pm.

Project Name:	Skyline Village | 711-20-000087-PLNG (MD), 711-20-000088-PLNG (ZMA), 711-20-000089-PLNG (TA), 711-20-000090-PLNG (RMP)
Applicant/ Owner:	City of Redmond | Deschutes County
Request:	Partition approximately 40 acres from the parent parcel, amend the zoning, amend the urban growth boundary, and establish master development plan approval for 485 unit housing development with small mixed use area
Location:	1002 NE 17th St. (Tax Lot #1513000000103), Redmond, OR 97756, Deschutes County Tax Assessor Map
Applicable Criteria:	Redmond Code, Chapter 8 Developmental Regulations, Article I– Zoning Standards, Article II–Land Use Procedures, Article III – Land Division Standards
Staff Contact:	Josh Hoff, Associate Planner, josh.hoff@redmondoregon.gov, 541-923-7762

Questions, or request to obtain plans, should be **directed to the Staff Contact noted above via email at:** josh.hoff@redmondoregon.gov **.** You are invited to submit comments through one of the following options on or before 4 pm on April 13rd, 2021:

- **WRITTEN COMMENTS:** Submit to Josh Hoff (Associate Planner) via email at josh.hoff@redmondoregon.gov or mail to City of Redmond Planning Division, 411 SW 9th Street, Redmond, Oregon 97756;
- **ORAL COMMENTS:** Pre-register at PublicTestimony@redmondoregon.gov to provide oral comments during the virtual hearing (must pre-register before 4:00 p.m. on April 13th, 2021). Prior to the hearing, registrants will be provided with a "GoToMeeting" phone number from City Administration so they can join the meeting by phone to participate and provide testimony.

Failure to raise an issue during the hearing or in writing precludes appeal by that person to the Land Use Board of Appeals (LUBA) and that failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to LUBA based on that issue.

A copy of the application, all documents and evidence relied upon the applicant and applicable criteria are available for inspection **by request of the Staff Contact at no cost**. A copy of the staff report will be available for review at no cost seven (7) days prior to the hearing on the **City of Redmond website** (www.redmondoregon.gov).

Any interested person may appear. The public hearing can be viewed at www.redmondoregon.gov/CityCouncilLive. The City does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in its programs or activities. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

Sincerely,
Josh Hoff
Associate Planner

Newspaper Notice – 1/13/21

Autos & Transportation 900

901
Automobiles-Trucks, Auto, RV, Vans

2009 Toyota Camry 4 dr sdn LE/in excellent condition. Only one owner. Comes with snow tires and Sirius radio. Serviced regularly.
184,000 miles -Call 541-633-0824/$4200.00

Legal Notices 1000

1001
Legal Notices & Public Notices

CITY OF REDMOND NOTICE OF PUBLIC HEARING

Notice is hereby given that the Redmond Urban Area Planning Commission will hold a public hearing on January 25, 2021, 4:30 p.m. via digital conference, Call-in Meeting Instructions – Choose choice #1 or #2:

Choice #1. Please join this meeting from your computer, tablet, or smartphone: https://global.gotomeeting.com/join/179699837

Choice #2. You can also dial in using your phone. United States +1 (786) 535-3211 Access Code: 179-699-837

The Redmond Urban Area Planning Commission will receive

1001
Legal Notices & Public Notices

written and oral testimony at this time for the application described below. Questions or concerns regarding this application should be directed to the staff person listed, Community Development Department, City Hall, 411 9th St, Redmond, Oregon. A staff report will be written concerning this project and will be made available for review at no cost at least 7 days prior to the hearing and copies can be provided at reasonable cost, upon request.

Application Numbers:
711-20-000087-PLNG (MD)
711-20-000088-PLNG (ZMA)
711-20-000089-PLNG (TA)
711-20-000090-PLNG (RMP)

Applicant: City of Redmond

Request: Master Development Plan, Amendment to the City of Redmond Zoning Map, UGB Amendment, and Partition of subject parcel, approximately 40 acre, including proposed change from EFUAL (Exclusive Farm Use – Alfalfa Subzone) to R4 (General Residential Zone) and MUN (Mixed-Use Neighborhood Zone)

Location: 1002 NE 17th St, also identified as 15133000000103 on the Deschutes County Tax Assessors Map.

Applicable Criteria: Redmond Code, Chapter 8 Developmental Regulations, Article I – Zoning Standards, Article II – Land Use Pro-

1001
Legal Notices & Public Notices

cedures, Article III – Land Division Standards; and the Redmond Urban Area Comprehensive Plan, including the Transportation System Plan, if specific policies and objectives are found to apply.

Staff Contact Person: Josh Hoff, Associate Planner, (541) 923-7762

The City of Redmond does not discriminate on the basis of handicapped status in the admission or access to, or treatment, or employment in its programs or activities. Anyone needing accommodation to participate in the meeting must notify Mike Viegas, ADA Coordinator, at least 48 hours in advance of the meeting at (541) 504-3032, or through the Telecommunications Relay Service (TRS) which enables people who have difficulty hearing or speaking in the telephone to communicate standard voice telephone users. If anyone needs TDD (Telecommunications Device for the Deaf) or STS (Speech to Speech) assistance, please use one the following TRS numbers: (800) 735-2900 (voice or text), (877) 735-7525 (STS English) or (800) 735-3896 (STS Spanish).

Legal Notice
ANNUAL MEETING

The 2021 Deschutes County Fair Association annual member meeting has been postponed until Sunday, June 6, 2021

Newspaper Notice – 3/31/21

Legal Notices 1000

1001
Legal Notices & Public Notices

Legal Notice
CITY OF REDMOND
NOTICE OF PUBLIC HEARING

Notice is hereby given that the Redmond City Council will hold a public hearing on April 13, 2021, 6:00 p.m. via digital conference. Questions, or request to obtain plans, should be directed to the Staff Contact noted below via email at: josh.hoff@redmondoregon.gov . You are invited to submit comments through one of the following options on or before 4 pm on April 13, 2021:

- WRITTEN COMMENTS: Submit to Josh Hoff (Associate Planner) via email at josh.hoff@redmondoregon.gov or mail to City of Redmond Planning Division, 411 SW 9 th Street, Redmond, Oregon 97756;
- ORAL COMMENTS: Pre-register at PublicTestimony@redmondoregon.gov to provide oral comments during the virtual hearing (must pre-register before 4:00 p.m. on April 13, 2021). Prior to the hearing, registrants will be provided with a "GoToMeeting" phone number from City Administration so they can join the meeting by phone to participate and provide testimony.

Failure to raise an issue during the hearing or in writing precludes appeal by that person to the Land Use Board of Appeals (LUBA) and that failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to LUBA based on that issue.

The Redmond City Council will receive written and oral testimony at this time for the application described below. Questions or concerns regarding this application should be directed to the staff person listed, Community Development Department, City Hall, 411 9 th St, Redmond, Oregon. A staff report will be written concerning this project and will be made available for review at no cost at least 7 days prior to the hearing and copies can be provided for free or a reasonable cost, upon request.

Application Numbers: Skyline Village
711-20-000087-PLNG (MD)
711-20-000088-PLNG (ZMA)
711-20-000089-PLNG (TA)
711-20-000090-PLNG (RMP)

Applicant: City of Redmond | Deschutes County

Request: Partition approximately 40 acres from the parent parcel, amend the zoning, amend the urban growth boundary, and establish master development plan approval for 485-unit housing development with small mixed-use area

Location: 1002 NE 17th St. (Tax Lot #1513000000103), Redmond, OR 97756, Deschutes County Tax Assessor Map

Applicable Criteria: Redmond Code, Chapter 8 Developmental Regulations, Article I– Zoning Standards, Article II–Land Use Procedures, Article III – Land Division Standards

Staff Contact Person: Joshua Hoff, Associate Planner, 541-923-7762 or josh.hoff@redmondoregon.gov

Any interested person may appear. The public hearing can be viewed at www.redmondoregon.gov/CityCouncilLive. The City does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in its programs or activities. Anyone needing accommodation to participate in the meeting must notify the ADA Coordinator as soon as possible, but a least three (3) business days prior to the scheduled meeting at 541-504-3036, access@redmondoregon.gov 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)

PUBLISH: Redmond Spokesman Wednesday, March 31, 2021

1001
Legal Notices & Public Notices

Posted Notice – 12/23/20 & 3/18/21

CITY OF REDMOND

411 SW 9th. Avenue
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.redmondoregon.gov

LAND USE SIGN POSTING AFFIDAVIT

711-20-000087-PLNG MD
711-20-000088-PLNG ZMA
711-20-000089-PLNG TA
711-20-000090-PLNG RMP

STATE OF OREGON)
) ss. FILE NUMBER: _____
CITY OF REDMOND)

I, JOSHUA HOFF placed a Notice of Land Use Action sign on
(Clearly Print Name)

the subject property located at: 1002 NE 17th ST REDMOND OR 97756
(Subject Address and Tax Lot)

on 12/23/20, where it can be clearly seen from
(Posted Date – Month, Day, Year)

NE RINGWOOD AVE.
(Name of Street or Location Description)

Return signed Land Use Affidavit to the City of Redmond's Community Development Department.

JOSHUA HOFF	Josh Hoff	12/23/20
Printed Name	Signature	Date

SAID SIGN WILL BE REMOVED FROM THE PROPERTY WITHIN TEN (10) DAYS OF DATE OF DECISION OR PUBLIC HEARING.

CITY OF REDMOND

411 SW 9th. Avenue
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.redmondoregon.gov

LAND USE SIGN POSTING AFFIDAVIT

STATE OF OREGON)
) ss. FILE NUMBER: 711-20-000087-PLNG (MD), 711-20-000088-PLNG (ZMA), 711-20-000089-PLNG (TA), 711-20-000090-PLNG (RMP)
CITY OF REDMOND)

I, JOSHUA HOFF placed a Notice of Land Use Action sign on
(Clearly Print Name)

the subject property located at: 1002 NE 17TH ST REDMOND, OR 151300000103
(Subject Address and Tax Lot)

on 03/18/21, where it can be clearly seen from
(Posted Date – Month, Day, Year)

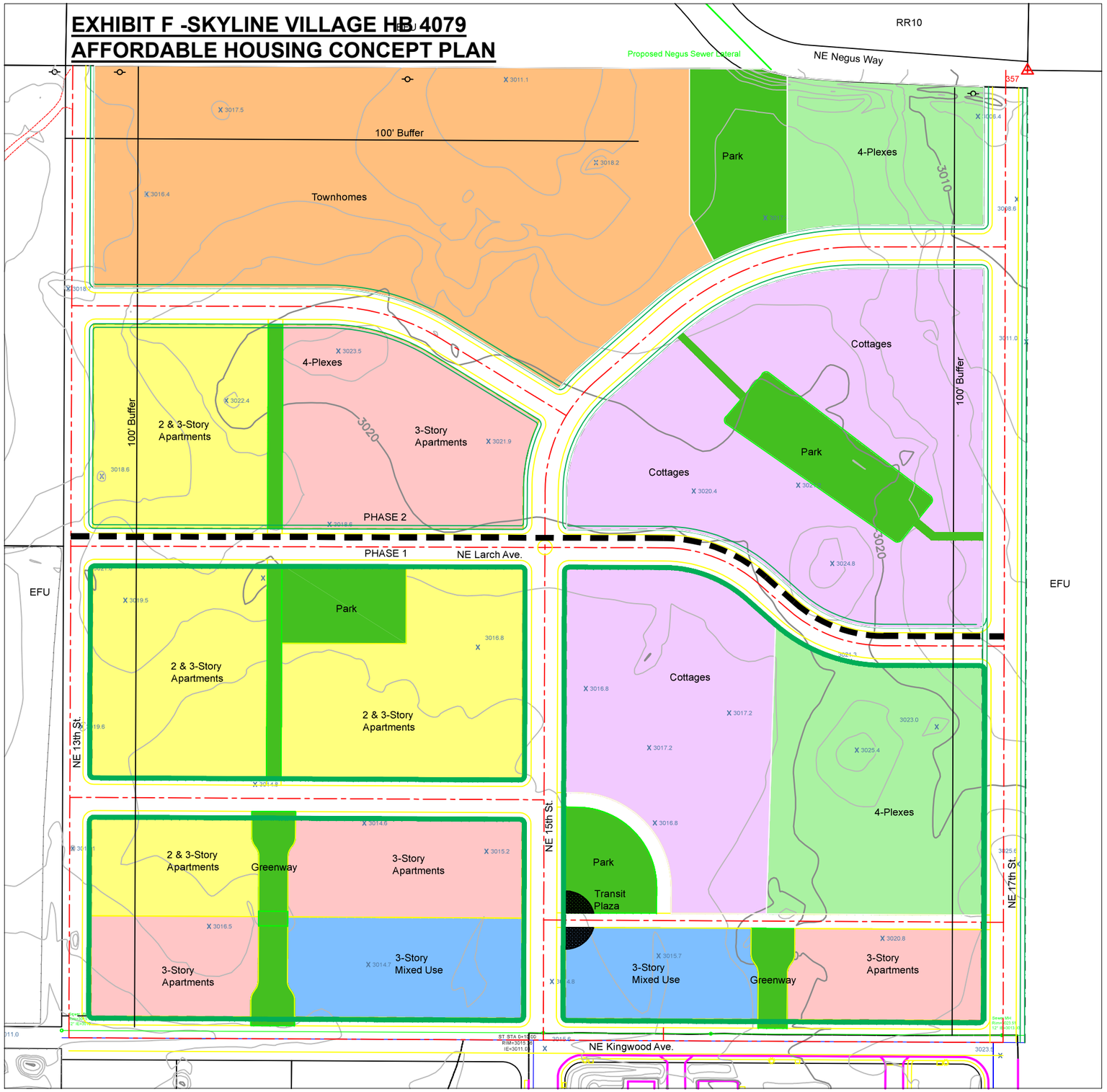
NE 15TH ST & NE KINGWOOD AVE.
(Name of Street or Location Description)

Return signed Land Use Affidavit to the City of Redmond's Community Development Department.

JOSHUA HOFF		3/18/21
Printed Name	Signature	Date

SAID SIGN WILL BE REMOVED FROM THE PROPERTY WITHIN TEN (10) DAYS OF DATE OF DECISION OR PUBLIC HEARING.

EXHIBIT F -SKYLINE VILLAGE HB 4079
AFFORDABLE HOUSING CONCEPT PLAN



Skyline Village
HB 4079 Affordable Housing Concept Plan
Redmond, Oregon
1/2 80% AMI or less - 1/2 Market Rate

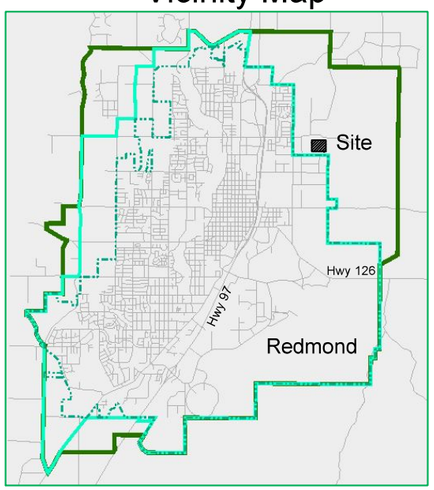
LEGEND

- Cottages
- 2-3 Story Apartments
- 3-Story Apartments
- 3-Story Mixed Use
- 4-Plex
- Townhomes
- Park (3.9 Acres Total)*

*Does not include on-site development open space

485 UNITS
12.12 Units/Acre

Vicinity Map



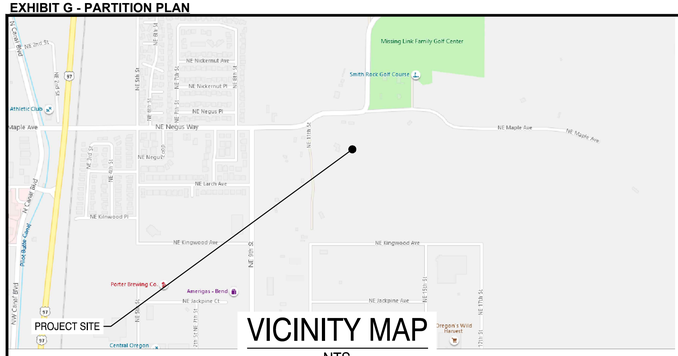
N

Scale 1"=150' (When printed on 11'x17" paper)

Drawn By: MPC
Date: 5-26-18
Revised: 6-24-20

SKYLINE VILLAGE

A PORTION OF
TAX LOT 103, MAP 151300
JULY 2020



VICINITY MAP
NTS

SITE INFORMATION
ADDRESS: 1002 NE 17TH ST, REDMOND, OR 97756
TAX ASSESSORS MAP: TAX LOT 103, MAP 151300
PROPERTY SIZE: 1610.60 ACRES
ZONING: EFUAL

OWNER
DESCHUTES COUNTY

PROPOSED USE
RESIDENTIAL DWELLINGS

SCALE: 1" = 600'
FOR 34"x22" SHEETS
0 300' 600' 1200'

UTILITY STATEMENT
UNDERGROUND UTILITIES WERE MARKED BY ONE CALL OREGON UNDER TICKETS NO. 20130678, 20130687.

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

EXISTING UNDERGROUND UTILITY LOCATIONS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.

VERTICAL DATUM
ELEVATIONS ARE BASED ON TIE TO CITY OF REDMOND BENCHMARK 8-M-2 BEING A 3" BRASS DISK SET IN CONCRETE ABUTMENT OF WING WALL AT THE SW CORNER OF CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE AND NW CANAL BLVD. ELEVATION= 2990.38' (NGVD29)

LEGEND

	EXISTING	PROPOSED
ECABL	EXISTING CABLE	
EGAS	EXISTING GAS	
EIRRG	EXISTING IRRIGATION	
OHW	EXISTING OVERHEAD LINES	
EPOWR	EXISTING POWER	
EX SS	EXISTING SANITARY SEWER	SANITARY SEWER MANHOLE
EX SD	EXISTING STORM DRAIN	STORM DRAIN MANHOLE, DRYWELL
ECOMM	EXISTING TELECOMMUNICATIONS	
EWAT	EXISTING WATER	WATER VALVE, GAS VALVE
CABL	NEW CABLE	AIR RELEASE VALVE
GAS	NEW GAS	BACKFLOW PREVENTER
IRRG	NEW IRRIGATION	WATER METER, GAS METER
POWR	NEW POWER	FIRE HYDRANT
SSWR	NEW SANITARY SEWER	CATCH BASIN/CURB INLET
SD	NEW STORM DRAIN	CLEAN OUT
COMM	NEW TELECOMMUNICATIONS	RAIN DRAIN
WAT	NEW WATER	STREET LIGHT, PARKING LOT LIGHT
	FENCE	UTILITY POLE, GUY ANCHOR
	EXISTING RIGHT-OF-WAY	UTILITY VAULT
	EXISTING EDGE OF GRAVEL	ELECTRICAL PEDESTAL
	EXISTING EDGE OF PAVEMENT	CABLE PEDESTAL
	EXISTING CURB	TELECOMMUNICATIONS PEDESTAL
	NEW RIGHT-OF-WAY	IRON ROD, IRON PIPE
	NEW EDGE OF GRAVEL	TREES
	NEW EDGE OF PAVEMENT	SIGN
	NEW CURB	MAILBOX

LAND SURVEYOR / CIVIL ENGINEER
H.A. M°COY ENGINEERING & SURVEYING
CONTACT: HAYES M°COY
1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
PH: 541-923-7554

SHEET INDEX

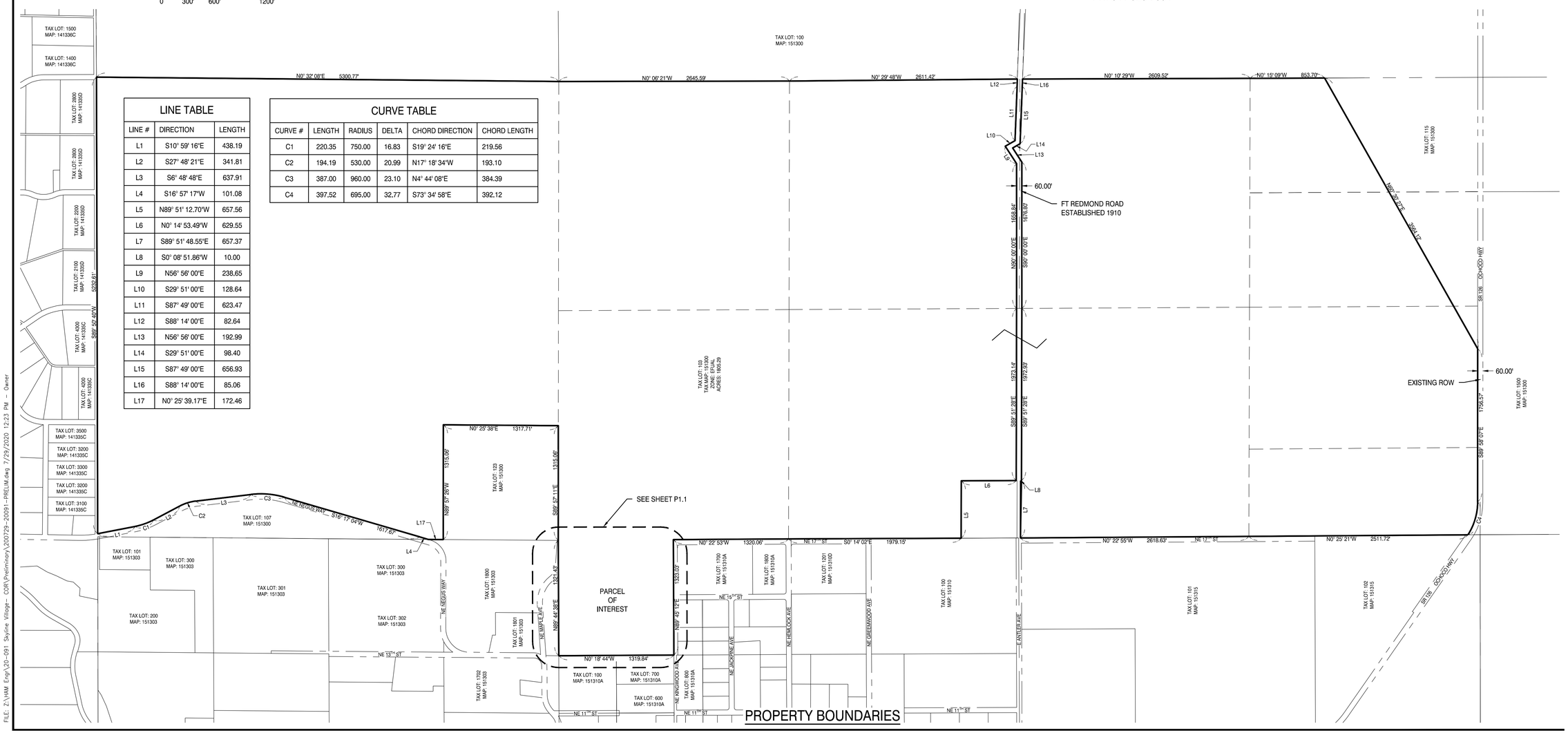
P1.0 COVER SHEET AND PROPERTY BOUNDARIES
P1.1 EXISTING CONDITIONS
P1.2 PRELIMINARY PLAT
P1.3 PRELIMINARY PLAT DETAIL

LINE TABLE

LINE #	DIRECTION	LENGTH
L1	S10° 59' 16"E	438.19
L2	S27° 48' 21"E	341.81
L3	S6° 48' 48"E	637.91
L4	S16° 57' 17"W	101.08
L5	N89° 51' 12.70"W	657.56
L6	N0° 14' 53.49"W	629.55
L7	S89° 51' 48.55"E	657.37
L8	S0° 08' 51.86"W	10.00
L9	N56° 56' 00"E	238.65
L10	S29° 51' 00"E	128.64
L11	S87° 49' 00"E	623.47
L12	S88° 14' 00"E	82.64
L13	N56° 56' 00"E	192.99
L14	S29° 51' 00"E	98.40
L15	S87° 49' 00"E	656.93
L16	S88° 14' 00"E	85.06
L17	N0° 25' 39.17"E	172.46

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	220.35	750.00	16.83	S19° 24' 16"E	219.56
C2	194.19	530.00	20.99	N17° 18' 34"W	193.10
C3	387.00	960.00	23.10	N4° 44' 08"E	384.39
C4	397.52	695.00	32.77	S73° 34' 58"E	392.12



PROPERTY BOUNDARIES

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REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON NOVEMBER 10, 2009 JASON L. SIMES 82325PLS
EXPIRES 6/30/22

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
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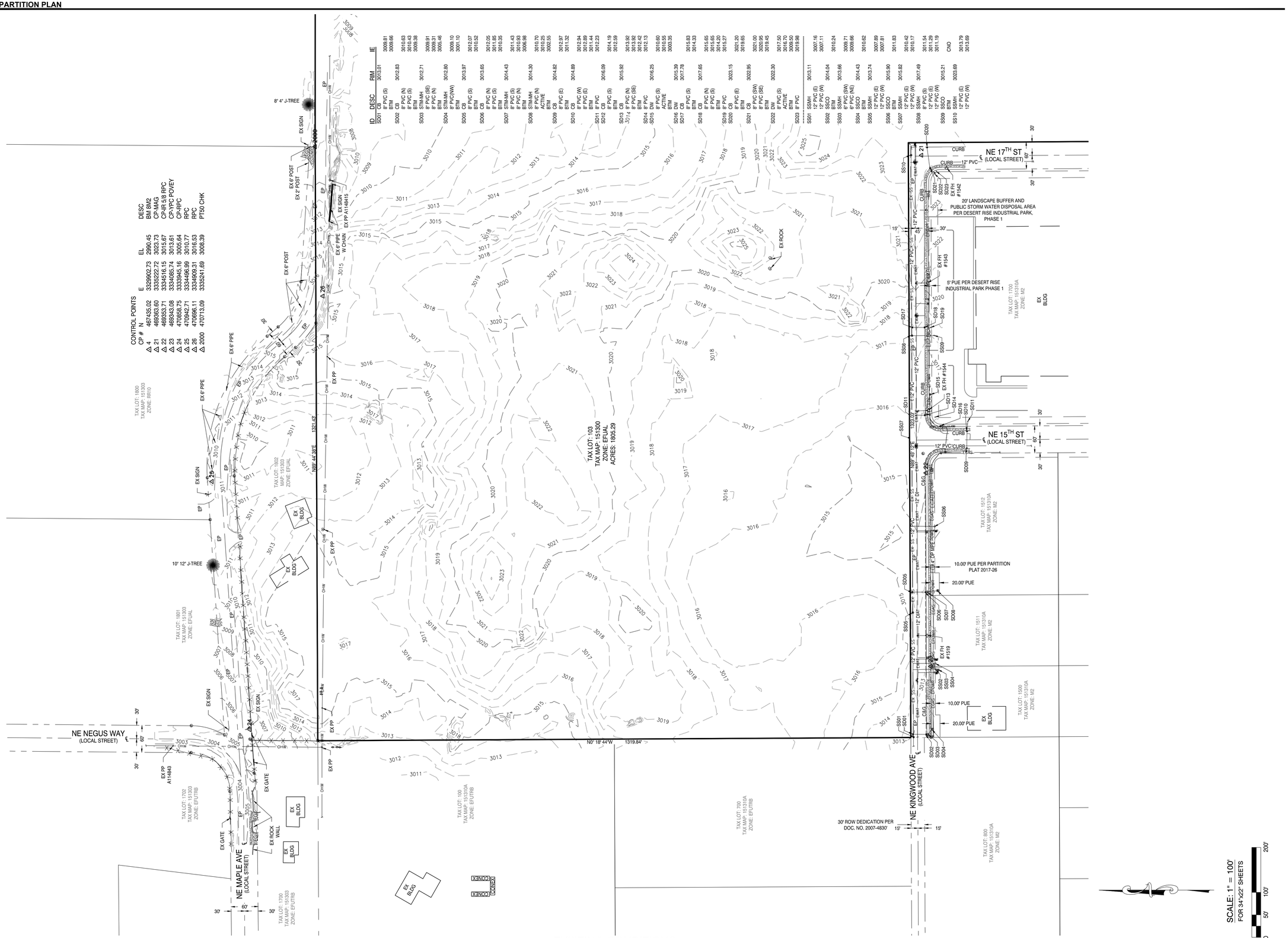
H.A. M°COY
ENGINEERING & SURVEYING, LLC
1180 SW Lake Road, Suite 201 Redmond, OR 97756
Hayes McCoy
PE, PLS, CWRE
541-923-7554 hayes@haimccoy.com

PROJECT: SKYLINE VILLAGE COR
PROJECT LOCATION: REDMOND, OR
CLIENT: DESCHUTES COUNTY

SHEET TITLE: COVER SHEET AND PROPERTY BOUNDARIES

JOB NO. 20-091
DRAWN BY: GWM/JJW
DRAWING: P1.0



EXISTING CONDITIONS

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON NOVEMBER 10, 2009 JASON L. SIMES 82358PLS
EXPIRES 6/30/22

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
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H.A. McCOY
ENGINEERING & SURVEYING, LLC
1180 SW Lake Forest, Suite 201 Redmond, OR 97756
Hayes McCoy
PE, PLS, CWRE
541-923-7554 hayes@ham-elrg.com

PROJECT:
SKYLINE VILLAGE COR

PROJECT LOCATION:
REDMOND, OR

CLIENT:
DESCHUTES COUNTY

SHEET TITLE:
EXISTING CONDITIONS

JOB NO.	20-091
DRAWN BY:	GWM/JJW
DRAWING:	P1.1

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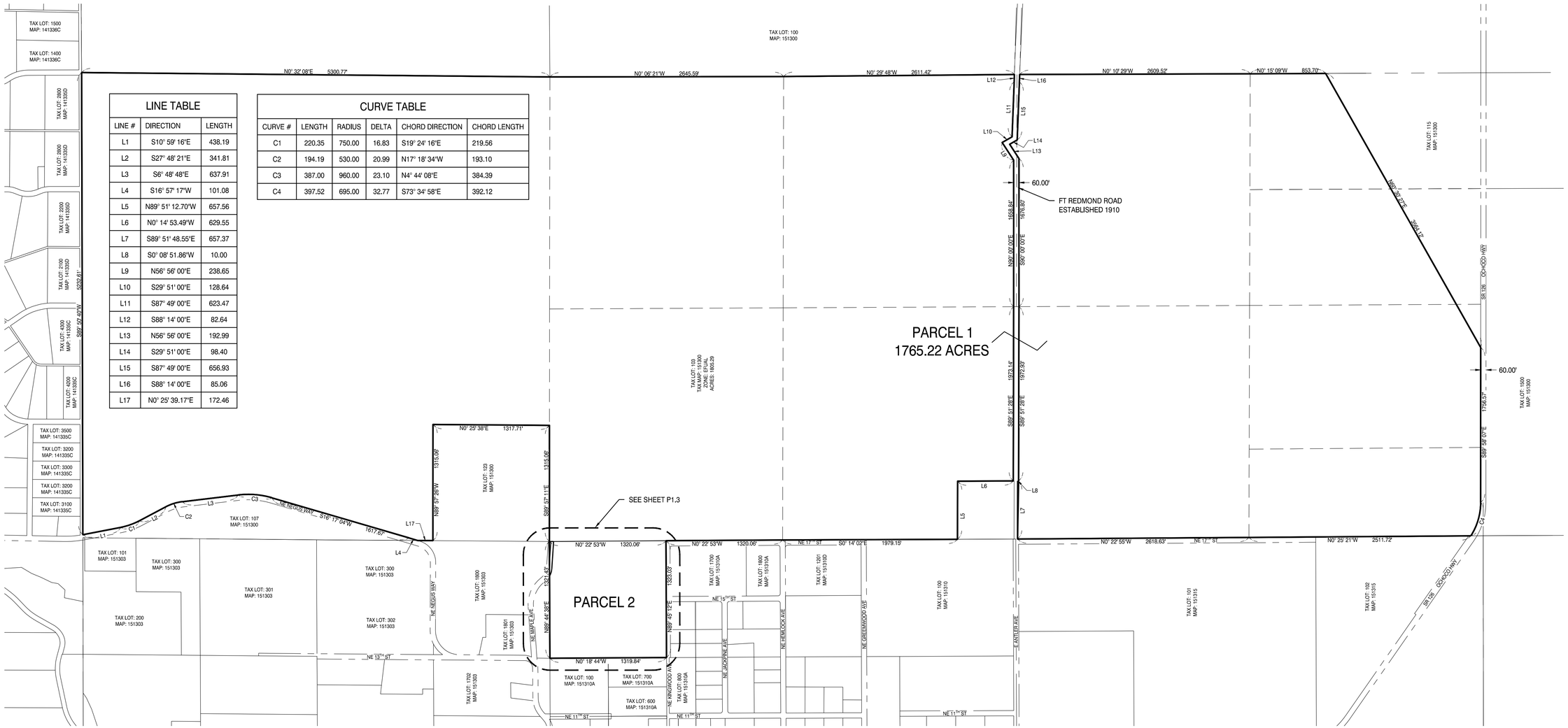
EXHIBIT G - PARTITION PLAN

SCALE: 1" = 600'
FOR 34"x22" SHEETS
0 300' 600' 1200'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S10° 59' 16"E	438.19
L2	S27° 48' 21"E	341.81
L3	S6° 48' 48"E	637.91
L4	S16° 57' 17"W	101.08
L5	N89° 51' 12.70"W	657.56
L6	N0° 14' 53.49"W	629.55
L7	S89° 51' 48.55"E	657.37
L8	S0° 08' 51.86"W	10.00
L9	N56° 56' 00"E	238.65
L10	S29° 51' 00"E	128.64
L11	S87° 49' 00"E	623.47
L12	S88° 14' 00"E	82.64
L13	N56° 56' 00"E	192.99
L14	S29° 51' 00"E	98.40
L15	S87° 49' 00"E	656.93
L16	S88° 14' 00"E	85.06
L17	N0° 25' 39.17"E	172.46

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	220.35	750.00	16.83	S19° 24' 16"E	219.56
C2	194.19	530.00	20.99	N17° 18' 34"W	193.10
C3	387.00	960.00	23.10	N4° 44' 08"E	384.39
C4	397.52	695.00	32.77	S73° 34' 58"E	392.12



REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON NOVEMBER 10, 2009 JASON L. SIMES 82258PLS
EXPIRES 6/30/22

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
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H.A. McCOY
ENGINEERING & SURVEYING, LLC
1135 SW Lake Road, Suite 201 Redmond, OR 97756
Hayes McCoy
PE, PLS, CWRE
541-923-7554 hayes@ham-elg.com

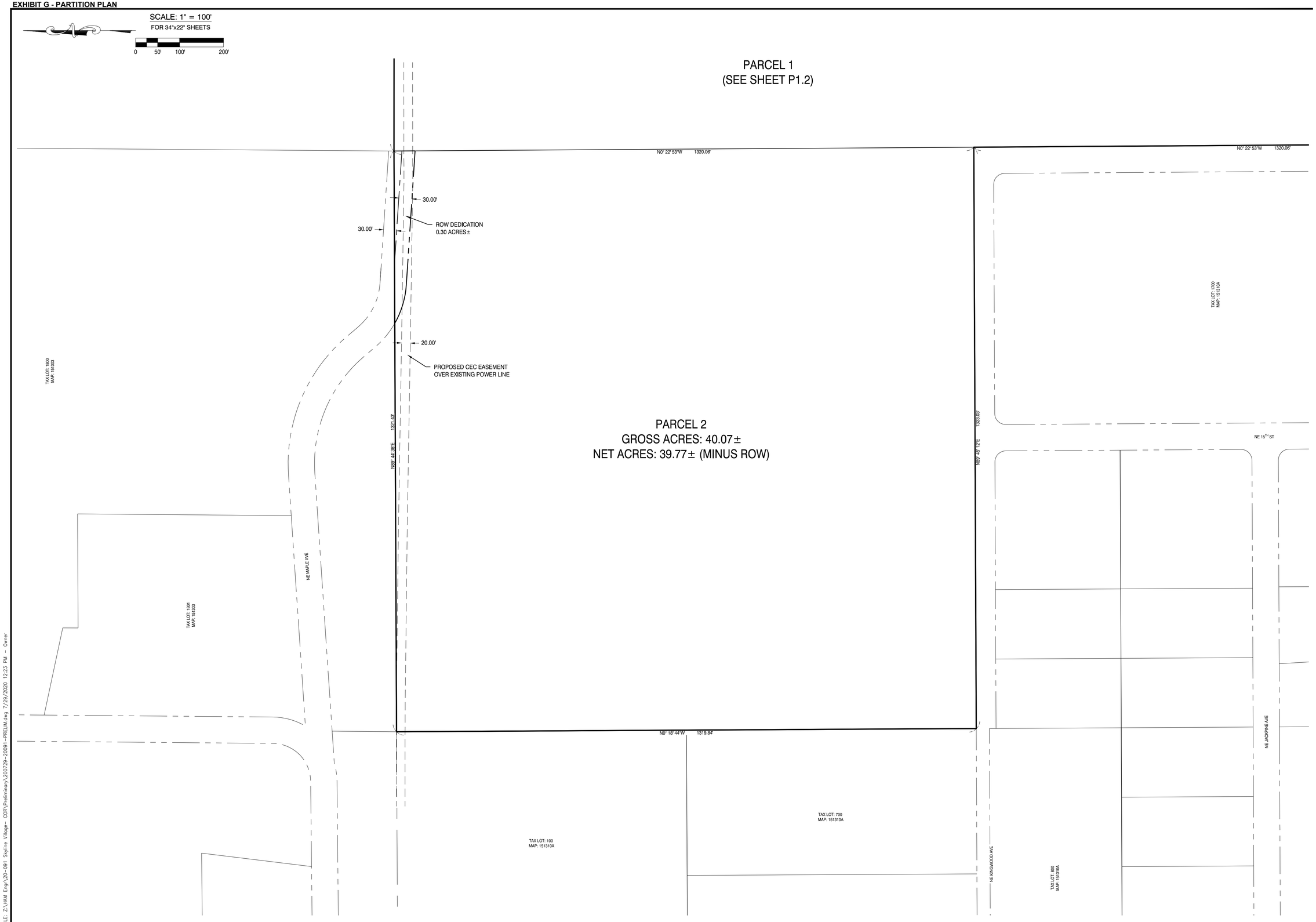
PROJECT: SKYLINE VILLAGE COR
PROJECT LOCATION: REDMOND, OR
CLIENT: DESCHUTES COUNTY

SHEET TITLE: PRELIMINARY PLAT

JOB NO. 20-091
DRAWN BY: GWM/JJW
DRAWING: P1.2

FILE: Z:\HAM Engr\20-091 Skyline Village- COR\Preliminary\20079-20091-PRELIM.dwg 7/29/2020 12:23 PM - Owner

EXHIBIT G - PARTITION PLAN



REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY
OREGON NOVEMBER 10, 2009 JASON L. SIMES 82258PLS
EXPIRES 6/30/22

DRAWING STATUS:	DATE:	No.	REVISION:	DATE:
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H.A. McCOY
ENGINEERING & SURVEYING, LLC
1195 SW Lake Road, Suite 201 Redmond, OR 97756
Hayes McCoy
PE, PLS, CWRE
541-923-5354 hayes@ham-elg.com

PROJECT: SKYLINE VILLAGE COR

PROJECT LOCATION: REDMOND, OR

CLIENT: DESCHUTES COUNTY

SHEET TITLE: PRELIMINARY PLAT DETAIL

JOB NO. 20-091
DRAWN BY: GWM/JJW
DRAWING: P1.3

FILE: Z:\HAM Eng\20-091 Skyline Village- COR\Preliminary\200729-20091-PRELIM.dwg 7/29/2020 12:23 PM - Owner

Exhibit A

A portion of Parcel 1 of Partition Plat 2001-29, located in the Northeast One-Quarter of the Northeast One-Quarter of Section 10, Township 15 South, Range 13 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

BEGINNING at the Northeast corner of said Section 10 being an iron pipe;

Thence along the East line of said Northeast One-Quarter of the Northeast One-Quarter of Section 10 South 0°22'53" East 1320.06 feet to the Southeast corner of said Northeast One-Quarter of the Northeast One-Quarter of Section 10; Thence along the South line of said Northeast One-Quarter of the Northeast One-Quarter of Section 10 South 89°45'12" West 1323.03 feet to the Southwest corner of said Northeast One-Quarter of the Northeast One-Quarter of Section 10; Thence along the West line of said Northeast One-Quarter of the Northeast One-Quarter of Section 10 North 0°18'44" West 1319.84 feet to the Northwest corner of said Northeast One-Quarter of the Northeast One-Quarter of Section 10 being a 5/8" iron rod; Thence along the North line of said Northeast One-Quarter of the Northeast One-Quarter of Section 10 North 89°44'38" East 1321.43 feet to the **POINT OF BEGINNING.**

The Basis of Bearings is North 89°44'38" East between found monuments along the North line of said Northeast One-Quarter of the Northeast One-Quarter of Section 10.

The above described land contains 40.07 acres, more or less.

11-30-2020

REGISTERED
PROFESSIONAL
LAND SURVEYOR

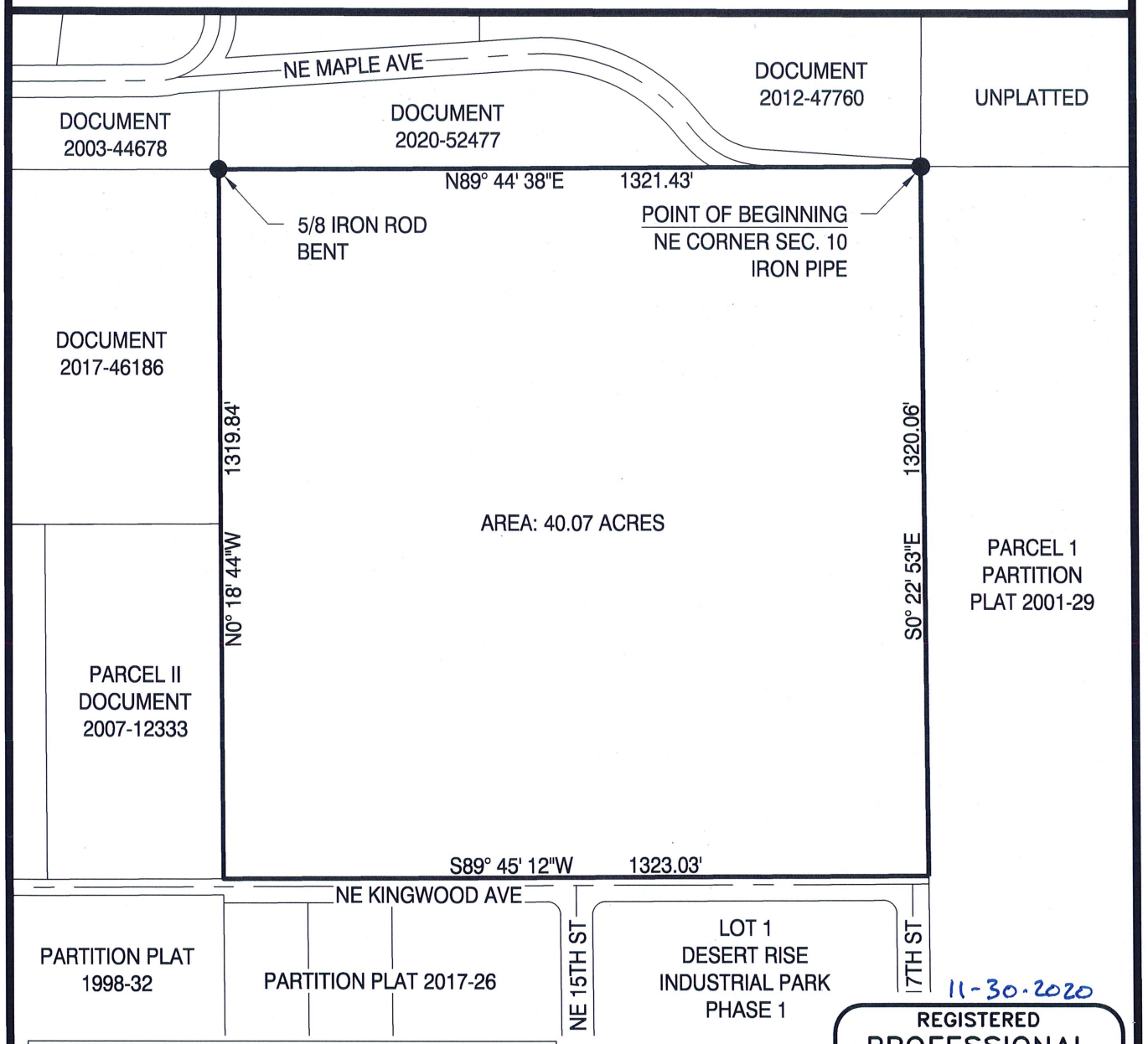
OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/22

EXHIBIT G - PARTITION PLAN

EXHIBIT B

A PORTION OF PARCEL 1, PARTITION PLAT 2001-29
LOCATED IN THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF
SECTION 10, TOWNSHIP 15 SOUTH, RANGE 13 EAST, WILLAMETTE MERIDIAN,
DESCHUTES COUNTY, OREGON.



11-30-2020

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS

EXPIRES 6/30/22

H.A. McCOY
ENGINEERING & SURVEYING LLC
1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
(541) 923-7554

SCALE: 1" = 300'
FOR 8.5"x11" SHEETS
0 150' 300'

PROJECT: SKYLINE VILLAGE			PROJECT NO: 20-091
DESIGN: JJW	DATE: 11/30/20	REV: DETAIL 1	PAGE: EXH. B

REVIEWED
DCM
LEGAL COUNSEL

LAND DONATION AGREEMENT

PARTIES:

Deschutes County ("Grantor")
P.O. Box 6005
Bend, OR 97708

City of Redmond ("Grantee")
411 SW 9th Street
Redmond, Oregon 97756

RECITALS:

A. Grantor and Grantee hereby enter into this Agreement dated December ___, 2019 wherein Grantor agrees to convey as a donation a parcel of land to be created as Parcel 2 of a future partition of the parent property (parent property to be identified as Parcel 1 of a future Partition Plat 2019-xx) in Redmond, Oregon, owned by the Grantor and described as a portion of Tax Lot 1513000000103. The parcel identified herein as the "Property", will be 40 acres in area, and is further described in Exhibit A, attached hereto. The Property must first be partitioned, with a recorded partition plat, to create a legal parcel that can be conveyed from Grantor to Grantee as prescribed herein. The final Partition Plat as recorded with the Deschutes County Clerk will confirm the final property size and configuration for conveyance.

AGREEMENT:

Grantor Documents: Within fifteen (15) calendar days after the Execution Date of this Agreement, Grantor shall deliver to Grantee or Grantee's Agent, all relevant documentation in Grantor's possession relating to the ownership, operation, and maintenance of the Property.

Partition: It is understood by Grantee the donation is contingent upon the Partition being completed. Donation cannot be completed until the final partition plat is recorded with the Deschutes County Clerk. Deschutes County is under no obligation to complete the partition on behalf of Grantee, in order to complete this donation.

Contingencies Prior to Closing: Grantee, at Grantee's sole cost and expense, shall complete the following:

All requirements of the subsequent partition to create a legal parcel. All such work shall be completed pursuant to the schedule of tasks and associated timeline as included in Exhibit B attached hereto.

BC-2019 847

Title, Escrow & Closing Costs: Grantee, at Grantee's sole cost and expense, shall be responsible with all costs associated with title, escrow, contingencies and the closing of this Agreement.

Closing of Agreement: The Agreement shall be closed within thirty (30) days of recording the final partition plat, unless the parties agree to a later date. The Agreement shall be "closed" when the document conveying title is recorded. At closing, Grantor shall convey fee simple title to the Property to Grantee by bargain and sale deed, subject only to the permitted exceptions.

Post Closing: Grantee agrees to subsequently pursue any and all land use and building permit~~s~~ approvals to design, plat and develop housing units of which a minimum of (50%) will available as affordable housing units to be exclusively rented or sold to, and occupied by low income applicants, pursuant to applicable provisions of HB 4079/2336 and the schedule of tasks and associated timeline in Exhibit B. The terms of this provision shall survive the Closing of Agreement, run with the land, and apply to subsequent owners/developers.

Affordable Housing: As listed and described in Exhibit C attached hereto, and consistent with applicable provisions of HB 4079/2336, Grantee shall provide methods to ensure that a minimum of 50% of developed housing units remain at or below the threshold deemed affordable housing for a period of 50 years from conveyance of the Property from Grantor to Grantee, including imposing such obligations on any and all subsequent owners. The terms of this provision shall survive the Closing of Agreement and run with the land.

Elective Right of Reversion: Notwithstanding the timeline outlined in Exhibit B, if Grantee (including subsequent owners and developers) fails to demonstrate substantial initiation of the Affordable Housing Pilot Project within 7 years, Grantor may at its election, exercise this Right of Reversions wherein ownership of the property will revert to Grantor. "Substantial initiation" means infrastructure expenditures of at least $1,000,000.

Right of Reversion: Consistent with the Elective Right of Reversion above, if Grantee fails to fulfill the obligations listed herein, the Property ownership (in any part, developed or undeveloped) not otherwise transferred to a third party shall revert to Grantor, including the requirements of HB 4079/2336, which includes but is not limited to research, design, land use findings, fees, pro formas, surveying, civil engineering, transportation analysis, annexation, project management, and permitting to expand the UGB to include the 40-acre parcel.

Agreed and Accepted: **GRANTOR**

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

PHILIP G. HENDERSON, Chair

PATTI ADAIR, Vice Chair

ATTEST:

Recording Secretary

ANTHONY DEBONE, Commissioner

STATE OF OREGON)
) ss.
County of Deschutes)

Before me, a Notary Public, personally appeared PHILIP G. HENDERSON, PATTI ADAIR, and ANTHONY DEBONE, the above-named Board of County Commissioners of Deschutes County, Oregon and acknowledged the foregoing instrument on behalf of Deschutes County, Oregon.

DATED this 18 day of December, 2019

Notary Public for Oregon
My Commission Expires: 4-26-2022

OFFICIAL STAMP
SHARON RENEE KEITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 974227
MY COMMISSION EXPIRES APRIL 26, 2022

Agreed and Accepted: **GRANTEE**

City of Redmond

George Endicott, Mayor

STATE OF OREGON)
) ss.
County of Deschutes)

Before me, a Notary Public, personally appeared George Endicott, the above-named Mayor of Redmond and acknowledged the foregoing instrument on behalf of the City of Redmond.

DATED this _____ day of _____, 2019

Notary Public for Oregon
My Commission Expires: _____

Exhibits A, B and C Attached Hereto

Exhibit A – Property Description

The legal description of the subject property is:

The Northeast Quarter of the Northeast Quarter of Section 10, Township 15 South, Range 13 East, Willamette Meridian in Deschutes County, Oregon.

As generally depicted and located:

Exhibit B – Schedule of Tasks and Associated Timelines

Oregon Administrative Rules 660-39-0090
Affordable Housing Pilot Project Requirements
660-039-0090 (Subsequent Events)

(1) Upon selection by the commission as provided in OAR 660-039-0080(4), the qualifying city shall:

(a) In concert with the county in which the urban growth boundary is located, amend the urban growth boundary to include the pilot project site, and identify the provisions of law and rules pursuant to OAR 660-039-0030 relating to urban growth boundary amendments that are not applied to allow the pilot project site to be included within the urban growth boundary;

(b) Annex the pilot project site to the qualifying city within two years of the acknowledged urban growth boundary amendment;

(c) Adopt plan and zone designations for the pilot project site that authorize development of the concept plan included in the application;

(d) Adopt measures ensuring that affordable housing developed on the pilot project site remains affordable for a period of at least 50 years after the selection of the pilot project site; and

(e) Issue permits for development on the pilot project site only after annexation of the site to the qualifying city and adoption of measures ensuring that housing developed on the pilot project site will continue to be used to provide affordable housing for a period of at least 50 years after the selection of the pilot project site.

(2) For a post-acknowledgement plan amendment or land use regulation change under OAR chapter 660, division 18 that proposes amendments with any effect upon existing comprehensive plan designations or provisions that impact residential development, or land use regulations that impact residential development, the qualifying city may not, for a period of 50 years after approval of the pilot project by the commission, consider the existence of housing units existing or approved on the pilot project site when making findings regarding the proposed amendment.

(3) The qualifying city for the pilot project site selected by the commission may not plan or zone the site to allow a use or mix of uses not authorized by the commission unless the qualifying city, in concert with the county, withdraws the pilot project site from the urban growth boundary and rezones the site pursuant to law, statewide land use planning goals and land use regulations implementing the goals that regulate allowable uses of land outside urban growth boundaries.

Exhibit B – Schedule of Tasks and Associated Timelines

City of Redmond – Proposed Schedule of Tasks & Timelines

	Task	Timeline
1.	Redmond is awarded Pilot Project under HB 2336	April 2019
2.	Establish Project Advisory Committee	November 2019
3.	Complete donation agreement with County for 40-acres	December 2019
4.	**Land Use Entitlements**	**January 2020 – December 2021**
4.a.	Survey subject property/finalize legal description	
4.b.	Partition subject property, amend the Urban Growth Boundary, and complete Annexation (approval from both County and City)	
4.c	Rezone subject property and adopt concept/master plan	
5	**Master Developer**	**January 2020 – July 2021**
5.a	Develop RFP with Project Advisory Committee	
5.b	Issue RFP for Master Developer	
5.c	Select Master Developer	
5.d	Advisory Committee work with Master Developer to refine site plan and pro forma expectations	
6	**Formalize Contracts and Legal Documents (Master Developer)**	**August 2021 – June 2022**
6.a	Finalize phasing	
6.b	Develop legal documents and deed-restrictions	
6.c	Sales and rental options	
6.d	Establish HOA and CCR's documents	
7.	**Infrastructure (City of Redmond and Master Developer)**	**January 2020 – June 2022**
7.a	Eastside Sewer Intercept grant initiated	
7.b	Local Improvement District Establish (if necessary)	
7.c.	Infrastructure contracts developed and processed	
7.d	Coordinate funding, phasing, prioritization and sequencing of infrastructure improvements	
8.	**Competitive RFP process to development community/affordable housing developers; initial phases**	**July 2022**
9.	**Begin construction of initial phases**	**Spring 2023**

Exhibit C – Example Deed Restriction to Ensure Affordability

Statutory Requirements and Regulations to Ensure Affordability

House Bill 4079

SECTION 7. (1) The local government of a pilot project site selected by the Land Conservation and Development Commission under section 4 of this 2016 Act shall protect the pilot project site within its urban growth boundary from conversion to other uses before, during and after the development of affordable housing at the pilot project site, except as provided otherwise in rules adopted by the commission under section 5 (3) of this 2016 Act.

(2) The local government of a pilot project site selected by the commission shall ensure that housing developed on the site continues to be used to provide affordable housing for a period of at least 50 years after the selection of the pilot project site through:

(a) Zoning restrictions;

(b) Guaranteed rental rates or sales prices;

(c) Incentives, contract commitments, density bonuses or other voluntary regulations, provisions or conditions designed to increase the supply of moderate or lower cost housing units;

(d) Other regulations, provisions or conditions determined by the local government to be effective in maintaining the affordability of housing on land selected for a pilot project under section 4 of this 2016 Act; or

(e) Restrictive agreements entered into with sources of affordable housing funding.

Oregon Administrative Rule Chapter 660 Division 39 – Affordable Housing Pilot Project

660-039-0010 Definitions

The definitions in ORS 197.015, the statewide planning goals, and the following definitions apply to this division:

(1) "Affordable housing" means:

(a) Housing units available for rent, with or without government assistance, by households who meet applicable maximum income limits, not to exceed 80 percent of the area median income, adjusted for family size, as determined based on data from the United States Department of Housing and Urban Development or its successor agency, and in a manner so that no more than 30 percent of the household's gross income will be spent on rent and utilities;

(b) Housing units available for purchase, with or without government assistance, by households who meet applicable maximum income limits, not to exceed 80 percent of the area median income, adjusted for family size, as determined based on data from the United States Department of Housing and Urban Development or its successor agency, and in a manner so that no more than 30 percent of the household's gross income will be spent on home loan or mortgage payments, amortized interest, property taxes, insurance, and condominium or association fees, if any; or

Exhibit C – Example Deed Restriction to Ensure Affordability

Statutory Requirements and Regulations to Ensure Affordability

House Bill 4079

SECTION 7. (1) The local government of a pilot project site selected by the Land Conservation and Development Commission under section 4 of this 2016 Act shall protect the pilot project site within its urban growth boundary from conversion to other uses before, during and after the development of affordable housing at the pilot project site, except as provided otherwise in rules adopted by the commission under section 5 (3) of this 2016 Act.

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Administrative Rule Chapter 660 Division 39 – Affordable Housing Pilot Project

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(b) Housing units available for purchase, with or without government assistance, by households who meet applicable maximum income limits, not to exceed 80 percent of the area median income, adjusted for family size, as determined based on data from the United States Department of Housing and Urban Development or its successor agency, and in a manner so that no more than 30 percent of the household's gross income will be spent on home loan or mortgage payments, amortized interest, property taxes, insurance, and condominium or association fees, if any; or

Exhibit C – Example Deed Restriction to Ensure Affordability

660-039-0070 Housing Requirements

(3) Pilot project development phasing shall:

(a) Ensure all affordable housing units have been issued permanent certificates of occupancy prior to issuance of permanent certificates of occupancy to the last 50 percent of any market rate housing units included as part of the pilot project; or

(b) Phase development so that affordable housing units and market-rate housing units are issued permanent certificates of occupancy over time in a ratio similar to the ratio of affordable and market-rate housing units within the pilot project as a whole.

660-039-0090 Subsequent Events

(1) Upon selection by the commission as provided in OAR 660-039-0080(4), the qualifying city shall:

(d) Adopt measures ensuring that affordable housing developed on the pilot project site remains affordable for a period of at least 50 years after the selection of the pilot project site; and

660-039-0100 Reporting Requirements

(1) The qualifying city for a pilot project selected by the commission pursuant to OAR 660-039-0080 shall provide the following information in reports to the commission:

(d) On an annual basis once construction of the pilot project has begun, for a period of ten years:

(A) The number of affordable housing units on the pilot project site;

(B) The number of market rate housing units on the pilot project site;

(C) The vacancy rate of the affordable housing units;

(D) The vacancy rate of the market rate housing units;

(E) The current monthly rent for the affordable housing units, or sales price of the affordable housing units;

(F) The current monthly rent for the market rate housing units, or sales price of the market rate housing units;

Exhibit C – Example Deed Restriction to Ensure Affordability

Example of Deed Restriction Instrument to be Modified

WHEN RECORDED RETURN TO:

DECHUTES COUNTY, OREGON
1300 NW Wall St # 202,
Bend, OR 97703

_____
Space Above This Line for Recorder's Use
Attention:

DEED RESTRICTION

THIS DEED RESTRICTION (the "Restriction") is made and effective as of____day of__ , 20__, by _____, a _____, whose address is _____ ("MASTER DEVELOPER"), for the benefit of the CITY OF REDMOND ("CITY").

WHEREAS, the CITY owns certain real property located _____ in Deschutes County, Oregon as more fully described on Exhibit "A" attached hereto and incorporated herein (the "Property");

WHEREAS, the OWNER and the CITY have entered into that certain DISPOSITION AND DEVELOPEMNT AGREEMENT dated_____, 20__, a copy of which may be obtained from the CITY at the address set forth above (the "Agreement"), pursuant to which the CITY agreed sell the Property to MASTER DEVELOPER, on the condition that MASTER DEVELOPER agreed to record against the Property a deed restriction in the form hereof;

NOW, THEREFORE, OWNER hereby agrees as follows for the benefit of the CITY:

1. Restriction. OWNER agrees that the Property shall be developed pursuant to the Agreement and in particular at least 243 dwelling units but not more than 50% of the total dwelling units constructed, sold or leased, shall be sold or leased to households earning no more than 80% of the Area Median Income ("AMI") as determined by the Department of Housing and Urban Development, or its successor, at the time of lease or sale of the applicable dwelling unit. In addition, the sales price or lease rate shall not exceed 30% of the 80% of AMI at the time of sale or lease at all times during the term of this restriction as set forth in Section 3 below.

2. Nature of Restriction. The Restriction shall run with the land and shall be binding upon the successors, assigns and beneficiaries of the parties. Further, Subsequent restrictions shall be recorded against parcels as the Property may be subdivided such that 243 of the dwelling units constructed or 50% of the total units constructed, whichever is less, shall be subject to the sales price or lease rate restrictions set forth above in section 1.

Exhibit C – Example Deed Restriction to Ensure Affordability

3. Term. The term of this Restriction is for a period of _____( )years commencing on the date (the "Commencement Date") upon which the CITY provides the OWNER with a Notice of Project Closeout (as such term is defined in the Agreement). The OWNER and the CITY shall either record the Notice of Project Closeout or shall enter into an amendment of this Restriction to memorialize such date. Upon the date that is _____ years from the Commencement Date, this Restriction shall automatically terminate without need for any other documentation, notice or recorded material. Nevertheless, the OWNER and the CITY shall promptly cooperate together and take the actions and sign the documents that either of them deems necessary to terminate the Restriction and remove all record thereof from the title of the Property.

4. Enforcement. The CITY and/or COUNTY, pursuant to the Donation Agreement enacted on _____ may enforce this Restriction through any proceeding at law or in equity, against the OWNER or its successors or assigns, in the event of a violation or threatened violation of the Restriction. There are no intended third party beneficiaries of this Restriction.

OWNER

_____

By: _____

STATE OF OREGON)
: ss.
COUNTY OF DESCHUTES)

On the _____ day of _____, 20__, personally appeared before me _____, who being by me, duly sworn, did say that s/he is the _____ of _____, a Oregon _____, and that the foregoing instrument was signed by him on behalf of said body by authority of a Resolution, and the said _____ acknowledged to me that said body executed the same.

_____

Notary Public
Residing in Deschutes County

My Commission Expires:

_____

Exhibit C – Example Deed Restriction to Ensure Affordability

EXHIBIT A

_____ (agency name)

_____ (agency address)

Parcel Number: _____

Legal Description:

EXHIBIT H - REDMOND DONATION AGREEMENT

Agreed and Accepted: **GRANTOR**

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
PHILIP G. HENDERSON, Chair

ATTEST:

_____
PATTI ADAIR, Vice Chair

_____
Recording Secretary

_____
ANTHONY DEBONE, Commissioner

STATE OF OREGON)
) ss.
County of Deschutes)

Before me, a Notary Public, personally appeared PHILIP G. HENDERSON, PATTI ADAIR, and ANTHONY DEBONE, the above-named Board of County Commissioners of Deschutes County, Oregon and acknowledged the foregoing instrument on behalf of Deschutes County, Oregon.

DATED this _____ day of _____, 2019

_____
Notary Public for Oregon
My Commission Expires: _____

Agreed and Accepted: **GRANTEE**

City of Redmond

_____
George Endicott, Mayor

STATE OF OREGON)
) ss.
County of Deschutes)

Before me, a Notary Public, personally appeared George Endicott, the above-named Mayor of Redmond and acknowledged the foregoing instrument on behalf of the City of Redmond.

DATED this 18th day of December, 2019

_____
Notary Public for Oregon
My Commission Expires: 4/25/20

OFFICIAL STAMP
PATRICIA LEE PINKERTON
NOTARY PUBLIC- OREGON
COMMISSION NO. 949146
MY COMMISSION EXPIRES APRIL 25, 2020

EXHIBIT I - CITY OF REDMOND ENGINEER INFRASTRUCTURE MEMO

CITY OF REDMOND
Engineering Department

243 E. Antler Ave
Redmond, OR 97756-0100

(541) 504-2002
Fax: (541) 923-4035
info@ci.redmond.or.us
www.ci.redmond.or.us

Affordable Housing Site – Availability of Utilities

TO: **Deborah McMahon, Planning Manager**
FROM: **Mike Caccavano, City Engineer**
DATE: **May 18, 2018**

The 40-acre site proposed for affordable housing located between NE 13th St., NE 17thSt., NE Kingwood Ave. and NE Negus Way is served by city sewer and water as well as the transportation network. There are existing 12-inch diameter water and sewer lines in NE Kingwood along the south boundary that can be extended into the site.

Water: A hydrant test in 2010 showed a static pressure of 77 psi with 2,221 gallons per minute (gpm) flow at 74 psi from a 4½-inch port. The system will easily provide flow exceeding the 1,500 gpm residential fire flow standard.

Sewer: The 12-inch sewer line in NE Kingwood is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

The 12-inch sewer in NE Kingwood connects to an 8-inch sewer in NE 5th Street which runs north to NE Negus. The 12-inch sewer has sufficient capacity to serve its' sewer basin at buildout along with the proposed 40-acre affordable housing development. The 8-inch sewer does not have sufficient capacity. Approximately 750 feet of 12-inch sewer line will need to be installed to extend the line to the Eastside Sewer Interceptor.

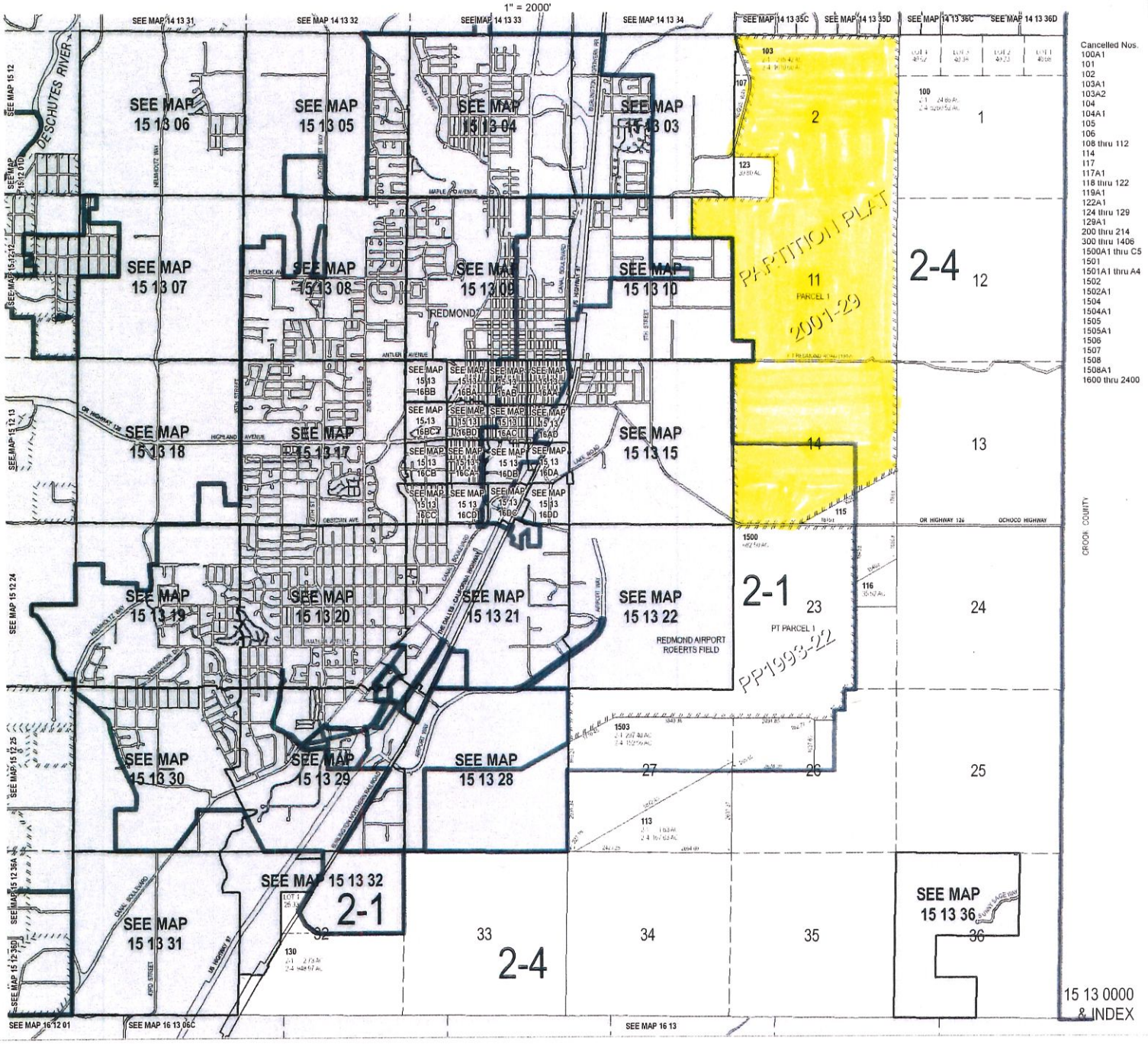
A second option for sewer is in the City's Wastewater Collection System Master Plan. A 12-inch line is proposed for NE Negus Avenue that would have the capacity and depth to serve the entire affordable housing site with gravity sewer.

In summary, the existing sewer in NE Kingwood can provide service to initial phases totaling 150 units of housing. The full development can be served either with:

- Construction of 750 feet of 12-inch sewer in NE Kingwood between NE 5th and the Eastside Sewer Interceptor at a cost of approximately $150,000 and a pump station to serve the northeast portion of the site at a cost of approximately $250,000.
- Construction of the master planned sewer in NE Negus Way at a cost of approximately $850,000. Although this is the more expensive option, it provides a better long term gravity sewer solution and may be possible to fund with an existing loan from the DEQ.

Transportation: The street network in this area will provide good access to the site. On the south side of the site, NE 15th, 17th and Kingwood connect to NE Hemlock which provides direct access to Highway 97 and connects to NE 9th Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus which is a direct connection to shopping, the medical district and the central part of Redmond.

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION



****
********** Real Property Tax Lot Record **********
****

15 13 00 0 0 00103 Code 2-004 Current Acres 1828.70

This description is for tax purposes ONLY and can not beattached to any legal document.

RC20011202 08/09/01
|
| Posted on 08/09/01 by GREGBA
|
| ** Text:
| LESS ROAD (1.39 AC)
|
| BEFORE ACRES 1908.68 AFTER ACRES 1907.29
|
| LESS TLs 128 (5.00 AC) 129 (73.59 AC)
|
| Source: PP2002-29; JV11348-49

RC20011203 08/09/01
|
| Posted on 08/09/01 by GREGBA
|
| Source: RC2001-1202; JV11349

****

Forward Tax Lot Card is 15130000001281513000000129

TWP. S.	RGE. E.	SEC.	1/4	1/16	TAX LOT NUMBER	TYPE	SPEC INT. IN REAL PROP.	CODE AREA NUMBER
15	13				103			2-4

MAP NUMBER

ACCOUNT NUMBER

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTY

DESCHUTES COUNTY ASSESSOR'S OFFICE

FORMERLY PART OF T.L. NO.	CITY
100	

INDENT EACH NEW COURSE TO THIS POINT	ADDITIONAL DESCRIPTION AND RECORD OF CHANGE		DATE OF ENTRY ON THIS CARD	DEED RECORD VOL.	DEED RECORD PG.	ACRES REMAINING
	Sec 2 - lots 1, 2, 3, 4, S½N½; S½	641.21 ac				
	Sec 10 - E½E½, W½SE¼	240.00 ac				
	Sec 11 - All	640.00 ac				
	Sec 14 - lots 1, N½, N½S½, SE¼SW¼, S½SE¼	639.61 ac				
	Sec 23 - E½NE¼	80.00 ac				
		Patent #36-66-0010	8/20/65	144	554	2240.82
	Less T.L. 107 12.0	deed	3/17/66	147	513	2228.82
	Less T.L. 112 4.83 ac	deed	5/26/66	148	531	2223.99
	Less Road 3.64 ac	court order 5/20/70	6/16/70			2220.35
	Less T.L. 115 110.0 ac	W.D.	8-25-75	221	532	2110.35
	Less T.L. 116 35.52 ac		8-25-75			2074.83
	Less T.L. 119 9.55 ac	R.C.	8-11-86	86	121	2065.28
	Less T.L. 120 39.23 ac	R.C.	8-11-86	86	122	2026.05
	Less T.L. 121 38.33 ac	R.C.	8-11-86	86	123	1987.72
	Less T.L. 122 39.24 ac	R.C.	12-11-86	86	236	1948.48
			Recording date			
	Less T.L. 123 39.80 ac	B&S	3-20-87	143	397	1908.68

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

Land Patent Details

Accession Nr: ORORE 0013601FD01 **Document Type:** Serial Patent **State:** Oregon **Issue Date:** 7/27/1965 **Cancelled:** No

Names On Document

P DESCHUTES COUNTY COURT	
Military Rank:	---

Miscellaneous Information

Land Office:	Washington Administration
US Reservations:	Yes
Mineral Reservations:	No
Tribe:	---
Militia:	---
State In Favor Of:	---
Authority:	June 28, 1934: Exchange-Private-Taylor Act (48 Stat. 1269)

Document Numbers

Document Nr:	36660010
Misc. Doc. Nr:	---
BLM Serial Nr:	ORORE 0013601FD01
Indian Allot. Nr:	---

Survey Information

Total Acres:	800.82
Survey Date:	---
Geographic Name:	---
Metes/Bounds:	No

Land Descriptions

State	Meridian	Twp - Rng	Aliquots	Section	Survey #	County
OR	Willamette	015S - 013E	S½SE¼	11		Deschutes
OR	Willamette	015S - 013E	SE¼SW¼	11		Deschutes
OR	Willamette	015S - 013E	NW¼	14		Deschutes
OR	Willamette	015S - 013E	SE¼	14		Deschutes
OR	Willamette	015S - 013E	S½NE¼	14		Deschutes
OR	Willamette	015S - 013E	NE¼NE¼	14		Deschutes
OR	Willamette	015S - 013E	NW¼SW¼	14		Deschutes
OR	Willamette	015S - 013E	Lot/Trct 1	2		Deschutes
REMARKS: LOT 1 OR NENE QUARTER						
OR	Willamette	015S - 013E	Lot/Trct 2	2		Deschutes
REMARKS: LOT 2 OR NWNE QUARTER						
OR	Willamette	015S - 013E	Lot/Trct 3	2		Deschutes
REMARKS: LOT 3 OR NENW QUARTER						
OR	Willamette	015S - 013E	Lot/Trct 4	2		Deschutes
REMARKS: LOT 4 OR NWNW QUARTER						
OR	Willamette	015S - 013E	Lot/Trct 1	14		Deschutes
REMARKS: LOT 1 OR SWSW QUARTER						

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

Accession	Names	Date	Doc #	State	Meridian	Twp - Rng	Aliquots	Sec. #	County
470884	BROWN, GERTRUDE T, BROWN, ALEXANDER	5/1/1915	012179	OR	Willamette	015S - 013E	SE¼NW¼	7	Deschutes
137530	CHAPPELL, HERMAN A	6/16/1910	04333	OR	Willamette	015S - 013E	SW¼NW¼	4	Deschutes
						015S - 013E	Lot/Trct 4	4	Deschutes
1128955	CITY OF REDMOND	4/10/1950	0582	OR	Willamette	015S - 013E	Lot/Trct 2	14	Deschutes
						015S - 013E	Lot/Trct 1	15	Deschutes
						015S - 013E	Lot/Trct 4	15	Deschutes
						015S - 013E	Lot/Trct 5	15	Deschutes
						015S - 013E	Lot/Trct 6	15	Deschutes
						015S - 013E	E½SW¼	15	Deschutes
						015S - 013E	NE¼NE¼	21	Deschutes
						015S - 013E		22	Deschutes
						015S - 013E	W½E½	23	Deschutes
						015S - 013E	W½	23	Deschutes
						015S - 013E	NW¼	26	Deschutes
						015S - 013E	W½NE¼NW¼NE¼	26	Deschutes
						015S - 013E	NW¼NW¼NE¼	26	Deschutes
						015S - 013E	N½SW¼NW¼NE¼	26	Deschutes
						015S - 013E	N½	27	Deschutes
1143686	CITY OF REDMOND	4/1/1954	02132	OR	Willamette	015S - 013E	SW¼SW¼	15	Deschutes
1162973	COUNTY OF DESCHUTES	8/8/1956	04007	OR	Willamette	015S - 013E	Lot/Trct 2	15	Deschutes
						015S - 013E	Lot/Trct 3	15	Deschutes
						015S - 013E	Lot/Trct 7	15	Deschutes
						015S - 013E	NE¼	15	Deschutes
						015S - 013E	N½SE¼NW¼	15	Deschutes
						015S - 013E	NE¼SE¼	15	Deschutes
ORORE 0004007 01	*DESCHUTES CNTY, USA*	*1/17/1973*	*1171973*	*OR*	*Willamette*	*015S - 013E*	*NE¼*	*15*	*Deschutes*
						015S - 013E	*NE¼SE¼*	*15*	*Deschutes*
						015S - 013E	*Lot/Trct 3*	*15*	*Deschutes*
						015S - 013E	*Lot/Trct 7*	*15*	*Deschutes*
ORORE 0013601FD	*DESCHUTES COUNTY COURT*	*7/27/1965*	*36660010*	*OR*	*Willamette*	*015S - 011E*	*NW¼SW¼*	*34*	*Deschutes*
						015S - 011E	*SW¼SW¼*	*35*	*Deschutes*
						015S - 012E	*N½SE¼*	*12*	*Deschutes*
						015S - 012E	*SE¼NE¼*	*12*	*Deschutes*
						015S - 013E	*S½*	*2*	*Deschutes*
						015S - 013E	*S½N½*	*2*	*Deschutes*
						015S - 013E	*SE¼SE¼*	*3*	*Deschutes*
						015S - 013E	*SE¼*	*10*	*Deschutes*
						015S - 013E	*E½NE¼*	*10*	*Deschutes*
						015S - 013E	*N½*	*11*	*Deschutes*
						015S - 013E	*N½S½*	*11*	*Deschutes*
						015S - 013E	*SW¼SW¼*	*11*	*Deschutes*
						015S - 013E	*E½SW¼*	*14*	*Deschutes*
						015S - 013E	*NW¼NE¼*	*14*	*Deschutes*
						015S - 013E	*N½SE¼*	*21*	*Deschutes*
						015S - 013E	*SE¼NE¼*	*21*	*Deschutes*
						015S - 013E	*SE¼SE¼*	*21*	*Deschutes*
						015S - 013E	*E½NE¼*	*23*	*Deschutes*

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

						015S - 013E	S½	27	Deschutes
						015S - 013E	S½	28	Deschutes
						015S - 013E	NE¼	28	Deschutes
						015S - 013E	E½NW¼	28	Deschutes
						015S - 013E	SE¼SE¼	29	Deschutes
						016S - 011E	NE¼SW¼	24	Deschutes
						016S - 011E	NW¼NE¼	25	Deschutes
						016S - 011E	SE¼NW¼	25	Deschutes
						016S - 011E	SE¼SW¼	25	Deschutes
						015S - 013E	W½SE¼SW¼	21	Deschutes
						015S - 013E	E½SW¼SE¼	21	Deschutes
						015S - 013E	Lot/Trct 2	7	Deschutes
						015S - 013E	Lot/Trct 2	28	Deschutes
ORORE 0013601FD01	*DESCHUTES COUNTY COURT*	*7/27/1965*	*36660010*	*OR*	*Willamette*	*015S - 013E*	*S½SE¼*	*11*	*Deschutes*
						015S - 013E	*SE¼SW¼*	*11*	*Deschutes*
						015S - 013E	*NW¼*	*14*	*Deschutes*
						015S - 013E	*SE¼*	*14*	*Deschutes*
						015S - 013E	*S½NE¼*	*14*	*Deschutes*
						015S - 013E	*NE¼NE¼*	*14*	*Deschutes*
						015S - 013E	*NW¼SW¼*	*14*	*Deschutes*
						015S - 013E	*Lot/Trcl 1*	*2*	*Deschutes*
						015S - 013E	*Lot/Trct 2*	*2*	*Deschutes*
						015S - 013E	*Lot/Trct 3*	*2*	*Deschutes*
						015S - 013E	*Lot/Trct 4*	*2*	*Deschutes*
						015S - 013E	*Lot/Trct 1*	*14*	*Deschutes*
58853	EHRET, CHRIS W	5/4/1909	0905	OR	Willamette	015S - 013E	S½NW¼	5	Deschutes
						015S - 013E	SE¼NE¼	6	Deschutes
						015S - 013E	NE¼SE¼	6	Deschutes
1127149	GREGG, LEONARD A, GREGG, MARGARET E	9/2/1949	031947	OR	Willamette	015S - 013E	SW¼NE¼	6	Deschutes
ORTD 0031947PT	*GREGG, LEONARD A, GREGG, MARGARET E, USA*	*5/13/1948*		*OR*	*Willamette*	*015S - 013E*	*NE¼NE¼*	*36*	*Deschutes*
ORTD 0031938PT	*GRIFFIN, MONTIE, USA*	*9/6/1950*		*OR*	*Willamette*	*015S - 013E*	*SE¼NE¼*	*36*	*Deschutes*
						015S - 013E	*NE¼SE¼*	*36*	*Deschutes*
						017S - 013E	*SE¼*	*36*	*Deschutes*
						017S - 013E	*SE¼NE¼*	*36*	*Deschutes*
255924	HENNINGER, BENJAMIN J	3/28/1912	03994	OR	Willamette	015S - 013E	NE¼NW¼	7	Deschutes
						015S - 013E	Lot/Trct 1	7	Deschutes
192085	HENSLEY, FRANK	4/20/1911	03645	OR	Willamette	015S - 013E	E½SW¼	29	Deschutes
						015S - 013E	N½NW¼	32	Deschutes
536869	JARRETT, CHARLES D	7/6/1916	09935	OR	Willamette	015S - 013E	W½NW¼	29	Deschutes
1030343	JARRETT, SARAH L	8/17/1929	026649	OR	Willamette	015S - 013E	N½NE¼	30	Deschutes
1124771	JOHNS, ROBERT E	2/24/1949	0346	OR	Willamette	015S - 012E	SE¼SE¼	12	Deschutes
						015S - 012E	NE¼NE¼	13	Deschutes
						015S - 013E	Lot/Trct 4	7	Deschutes
						015S - 013E	Lot/Trct 1	18	Deschutes
1122334	KING, ELISE MERRITT, MERRITT, ELISE	6/10/1947	031364	OR	Willamette	015S - 013E	SE¼SE¼	7	Deschutes
155655	LOCKYEAR, EDWARD H	10/3/1910	03746	OR	Willamette	015S - 013E	Lot/Trct 4	31	Deschutes
269811	LOCY, CHARLES	5/27/1912	05575	OR	Willamette	015S - 013E	SW¼SW¼	5	Deschutes
1130345	MALLERY, CLAUDE ALBERT	11/10/1950	032201	OR	Willamette	015S - 013E	Lot/Trct 5	6	Deschutes

EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

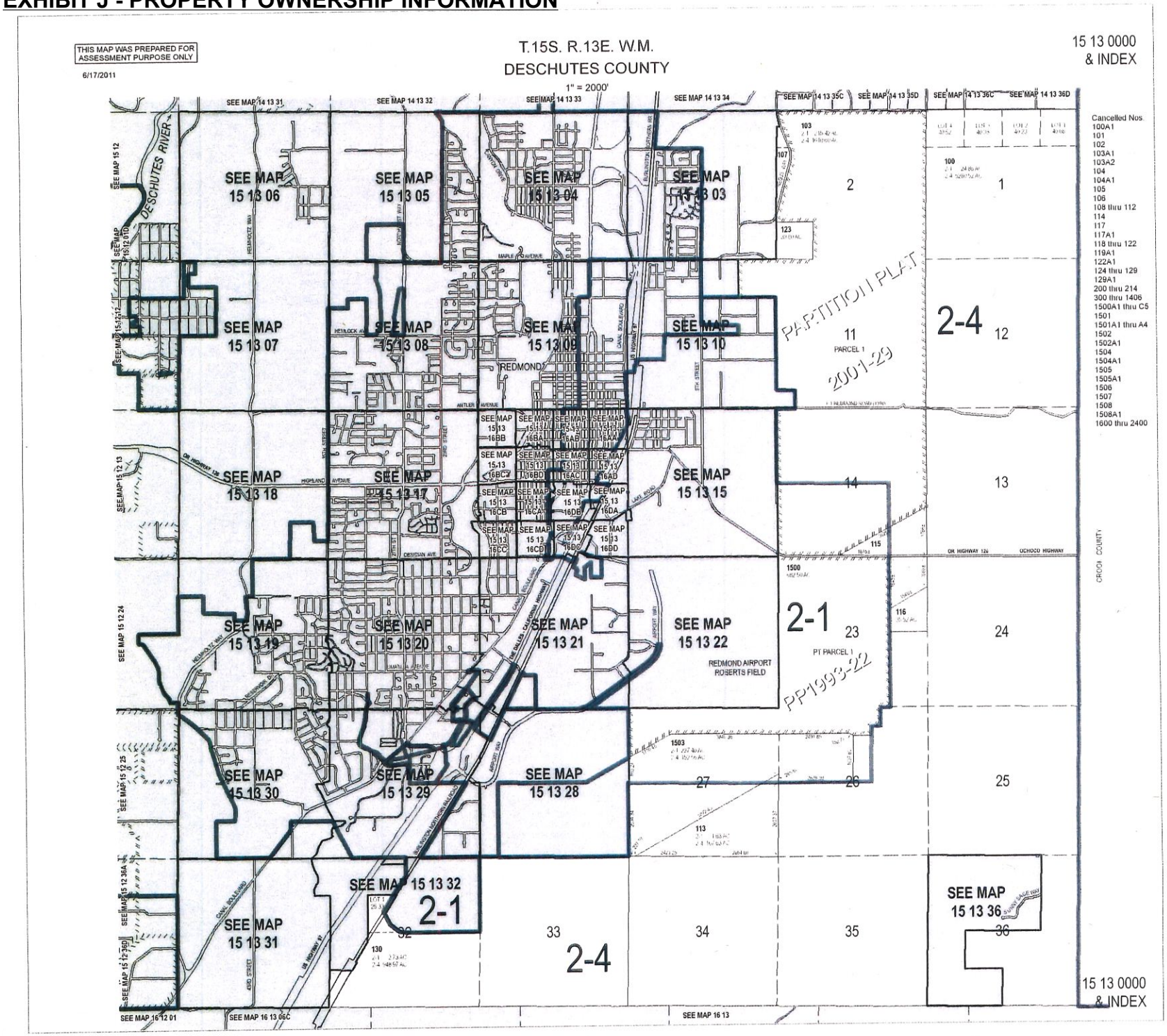


EXHIBIT J - PROPERTY OWNERSHIP INFORMATION

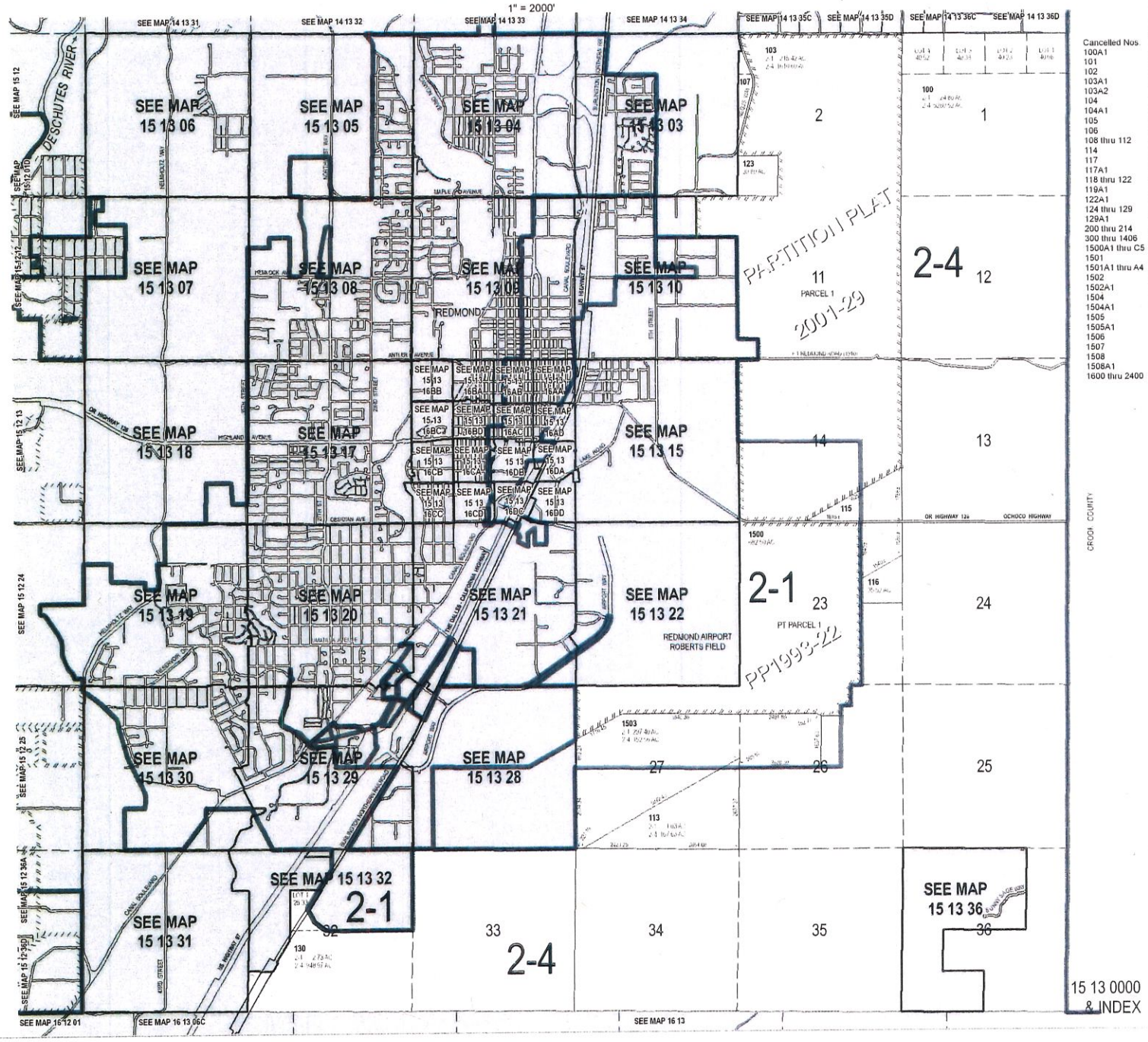


EXHIBIT K - TITLE REPORT

AmeriTitle
15 Oregon Ave., Bend, OR 97703
PHONE (541)389-7711 FAX (541)389-0506

May 31, 2019
File Number: 58387AM
Report No.: **2**
Title Officer: Roger Shulsen

PRELIMINARY TITLE REPORT

Property Address: **1513000000103, Redmond, OR 97756**

Policy or Policies to be issued:	Liability	Premium
OWNER'S STANDARD COVERAGE	To Follow	$0.00
Proposed Insured: **State of Oregon, Department of State Lands**		
Local Government Lien Search		$25.00

We are prepared to issue ALTA (06/17/06) title insurance policy(ies) of Chicago Title Insurance Company, in the usual form insuring the title to the land described as follows:

Legal description attached hereto and made a part hereof marked Exhibit "A"

and dated as of 21st day of May, 2019 at 7:30 a.m., title is vested in:

Deschutes County

The estate or interest in the land described or referred to in this Preliminary Title Report and covered herein is:

FEE SIMPLE

Except for the items properly cleared through closing, Schedule B of the proposed policy or policies will not insure against loss or damage which may arise by reason of the following:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records: proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof: water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the subject Land onto adjoining Land or of existing improvements located on adjoining Land onto the subject Land) encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.

5. Any lien, or right to a lien, for services, labor, material, equipment rental, or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

EXCEPTIONS 1 THROUGH 5 ABOVE APPLY TO STANDARD COVERAGE POLICIES AND MAY BE MODIFIED OR ELIMINATED ON AN EXTENDED COVERAGE POLICY.

SPECIAL EXCEPTIONS:

Tax Information:

Taxes assessed under Code No. 2004 Account No. 150551 Map No. 15130000 00103
NOTE: The 2018-2019 Taxes: Non-assessed

Taxes assessed under Code No. 2001 Account No. 247406 Map No. 15130000 00103
NOTE: The 2018-2019 Taxes: Non-assessed

6. The Land does not include any improvement(s) located on the Land which is described or defined as a mobile home (manufactured housing unit) under the provisions of State Law and is subject to registration. (X81709).

7. Regulations, including levies, assessments, water and irrigation rights and easements for ditches and canals of Central Oregon Irrigation District.

8. The rights of the public in and to that portion of the herein described property lying within the limits of public roads, streets or highways.

9. Easements as disclosed in document,
   Recorded: August 4, 1965
   Instrument No.: 144-554

10. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
    Granted To: Central Electric Cooperative, Inc.
    Recorded: November 25, 2003
    Instrument No.: 2003-81344

11. Department of Solid Waste Memo, including the terms and provisions thereof,
    Recorded: July 29, 2004
    Instrument No.: 2004-45148

12. The county clerk will require the instrument that conveys fee title to a tax-exempt government transferee be accompanied by a certificate issued by the county assessor attesting that all charges against real property as of the date of recording have been paid pursuant to Chapter 96, Oregon Laws 2015 (House Bill 2127).

13. Rights of tenants under existing leases or tenancies.

INFORMATIONAL NOTES:

NOTE: Mobile Home Taxes assessed under Account. No. 164806
The 2018-2019 Taxes: $200.48, Paid in Full. (Includes $10.00 Ombudsperson)
(X-81709)

NOTE: This report does not include a search for financing statements filed in the office of the Secretary of State in this or any other State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a financing statement is filed in the office of the County Clerk (Recorder) covering fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system by recorded lot and block.

NOTE: We find no activity in the past 24 months regarding transfer of title to subject property.

NOTE: This Report No. 2 was updated to reflect the following changes:
1. Bring date current
2. Revise Taxes
3. Remove prior Exception 6
4. Add Manufactured Home Tax Note
5. Add UCC Note

NOTE: Any map or sketch enclosed as an attachment herewith is furnished for information purposes only to assist in property location with reference to streets and other parcels. No representation is made as to accuracy and the company assumes no liability for any loss occurring by reason of reliance thereon.

NOTE: Your application for title insurance was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the parties to the transaction must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

NOTE: Due to current conflicts or potential conflicts between state and federal law, which conflicts may extend to local law, regarding marijuana, if the transaction to be insured involves property which is currently used or is to be used in connection with a marijuana enterprise, including but not limited to the cultivation, storage, distribution, transport, manufacture, or sale of marijuana and/or products containing marijuana, the Company declines to close or insure the transaction, and this Preliminary Title Report shall automatically be considered null and void and of no force and effect.

THIS PRELIMINARY TITLE REPORT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

This report is preliminary to the issuance of a policy of title insurance and shall become null and void unless a policy is issued and the full premium paid.

End of Report

"Superior Service with Commitment and Respect for Customers and Employees"

EXHIBIT "A"
LEGAL DESCRIPTION

PARCEL ONE (1):

The Northeast Quarter of the Northeast Quarter (NE1/4NE1/4) of Section Ten (10), Township Fifteen (15) South, Range Thirteen (13), East of the Willamette Meridian, Deschutes County, Oregon.

PARCEL TWO (2):

All of Section Two (2), Township Fifteen (15) South, Range Thirteen (13), East of the Willamette Meridian, Deschutes County, Oregon. EXCEPTING THEREFROM the Southwest quarter of the Southwest quarter (SW1/4SW1/4). ALSO EXCEPTING THEREFROM the West Half (W1/2) lying West of Negus Road. ALSO EXCEPTING THRERFROM that portion dedicated by Deed recorded October 1, 2003 Instrument No. 2003-68335, Deschutes County Records.

PARCEL THREE (3):

All of Section Eleven (11), Township Fifteen (15) South, Range Thirteen (13), East of the Willamette Meridian, Deschutes County, Oregon.

EXCEPTING THEREFROM the East Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter (E1/2SW1/4SW1/4SW1/4).

PARCEL FOUR (4):

All of Section Fourteen (14), Township Fifteen (15) South, Range Thirteen (13), East of the Willamette Meridian, Deschutes County, Oregon, lying North of Ochoco Highway. EXCEPTING THEREFROM that portion conveyed to the City of Redmond recorded August 6, 1975, in Book 221, Page 532, Deed Records and correction recorded October 24, 1979, in Book 310, Page 85, Deed Records

CITY OF REDMOND, OREGON
SUBMITTAL - HB4079 OAR 660-039-0000 THROUGH 100

AFFORDABLE HOUSING PILOT PROJECT

A new neighborhood containing mixed-income affordable and market rate housing

Skyline Village

Table of Contents

Executive Summary 3
Finds/Compliance with Oregon Administrative Rules 10
Exhibit Appendix

CITY OF REDMOND

411 SW Ninth Street
Redmond, OR 97756

(541) 923-7711
www.ci.redmond.or.us

August 17, 2018

Gordon Howard
Community Services Division Manager
Oregon Dept. of Land Conservation and Development
635 Capitol St. NE, #250
Salem, OR 97301

Proposed Affordable Housing Pilot Project: Skyline Village – 485 units

Dear Mr. Howard:

It is our pleasure to submit the City of Redmond proposal for the HB 4079 OAR 660-039-0000 through 0100 affordable housing pilot program. Initiatives such as these will help Redmond and the Central Oregon region provide an adequate supply of land within urban growth boundaries - dedicated to long-term affordable housing.

We believe our proposal best advances the state's objectives based on the following:

- *Redmond is classified by the State of Oregon as a "Distressed Community" where a significant number of the population lives poverty and has great difficulty getting access to affordable housing.*

- *Redmond, on a per capita basis, has a poverty rate of 36% which is among the highest in Central Oregon poverty (according to the American Community Survey – ACS, Poverty Hot Spots). Redmond suffers from poor housing choices and limited access to affordable housing.*

- *Redmond's proposed pilot project site is within the adopted Urban Area Reserve and Eastside Framework Plan. The site location is well within the planned area of Redmond and not on the extreme periphery of the community.*

- *Redmond's proposal includes a variety of housing products at a range of affordability levels; and the creation of a new 485-unit neighborhood. This provides the opportunity for a multiple development partners to participate in the buildout of the project. Redmond has assembled a broad list of developers with good depth and enough diversity in experience to ensure success.*

- *Redmond has collaborated with Deschutes County on the siting of the project which is on former Federal land. Deschutes County received this land at no cost. Since land value contributes to the high cost of housing, Redmond is seeking ways to write down the value of the land in a manner that results in more affordable housing prices. Deschutes County has agreed to support the Redmond proposal and kickstart the Eastside Framework Plan with a mixed-income neighborhood. Together, Redmond and Deschutes County as a land owner and partner create a strong foundation for success of the project.*

Ongoing Affordable Housing Efforts in Redmond:

Across Central Oregon the price of housing continues to escalate at levels that far outpace wages. Over the last few years housing prices have increased more than 52% and over that same timespan wages have only grown by an average of 2 to 3 percent per year. The average sales price of a single-family home in Redmond is approximately $298,000.00. The average annual wage in Redmond is around $40,000.00 (the average median family income for a family of four is $69,900). The City's poverty level is around 36%. Currently, residential land costs in Redmond is $40,000 per acre to $100,000 per acre. This fact, by far, is the biggest barrier to developing affordable housing.

In addition to this initiative, the City is actively taking steps to address housing/job trends on multiple fronts by:

- Deploying Redmond's Housing and Community Development Committee and the Planning Commission to examine opportunities for expanding our financing tools to decrease costs of affordable housing while also examining ways to reduce the regulatory barriers.

- Investing more than $110,000 annually in organizations such as Redmond Economic Development, Inc. to help increase the number of family-wage jobs through traded sector business development and recruitment.

- Actively using urban renewal and tax increment financing to partner with developers to increase the supply of housing within the urban renewal area; as well as using the tool to recruit companies.

- Conducting monthly meetings with the Central Oregon Builders Association to identify regulatory efficiencies in the development of housing.

These efforts all advance existing City Council goals for increasing the availability of affordable housing while investing in the growth of family wage jobs. Tangible results will take time. Meanwhile the expansion of the economy continues to leave people behind and therefore the City must seize other opportunities as they arise. The 4079 initiative provides another important tool for the City toolkit.

The 40-Acre Site/Existing Characteristics:

Redmond has developed a strategic partnership by identifying a 40-acre County-owned property within Deschutes County's Eastside Framework Plan.

Defining characteristics include:

- *The property is currently zoned EFU (Exclusive Farm Use). The property will be rezoned to the R4, Medium Density Zone.*
- *The property is in the Redmond Urban Area Reserve, has never been farmed and is not within any irrigation district.*
- *Public utilities exist along its frontage and expansion will benefit future development of the Eastside Framework Plan.*
- *The property is adjacent to the High Desert Sports Complex, Missing Link Family Golf Center and more than 10 miles of public trails.*
- *he site abuts developed employment lands and is a short distance from shopping.*
- *Views from this site include the Cascades, Smith Rock, and other terrain.*
- *The site is accessed from both Kingwood and Maple/Negus Streets. The design of the Kingwood Street entry plaza anchors the project and defines its character.*
- *All City requirements for urban design, street trees, active modes of transportation, public utility construction, and land use requirements will be met.*
- *Redmond requires all new neighborhoods to develop as complete neighborhoods following the Great Neighborhood Principles which are contained in the Redmond Comprehensive Plan and Development Code. Redmond currently utilizes a Design Review process for residential structures and this will be implemented on the subject property.*

Alignment with DLCD Application Objectives:

The Redmond proposal both meets and exceeds the minimum DLCD objectives by providing 50% affordable housing and 50% market rate housing in a mixed-income, mixed-use setting. This means the housing will not be separated by income but rather designed for a range of incomes. This strategy is proven to lead to socially interconnected and healthy neighborhoods consistent with Redmond's Great Neighborhood Principles (a guiding set of development requirements unique to Redmond).

In addition to providing 40 acres of new mixed-income housing with half being affordable to 80% AMI or less, this project's location benefits both the City and the County by serving as a catalyst to kick-off development in the Eastside Framework Plan. This meets Redmond's Comprehensive Plan's objectives by accommodating future growth patterns as planned.

The DLCD program requires a minimum of 50 years of affordability. The use of profit caps on the non-market rate housing to retain appreciation for long-term affordable housing and site maintenance requirements will help maintain the quality and integrity of the neighborhood. The City will also use rent controls and tools such as deed restrictions, and HOA/CCR's.

Development Partnerships:

The City has received expressions of interest from the following list of experienced developers: Creations Northwest, Hayden Homes, Hunter Renaissance, HousingWorks, Lawnae Hunter Investments, Pahlisch Homes, and The Wasserman Group. We are confident from this group a capable team can be assembled to deliver on the City's and County's expectations for Skyline Village.

Master Developer
If selected for the pilot project the City plans to pursue a master developer approach to build out Skyline Village. A formal RFP process will be used to select both development partners and an overall master developer/project manager to carry out the vision for the constructing the neighborhood.

Project Goals and Objectives:

In addition to the positive impact of developing more affordable housing, Skyline Village will bring the following benefits:

- *Provides taxable value on land that is currently tax exempt.*
- *Increases the overall number of affordable homes and rental properties in Redmond.*
- *Provides workforce housing needed to support the region's Large Lot Industrial properties.*
- *Offers a new, unique housing alternative to east Redmond.*
- *Jump-starts the Eastside Framework Plan Neighborhood.*
- *Provides additional housing diversity that complements the eclectic make-up of the existing area.*
- *Creates both construction jobs and long-term employment opportunities.*
- *Encourages use of multi-modal transportation options and a healthier lifestyle.*

Residential Unit Mix:

The 485-unit (12+ units per acre) Skyline Village neighborhood anticipates attracting families, singles, professionals, empty nesters and active seniors. The units will include a variety of features and amenities, access to a primary multi-modal transportation corridor and trails and existing recreational opportunities abutting the site. The unit type and count may vary due to the flexibility needed in this type of development and at this early stage.

Skyline Village Unit Types

Units	Bedrooms and Baths	Low Rise Apt.	4-Plex 56 units	Townhome	Cottage	Studio above Commercial	Mixed-Income
10	1/1					Yes	Yes
50	1/1	Yes					Yes
75	2/1	Yes					Yes
40	2/2	Yes					Yes
30	3/2	Yes					Yes
75	2/1				Yes		Yes
14 (x4)	2/1.5		Yes				Yes
149	2/2			Yes			Yes

Figure 1.

Area Median Income (AMI)

The area median income of $69,600 is based on data from HousingWorks, the local housing authority. This figure is used to determine the maximum rent a family of four can afford (rent burden occurs when housing costs exceed 30% of net income). Many Redmond households experience rent burden.

AMI served – median is 69,600K

80% $55,680.00 x 30% = $16,704/12 = $1,392 for rent per month

60% $41,760.00 x 30% = $12,528/12 = $1,044 for rent per month

50% $34,800.00 x 30% = $10,440/12 = $870 for rent per month

30% $20,880.00 x 30% = $6,264/12 = $522 for rent per month

Redmond's application contains a series of partnership resolutions which demonstrate support for the project, this includes:

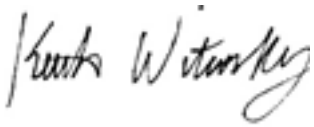
- *The governing body of the qualifying city (the City of Redmond) stating that if the pilot project is selected, the city shall: Implement the proposed concept plan; and annex the pilot project site within two years of an acknowledged urban growth boundary amendment which includes the site.*

- *Resolution of support for the pilot project adopted by the governing body of the county (Deschutes County) in which the pilot project site is located.*

- *Resolutions of support from entities such as the Central Oregon Intergovernmental Council/Cascades East Transit, Redmond Fire, and Redmond Parks and Recreation confirming levels of service should the project be selected and developed.*

Thank you for this opportunity and your consideration.

Sincerely,



Keith Witcosky
City Manager

Skyline Village

Findings to Show Compliance with Oregon Administrative Rules

660-039-0000

Purpose
The affordable housing pilot program is intended to:

(1) Encourage local governments to provide an adequate supply of land within urban growth boundaries that is dedicated to affordable housing;

(2) Encourage the development of affordable housing on land dedicated to affordable housing;

(3) Protect land dedicated to affordable housing from conversion to other uses before or after the development of affordable housing;

(4) Enhance public understanding of the relationship of land supply to the development of affordable and needed housing; and

(5) Enhance public understanding of how cities can increase the amount of affordable and needed housing.

City of Redmond Response and Finding

Across Central Oregon the price of housing continues to escalate at levels that far outpace wages. Over the last few years housing prices have increased more than 52% and over that same timespan wages have only grown by an average of 2 to 3 percent per year. The average sales price of single family home in Redmond is currently approximately $298,000.00 and the average annual wage in Redmond is around $40,000.00 (the average median family income for a family of four is $69,900). The City's poverty levels hovers around 30 percent. Currently, residential land costs in Redmond range from $40,000 per acre to over $100,000 per acre – this fact, by far, is the biggest barrier to developing affordable housing. To that end, Redmond has collaborated with Deschutes County on the siting of the pilot project which is on former Federal land.

Deschutes County received this land at no cost and Redmond is seeking ways to pass on these savings on and reduce land costs for the project since land costs are the biggest barrier to affordable housing. Deschutes County has agreed to support the Redmond proposal and kickstart the Eastside Framework Plan with a mixed-income neighborhood. Together, Redmond and Deschutes County as a land owner and partner create a strong foundation for success of the project.

The Redmond proposal both meets and exceeds the minimum DLCD objectives by providing 50% affordable housing and 50% market rate housing in a mixed-income, mixed-use setting. This means the housing will not be separated by income but rather designed for a range of incomes. This strategy is proven to lead to socially interconnected and healthy neighborhoods consistent with Redmond's Great Neighborhood Principles (a guiding set of development requirements unique to Redmond).

In addition to providing 40 acres of new mixed-income housing with half being affordable to 80 % AMI or less, this project's location benefits both the City and the County by serving as a catalyst to kick-off development in the Eastside Framework Plan. This meets Redmond's Comprehensive Plan's objectives by accommodating future growth patterns as planned.

The DLCD program requires a minimum of 50 years of affordability. The use of profit caps on the non-market rate housing to retain appreciation for long-term affordable housing and site maintenance requirements will help maintain the quality and integrity of the neighborhood. The City will also use rent controls and tools such as deed restrictions, and HOA/CCR's.

Development Partnerships:
The City has assembled a team of experienced developers who have expressed interest in all or portions of the project. We are confident a team of capable developers can be assembled to deliver on the City's and County's expectations for Skyline Village. To date, we have received eight letters of interest from housing developers who wish to pursue various development concepts. Our partners include: Creations Northwest, Hayden Homes, Hunter Renaissance, HousingWorks, Lawnae Hunter Investments, Pahlisch Homes, and The Wasserman Group.

Master Developer
If selected for the pilot project the City plans to pursue a master developer approach to building out Skyline Village. A formal RFP process will be used to select both development partners and an overall master developer/project manager to carry out the City's vision for the constructing the neighborhood. As a key stakeholder in this effort, the involvement of a Deschutes County representative in the selection process would be welcomed.

Project Goals and Objectives:
In addition to the positive impact of developing more affordable housing, Skyline Village will bring the following benefits:

- Provides taxable value on land that is currently tax exempt.
- Increases the overall number of affordable homes and rental properties in Redmond.
- Provides workforce housing needed to support the region's Large Lot Industrial properties.
- Offers a new, unique housing alternative to east Redmond.
- Jump-starts the Eastside Framework Plan Neighborhood.
- Provides additional housing diversity that complements the eclectic make-up of the existing area.
- Creates both construction jobs and long-term employment opportunities.
- Encourages use of multi-modal transportation options and a healthier lifestyle.

660-039-0020
Preliminary Application and Final Application Requirements

(1) The director shall set deadlines for qualifying cities to submit:
- *(a) A preliminary application for a pilot project site; and*
- *(b) A final application for a pilot project site.*

(2) The director may revise either deadline under section (1) as the director determines is appropriate to accomplish the purpose of the pilot program.

(3) To participate in the pilot program, a qualifying city must submit a preliminary application for a pilot project site to the department. A preliminary application must include:
- *(a) A map of the pilot project site;*
- *(b) The total acreage of the pilot project site;*
- *(c) The existing land use designation and zoning of the pilot project site, and surrounding land with in a minimum one-half mile radius;*
- *(d) Demonstration that the pilot project site does not include high-value farmland;*
- *(e) The number and type of affordable housing units, and, if the pilot project is a mixed income project, the number and type of market rate housing units, to be developed on the pilot project site;*
- *(f) The identity of entities that may partner with the qualifying city in development of the pilot project site; and*
- *(g) A brief statement of how the pilot project site will be provided with public facilities and services.*

(4) The department will review a preliminary application submitted under section (3) to determine whether the preliminary application is complete. If the preliminary application is not complete, the department shall notify the applicant in writing of what information is missing within 30 days of receipt of the application and allow the applicant to submit the missing information. The department will contact each pre-applicant to discuss the proposed pilot project.

(5) An applicant may revise information included in a preliminary application as part of a final application submitted pursuant to section (6).

City of Redmond Response and Finding

The city submitted the preliminary application and it was deemed complete. See Exhibit __. A follow-up questionnaire for determining affordable housing points was also deemed complete and acceptable. The final application refines the data provided in the preliminary application; this was deemed necessary after additional dialog with interested developers.

(6) In order to be selected as a pilot project, a qualifying city that submitted a complete preliminary application must submit a final application to the department that includes:
- *(a) A map of the pilot project site;*
- *(b) The total acreage of the pilot project site;*
- *(c) The existing land use designation and zoning of the pilot project site, and surrounding land within a minimum one-half mile radius, including demonstration that the pilot project site does not include high-value farmland;*

City of Redmond Response and Finding

The city has submitted a final application for Skyline Village that includes:

- a map of the of the pilot project site – See Exhibit 2;
- the total acreage of the pilot project site – 40 acres;
- the existing land use designation and zoning of the pilot project site – currently EFU, and surrounding land within a minimum one-half mile radius – See Exhibit 1; and,
- data that the pilot project site does not include high-value farmland. See Exhibit 1.

(d) A concept plan narrative and map showing generalized land uses and public facilities that includes:

(A) The number and type of affordable housing units;

(B) If the project is a mixed income project, the number and type of market rate housing units;

City of Redmond Response and Finding

The City has submitted a concept plan map for Skyline Village (Exhibit B) showing:

- Land use zones;
- General housing types;
- Streets and street layout consistent with Redmond's connectivity requirements;
- Vicinity map showing current UGB and current UAR
- Parks and alley greenway links;
- Extension of public facilities; and,
- Transit hub and plazas.

Skyline Village contains **a minimum of 485 units** with at least 50% being affordable at 80% AMI or less. The range and style of unit types is shown below in Figure 1.

Units	Bedrooms and Baths	Low Rise Apt.	4-Plex 56 units	Townhome	Cottage	Studio above Commercial	Mixed-Income
10	1/1					Yes	Yes
50	1/1	Yes					Yes
75	2/1	Yes					Yes
40	2/2	Yes					Yes
30	3/2	Yes					Yes
75	2/1				Yes		Yes
14 (x4)	2/1.5		Yes				Yes
149	2/2			Yes			Yes

Figure 1.

As shown on the previous page, Skyline Village includes diverse types of housing units, such as apartments, town homes, 4-plexes, and single-family cottages for people with a range of income levels. Skyline Village will also include housing designed with mixed-incomes to eliminate neighborhoods of concentrated poverty, combat residential segregation, and avoid the building of public housing that only offers its housing units to those living in poverty. Thus, Skyline Village will closely meet Redmond's Comprehensive Plan objectives as well as the objectives of HB4079 and its related statutes.

Mixed-income Proposed for Skyline Village
Mixed-income development to encourage a full range of housing options is advocated by the Redmond Comprehensive Plan through its Great Neighborhood Principles. See Exhibit 1. Redmond believes mixed-income strategies help to avoid separation based on income and reduce barriers to Fair Housing. Mixed-income developments provide more security, better maintenance, and investment appreciation. To achieve the mixed-income approach, the proposal will include 94 market rate units placed throughout the cottage, 4-plex and apartment buildings. This equates to 28% of the units in those areas. The final location and footprint of mixing and unit type locations will be refined at final design of the actual units. The market-rate townhome area will accommodate 149 units with potential for subsidized housing and units priced for 80% AMI to be mixed in.

Density
485 units on 40 Acres yields 12.12 units per acre. It should be noted that it is possible to increase density through final design refinements and other efficiencies. Any increases will likely be determined at the time of final design prior to construction and after land use approval for each phase.

As noted above, 243 of the 485 units will be affordable at 80% AMI or less. The design of the project is novel in that it does not rely upon traditional single-family detached home development. In fact, Skyline Village is designed to provide a mix of efficiently designed housing choices with a variety of amenity options encouraging healthy active lifestyles. Access to biking and walking trails, golfing, sports facilities, and on-site amenities such as parks and respite areas developed with each phase will complete the neighborhood.

(C) The development phasing of affordable housing and any market rate housing included on the pilot project site, including a phasing timeline for the entire project;

City of Redmond Response and Finding

The proposed phasing will occur first in the areas closest to Kingwood Avenue where utilities currently exist and support up to 150 residential units with the current infrastructure capacity. Phase 1 will include up to 150 units consisting of affordable housing for those earning 80 % or less AMI and 23 – 50% market rate housing above 80% AMI. Phase 2 will include 186 affordable housing for those earning 80 % or less AMI and 23 – 50% market rate housing above 80% AMI. Phase 3 will include 149 market rate townhomes for those earning over 80% AMI. Phase 2 and 3 may occur simultaneously but rely upon off-site sewer improvements as described in the exhibit appendix.

(D) The applicable maximum income limits of households eligible to rent or purchase affordable housing within the pilot project site, expressed as a percentage of the area median income, adjusted for family size;

City of Redmond Response and Finding

As described above, the Redmond Area Median Income (AMI) is $69,600.00
This is based on supplied data from US Department of Housing and Urban Development, HUD. This figure is used to determine the maximum rent a family of four can afford (rent burden occurs when housing costs exceed 30% of net income). Many Redmond households experience rent burden and Redmond is classified as an Economically Distressed Community[1] as prescribed by Oregon Law by Business Oregon based on data from the U.S. Bureau of Labor Statistics, U.S. Bureau of Economic Analysis and Oregon Employment Department.

When calculating housing costs at 80% AMI or less the following rents are derived:

AMI served – median is $69,600K for a family of four
80% $55,680.00 x 30% = $16,704/12 = $1,392 for rent per month
60% $41,760.00 x 30% = $12,528/12 = $1,044 for rent per month
50% $34,800.00 x 30% = $10,440/12 = $870 for rent per month
30% $20,880.00 x 30% = $6,264/12 = $522 for rent per month

The above rates may be adjusted dependent on family size using the HUD calculator. Thus, the applicable maximum income limits of households eligible to rent or purchase affordable housing within housing rents or purchases in Skyline Village should be close to these guidelines to avoid excessive rent burden. The 2018 Fair Market Rent table shows that the Bend-Redmond MSA has determined specific rents for various unit sizes. Note that a 3-bedroom unit is determined to be $1,385.00 and the 80% AMI for a family of 4 is roughly the same.

Final FY2018 Rents for All Bedroom Sizes for Bend-Redmond, OR MSA

The following table shows the Final FY 2018 FMRs by bedroom sizes.

Final FY 2018 FMRs By Unit Bedrooms					
	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
Final FY 2018 FMR	$710	$806	$965	$1,385	$1,700

The FMRs for unit sizes larger than four bedrooms are calculated by adding 15 percent to the four bedroom FMR, for each extra bedroom. For example, the FMR for a five bedroom unit is 1.15 times the four bedroom FMR, and the FMR for a six bedroom unit is 1.30 times the four bedroom FMR. FMRs for single-room occupancy units are 0.75 times the zero bedroom (efficiency) FMR.

Permanent link to this page: http://www.huduser.gov/portal/data sets/fmr/fmrs/FY2018_code/2018summary.odn?&year=2018&fmrtype=Final&selection_type=county&fips=4101799999

(E) The prices at which affordable housing units within the pilot project site will be rented or sold to eligible tenants or homebuyers;

1 For purposes of comparison, it is important to note that Bend, Oregon is not an Economically Distressed Community.

City of Redmond Response and Finding

As noted above, the desired rents should not create a situation where families are paying more than 30% of income on rent. The guidelines are adjusted fiscally, and the final numbers will likely be modified per HUD data. Nonetheless, the desired rent structure will need to follow the HUD data sets for the appropriate year and adjusted with HUD data for CPI and other factors. Skyline Village is primarily a renter development with market rate sales for townhomes. The primary goal is to provide quality housing with affordable rents in a neighborhood containing a variety of housing choices. Sales will be targeted for the townhomes, and a portion of the 4 plexes and cottages to not exceed 50% of the development. Sales prices will be "market-rate" and these properties will be required to be part of the Skyline Village HOA. The mixed buildins will contain a small area for a meeting room and learning (computer access) area, and a small cafe with sundries available. The maximum size of these areas is 3000 square feet total. A local bank (First Interstate) has expressed interest in sponsporingthe learning area.

(F) Draft language of the amendments to the qualifying city's comprehensive plan and land use regulations that would be required to implement the final application;

City of Redmond Response and Finding

Redmond has been successful removing barriers to affordable housing. The development code has been upgraded and greater flexibility to develop affordable housing has been achieved. Thus, the land use regulations, particularly zoning, are in place and will accommodate the expansion of the UGB, utilizing a portion of the UAR (first priority lands for UGB expansion) and Eastside Framework Plan. The anticipated zoning will be RM, Medium Density Residential. The rezoning will require a zone change/comp plan amendment from the UAR zoning of EFU (combining zone) to the existing urban zone of RM. This requires not only a change to the Redmond Comprehensive Plan but also a Deschutes County Comprehensive Plan amendment. The City will apply RM zoning to the parcel once the UGB expansion has been approved. Sample ordinances can be found on the city website at http://www.ci.redmond.or.us/government/city-news-library.

No other changes to land use regulations are required since the current RM zoning and master planning requirements for new neighborhoods are already in place within the current Redmond Development Code to accommodate the proposed uses.

(G) Information about how the pilot project site will be provided with public facilities and services, including:

(i) the proposed network of streets and other transportation facilities designed to connect with existing street facilities and serve all modes of personal transportation, including mass transit; and

(ii) the location of parks and recreational facilities;

City of Redmond Response and Finding

Skyline Village will extend a grid of streets, sidewalks, trails, and transit consistent with Redmond requirements. The Kingwood Avenue entrance contains mixed-use buildings (small coffee shop and computer room) that frame two small plazas that support public gathering areas, bicycle parking, and a transit hub. A supportive transportation network with short distance loops will make for easy transit ingress and egress. The network of transportation choices is shown in Exhibit 2. A resolution of support for transit services is found at Exhibit Appendix. Active mode development is required for each phase of development consistent with Redmond code requirements. Thus, sidewalks, trails, bicycle parking, and active mode crossings will be developed prior to final occupancy.

The subject property is directly across employment lands which have a full range of utilities from the Kingwood Avenue. Each phase of Skyline Village will be required to extend utilities to and through the site pursuant to city code. A letter going over the details of the utilities has been supplied by City Engineer Mike Caccavano and can be found at Exhibit appendix.

Parks and Recreation Facilities
Exhibit 2 shows the master plan layout with a variety of park areas, plazas, pedestrian connections and landscaped alleys. Each apartment, townhome, 4 plex or cottage area will have additional amenities designed into the grounds or structures. Two large park complexes abutting Skyline Village from Maple/Negus Avenue. Smith Rock Golf Course and the High Desert Sports Complex/Radlands are approximately 100 acres in size and provide a wide range of activities. 10 miles of trails can be accessed, and sports fields are available to the public. Views of Smith Rocks, foothills, and the Cascades are impressive as are the views from Skyline Village. See Exhibits appendix.

(H) Proposed buffering from adjacent and nearby farm and forest uses on farm and forest lands;

City of Redmond Response and Finding

Property to the west of Skyline Village is zoned EFUTRB, Exclusive Farm Use and contains an executive home. The property is separated by the ROW of NE 13th Street and front yard setbacks of future residential development. The property owners do not practice farm uses or receive farm deferral taxation credits. The soils on this site are not irrigated, have no water rights, and are not classified as high value farmland. Exhibit 1 from the preliminary submittal explains this further.

Property to the north of Skyline Village is zoned RR-10, Rural Residential, does not receive farm deferral and separated from the subject property by the Maple Avenue, a 60-foot ROW. The eastern property line abuts land zoned EFUTRB, Exclusive Farm Use. This property is owned by Deschutes County and is not farmed. This property is also part of the adopted Urban Area Reserve and adopted Eastside Framework Plan which anticipates urban uses, not farm uses. Moreover, the County has endorsed this HB4079 application as shown on Exhibit appendix.

(I) Location of any natural resources on the pilot project site requiring analysis and protection under Statewide Planning Goal 5, or mitigation of hazards under Statewide Planning Goal 7; and

City of Redmond Response and Finding

As shown in the pre-submittal application there are no natural resources on the subject property and no hazards exist. See Exhibit 1.

(J) If the pilot project is a mixed income project, a description of how the mixed income portion supports the development of affordable housing;

City of Redmond Response and Finding

According to HUD, Housing and Urban Development Department-
"The meaning of the term mixed-income and about the question of whether the mix is a planned effort to integrate a development or a neighborhood economically is of fundamental importance to a discussion of mixed-income housing. In a very basic sense, mixed-income housing is not a new phenomenon.... mixed-income housing means a deliberate effort to construct and/or own a multifamily development that has the mixing of income groups as a fundamental part of its financial and operating plans. The ratio of income levels and the developer's reasons for seeking to create a mixed-income development will vary. In general, however, a mix of incomes is planned because of the juncture of community desire and need, housing market conditions in the surrounding area, and the availability of financing and/or subsidies."

Redmond has master planned Skyline Village to avoid concentrations of poverty and/or subsidized housing. The mixed-income percentage is approximately 28% market rate within the apartments, fourplexes, cottages and mixed-use structures. This approaches a split into thirds of low-income, moderate-income, and market-rate rentals. Amenities are scattered throughout the development and an HOA will serve to manage these for all users. The HOA will also manage the design, aesthetics, and maintenance of the development to assure that there is cohesiveness. Skyline Village is close to employment areas, recreation, and shopping. This venue will give developers an opportunity to create an interesting and viable mixed-income development. Emphasis will be placed on making the units attractive, the community safe, and the amenity package sufficient to attract market-rate tenants. With a choice of trails, biking, walking, golf, and a variety of park experiences the new neighborhood will be a very livable community for all income groups and better retain property values. The community spaces in and around the mixed-use buildings will provide areas where residents can access transit, meet with a variety of social networks/support groups, use computers, and attend meetings. This will help lower income individuals receive services and/or access technology they might not otherwise have access to.

The conditions for success of a mixed-income neighborhood is described below:

1. To ensure day-to-day needs are taken care of and the development is well-maintained, good management is critical.

2. To support the upward mobility of the low-income residents, income-mixing and good management needs to be coupled with other support services to assist low-income residents in their professional life.

3. To meet the goals of mixed income housing - specifically to deconcentrate poverty - a sufficient number of units must be aimed at the higher income population to create a critical mass.

4. Mixed-income housing works best when the income mix is not emphasized in marketing. Additionally, all units should have the same amenities and be of the same quality.

6. Attention to not only income mix but also tenure mix is important. The mix of owners and renters, and the range of incomes in different type of rental units matters to effective management and integration.

Skyline Village with its HOA, housing mix, thoughtful design, amenities, and attention to long-term maintenance addresses all the above conditions for success.

(e) A resolution adopted by the governing body of the qualifying city stating if the pilot project is selected, the qualifying city will:

(A) Implement the concept plan; and

(B) Annex the pilot project site within two years of an acknowledged urban growth boundary amendment to include the site;

City of Redmond Response and Finding

The City of Redmond City Council supports and endorses the pilot project as shown in Exhibit appendix.

(f) A resolution of support for the pilot project adopted by the governing body of the county in which the pilot project site is located;

(g) A resolution of support for the pilot project adopted by the governing body of any special district providing urban services to the pilot project site for sanitary sewer, domestic water, fire protection, parks, recreation, streets and roads, or mass transit;

(h) A signed and notarized statement from all owners of the pilot project site consenting to all aspects of the final application and agreeing to designation of the site as a pilot project;

City of Redmond Response and Finding

Deschutes County is the governing body of the county in which the pilot project is located. Deschutes County also owns the Skyline Village property (at this time) and has supplied the city of Redmond with a signed and notarized resolution supporting the project and consenting to all aspects of the application. See Exhibit appendix.

Special Districts include the Redmond Fire District, Redmond Parks and Recreation District, and Cascades East Transit. All have provided resolutions of support as shown in Exhibit appendix. Other urban services listed above are provided by the City of Redmond, which grants its support to the project.

(i) Citations for any code or ordinance provisions the qualifying city has adopted that implement housing measures described in OAR 660-039-0060, or any additional housing measures the qualifying city has adopted that accommodate and encourage the development of affordable or needed housing within its existing urban growth boundary;

City of Redmond Response and Finding

Adopted Measures to Encourage Affordable and Needed Housing, contains a listing submitted to DLCD earlier this year. It contains data showing that Redmond has removed barriers to developing ADU's, duplexes, cottages, and high density. Fee waivers and fee reductions are also implemented currently. In addition, annexation of lands includes inclusionary zoning elements and unique strategies to refine neighborhood development.

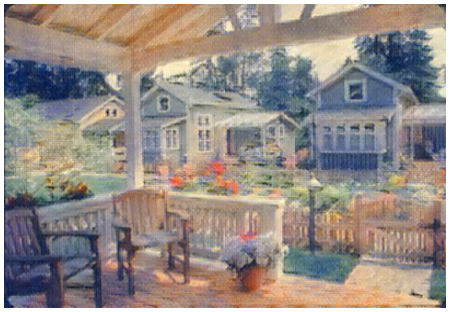
(j) Data on how the pilot project will serve identified populations in need of affordable housing, including:

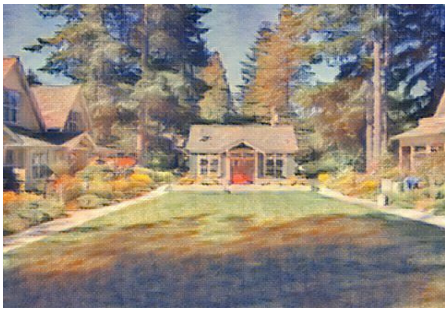
(A) Household cost burden in the region, as determined using information from the United States Department of Housing and Urban Development;

(B) Conversion of manufactured home parks in the region;

(C) Availability of government assisted housing in the region; and

(D) Other data the qualifying city determines to be relevant.





City of Redmond Response and Finding

Redmond has significant challenges providing housing for those with incomes at 80% AMI or less. The table below shows that nearly 50% of all renters are rent burdened (paying more than 30% of income on housing costs) and the percent share of renters that are severely burdened is 25.9%. Vacancy rates hover near 2%. Only 1,200 HUD Section 8 housing vouchers are available for applicants in the Tri-County area. Currently, demand exceeds 3,000 applicants per HousingWorks (our Regional Housing Authority https://housing-works.org/). Redmond has not experienced conversion of manufactured home parks; demand for such is high but land is too expensive. The city is a recipient of CDBG funds and has an adopted consolidated plan which is found at http://www.ci.redmond.or.us/home/showdocument?id=4726. This plan contains relevant information about the quantity and quality of local housing and various strategies to enable additional housing throughout the community. The overall theme is that we need to find creative ways to develop quality mixed-income neighborhoods to supply a broader range, density, and quantity of affordable housing. The pilot project will serve those with incomes at 80% AMI or less and is mixed with a range of market rate housing.

RENTER COST BURDENS, METROPOLITAN AND MICROPOLITAN AREAS

	Metropolitan Area	Cost Burdened Renter Share (%)	Severely Burdened Renter Share (%)	Moderately Burdened Renter Households	Severely Burdened Renter Households	Median Income of Renter Households	Median Monthly Housing Cost of Renter Households	Median Cost to Income Ratio
68	Batesville, AR	34.7	13.7	730	477	22,700	580	27.9
69	Baton Rouge, LA	46.1	27.8	18,311	27,735	30,200	860	29.5
70	Battle Creek, MI	40.0	20.8	2,966	3,217	27,200	730	26.7
71	Bay City, MI	45.6	20.9	2,250	1,911	27,000	680	29.4
72	Bay City, TX	38.8	22.6	668	932	30,000	733	26.4
73	Beatrice, NE	29.6	16.8	320	421	29,100	590	22.9
74	Beaumont-Port Arthur, TX	45.1	22.1	12,333	11,848	30,800	810	29.4
75	Beaver Dam, WI	38.6	17.9	2,311	1,994	33,500	790	26.9
76	Beckley, WV	40.0	17.3	2,988	2,272	25,200	590	29.1
77	Bedford, IN	42.4	24.6	718	999	20,000	580	29.3
78	Beeville, TX	41.9	16.6	853	560	29,700	833	29.1
79	Bellefontaine, OH	26.5	11.3	652	485	33,750	644	19.4
80	Bellingham, WA	46.2	27.8	6,293	9,530	38,400	940	29.4
81	Bemidji, MN	40.6	18.6	856	728	26,500	660	28.9
82	Bend-Redmond, OR	48.1	25.9	5,254	6,152	45,400	1,190	31.3

Note: Moderately cost-burdened households pay more than 30 percent of income for housing, including utilities; severely cost-burdened households pay more than 50 percent.

Source: US Census Bureau, 2016 American Community Survey 1-Year Estimates.

Occupants with a Housing Cost Burden in 2012-2016

	Percent
Owners with mortgage	36.4
Owners without mortgage	15.6
Renters	54.5

(k)An explanation of why the development of a project similar to the proposed pilot project is unlikely to be developed within the existing urban growth boundary. The explanation may include, but is not limited to: land costs, redevelopment or remediation costs, site availability, or physical constraints;

City of Redmond Response and Finding

The local housing authority, HousingWorks, has described to the City how it is impossible to develop affordable housing given the cost of land on Redmond. Redmond's median home price is $300,000.00 with recent data showing ready to build lots at $290,000.00 - $500,000.00 an acre or more depending upon zoning. Redmond has vacant land upon which to develop homes, but it is simply not available at prices that enable the development of affordable housing and is being used to develop homes in the $300,000.00 -$500,000.00 range. These are selling well given factors related to better employment opportunities in nearby Bend, and these houses do not stay on the market very long. However, this segment of the Redmond market does not cover the housing need for people in the lower income levels. As a verified "Distressed" community Redmond contains many people living in poverty with heavy rent burdens as described earlier in this document. People who wish to work in Redmond in jobs that do not pay higher wages must go further afield to search for affordable housing in cities like Prineville, Madras, and La Pine - over an hour away. This is not a sustainable situation.

(l) (L) The identity and prior experience with the development of affordable or market-rate housing, of any other entity, public or private, that will be developing the pilot project site.

City of Redmond Response and Finding

Redmond has collected the names and bios of seven different entities who wish to develop within Skyline Village. Each of these groups has experience with developing housing and affordable housing. All but one has experience developing residential properties in Redmond. The complete set of data on these developers can be found at Exhibit appendix.

(m) An explanation of how the qualifying city will ensure affordable housing developed on the pilot project site will continue to be used as provided in the concept plan for a minimum of 50 years after selection of the pilot project site through one or more of the following:

(A) Zoning restrictions;

(B) Guaranteed rental rates or sales prices;

(C) Incentives, contract commitments, density bonuses or other voluntary regulations, provisions or conditions designed to increase the supply of moderate or lower cost housing units;

(D) Restrictive agreements entered into with sources of affordable housing funding; or

(E) Other regulations, provisions or conditions determined by the local government to be effective in maintaining the affordability of housing on the pilot project site.

City of Redmond Response and Finding

The Skyline Village site will require annexation to receive urban zoning and authorization to develop. The Redmond Development Code requires master planning as a condition of annexation. The annexation process is routinely used to customize the terms of annexation. Redmond intends to restrict annexation upon the terms of guaranteed performance for at least 50 years using a recorded deed restriction; other restrictions to ensure affordability for the units serving 80% AMI and less; and, deed restrictions recorded against the property to ensure compliance for Homeowner's Association responsibilities. Annexation also requires that the property be master planned according to Redmond's land use regulations. No rezoning can occur unless the annexation requirements are met, including master planning of the entire site. Master planning is an intensive review and design process that ensures the City's Great Neighborhood Principles are met through a recorded Improvement Agreement. Thus, all aspects of the development ar carefully crafted before development can occur ensuring the development and housing objectives will be met. The City of Redmond web homepage provides examples of various Redmond annexation agreements and master plan reviews. Each master plan is unique, and annexations customized for each project.

(7) The department will review a final application submitted under section (6) to determine whether the final application is complete. If the final application is not complete, the department shall notify the applicant in writing of what information is missing within 30 days of receipt of the application and allow the applicant to submit the missing information.

City of Redmond Response and Finding

Redmond has deemed this application to be complete, but should something be missing or require further explanation we will be happy to provide the data.

(8) A final complete application must demonstrate the following to be considered for selection as a pilot project by the commission:

(a) The pilot project site is adjacent to the existing urban growth boundary of the applicant qualifying city;

(b) No tract within the pilot project site is high-value farmland;

(c) The total acreage of the pilot project site does not exceed 50 acres;

(d) The proposed gross residential density on the pilot project site is:

(A) At least seven housing units per acre for areas of the pilot project site proposed for affordable housing; and

(B) At least seven housing units per acre for areas of the pilot project site proposed for market rate housing;

(e) The pilot project site can be provided with public facilities and services as provided in OAR 660-039-0040(1) to (3);

(f) The pilot project avoids or minimizes adverse effects on natural resources and nearby farm and forest uses as provided in OAR 660-039-0050(1), (2), and (4);

(g) The qualifying city has adopted the required number of housing measures into its development code as provided in OAR 660-039-0060;

(h) The pilot project satisfies the housing requirements as provided in OAR 660-039-0070(1) to (6);

(i) The project will serve identified populations in need of affordable housing;

(j) The qualifying city has explained why the development of a project similar to the proposed pilot project is unlikely to be developed within the existing urban growth boundary; and

(k) The qualifying city has demonstrated that the entity developing the pilot project will be able to complete the development.

City of Redmond Response and Finding

- The pilot project site is adjacent to the existing Redmond Urban Growth Boundary and within the Urban Area Reserve as shown on Exhibit 1.
- No tract within the pilot project site is high-value farmland as determined by the data presented in Exhibit 1.
- The total acreage of the site is 40 acres.
- The proposed gross residential density on the pilot project site is 12.2 units per acre.
- The areas of the pilot project site proposed for affordable housing are at least 8 units per acre and at least seven housing units per acre for areas of the pilot project site proposed for market rate housing.
- Skyline Village can be provided with public facilities and services as provided in OAR 660- 039-0040(1) to (3);

Skyline Village has access to sanitary sewers, domestic water, fire protection, parks or recreation, and streets and roads. Exhibits ppendix contains various resolutions from various districts verify service. Thus, the pilot project site can be reasonably provided with public facilities and services and the provider(s) of the public facilities and services have the capacity and financial resources to serve development on the site as proposed in the concept plan.

Trails, and open space linkages will be part of the site design. Fire Hydrants are in Kingwood Avenue – buildings may go up to 75 feet in height. Fire Protection is provided by the Redmond Fire District. Recreation Services are provided by Redmond Area Parks and Recreation District. Power is provided by Pacific Power or Central Electric Cooperative. Natural Gas is provided by Cascade Natural Gas. Cable is provided by Bend Broadband. Phone/Internet is provided by CenturyLink. Waste Collection/Recycling is provided by High Country Disposal. Redmond School District offers public education.

Redmond's population on June 30th, 2018 is 28,267 as verified by Portland State University. See https://www.pdx.edu/prc/sites/www.pdx.edu.prc/files/Supplement_3_June_30_2018_2.pdf

Redmond's transit service is supplied by Cascades East Transit. This is verified by the resolution found at Exhibit appendix. If Redmond is selected, the affordable housing units within the pilot project site can be made accessible to a transit stop served by a fixed transit corridor with at least eight weekday trips in each direction, or eight weekday trips at the terminus of a fixed transit corridor, within a threequarters mile distance via sidewalk or pedestrian walkway and will be provided concurrently with development of the affordable housing units. Cascades East Transit accommodates bicyclists and the disabled.

- Skyline Village does not contain any natural resources or farm and forest uses as provided in OAR 660-039-0050(1), (2), and (4) nor does it impact any farm or forest lands as described earlier in this document. See Exhibit 1.

- Redmond has adopted the required number of housing measures into its development code as provided in OAR 660-039-0060 and these include, but are not limited to:

1. Accessory Dwelling Units (ADU's) allowed as outright permitted uses in all residential zones.
2. Code changes have been implemented to provide greater flexibility to setbacks for ADU's.
3. SDC waivers for ADU's that hook up to the main house sewer and water system.
4. Reduced review processes for duplex, tri-plex, and four-plexes – this new program reduces the time, process, and fees for these units. Design review no longer requires site plan approval.
5. System Development Charge (SDC) Waivers for non-profits
6. Deferred SDC payment options
7. High Density Overlay programs have been implemented for various residential districts throughout the city.
8. Annexation requirements are used to help provide needed housing – Each new annexation request is evaluated to determine key housing needs and verify a mix of housing.
9. Cottage Development and other techniques are allowed to reduce lot size. Clustering of housing units is allowed in the Development Code.
10. Planned Unit Development flexibility can be used to provide a full range of housing options and increased densities.
11. Continual Improvements to Community Development Block Grant (CDBG)Programs and better cohesion between CDBG planning efforts are underway.
12. Great Neighborhood Principles requiring a mix of housing types and amenity planning are used for new master plans and new development.
13. Public Amenities Planning to recognize needed housing and growth patterns is closely aligned.
14. Redmond requires minimum densities per the Redmond Development Code and Redmond Comprehensive Plan.
15. Redmond allows reduced parking on a case by case basis to ensure proper design and logistics. We use the latest ITE data to support reductions – we have not permitted < 1 space given our early stage transit development and small population. We are generally allowing 1.5 spaces per unit currently.
16. Duplexes and attached units are allowed in low density zones.
17. Residential uses are allowed in commercial zones.

- The pilot project satisfies the housing requirements as provided in OAR 660-039-0070(1) to (6) by:

Allowing the following types of affordable housing on the pilot project site:

(a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
(b) Government assisted housing;
(c) Manufactured dwelling parks as provided in ORS 197.475 to 197.490; and
(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.

At least 50 percent of the total housing units proposed and developed on a pilot project site must be affordable housing units – this exceeds the required minimum of 30%. In addition, 242 affordable housing will be developed, exceeding the minimum required.

The phasing for Skyline Village will ensure all affordable housing units have been issued permanent certificates of occupancy prior to issuance of permanent certificates of occupancy to the last 50 percent of any market rate housing units included as part of the pilot project – this will be made part of the master plan approval and deed restrictions for the project. The master plan approval and deed restrictions will also ensure that phased development of affordable housing units and market-rate housing units are issued permanent certificates of occupancy over time in a ratio similar to the ratio of affordable and market-rate housing units within the pilot project as a whole. The master plan will ensure that all common areas and amenities accessible to residents of market-rate housing units within the pilot project site are equally accessible to residents of affordable housing units.

Redmond will ensure all affordable housing units within the pilot project site are rented or sold exclusively to households described in OAR 660-039-0010(1) and this will be via deed restrictions and other agreements to ensure compliance for at least 50 years. Redmond will ensure by deed restriction and specific agreements that housing units within Skyline Village will not be used as vacation or short-term rentals for any significant period during any calendar year.

Residential Unit Mix and AMI served:

The 485-unit (12 units per acre) Skyline Village development anticipates attracting families, singles, professionals, empty nesters and active seniors. The units will include a variety of features and amenities, access to a primary multi-modal transportation corridor and trails and existing recreational opportunities abutting the site.

The unit type and count may vary due to the flexibility needed in this type of development, and at this early stage. At least 50 % of the units will be affordable and generally fall into the housing categories below.

Units	Bedrooms and Baths	Low Rise Apt.	4-Plex 56 units	Townhome	Cottage	Studio above Commercial	Mixed-Income
10	1/1					Yes	Yes
50	1/1	Yes					Yes
75	2/1	Yes					Yes
40	2/2	Yes					Yes
30	3/2	Yes					Yes
75	2/1				Yes		Yes
14 (x4)	2/1.5		Yes				Yes
149	2/2			Yes			Yes

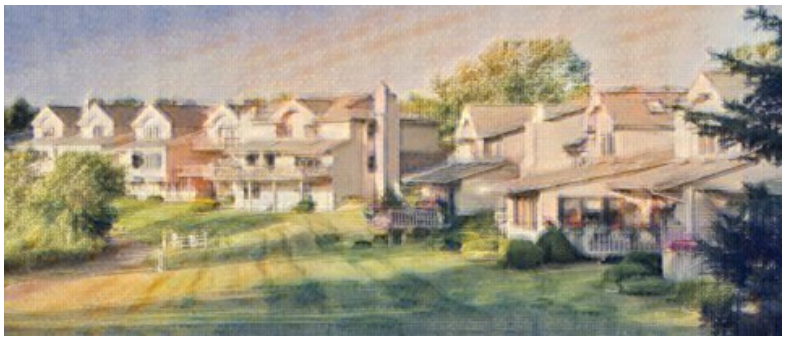
Area Median Income (AMI)

The area median income of $69,600 is based on data from HousingWorks (see Exhibit 7). This figure is used to determine the maximum rent a family of four can afford (rent burden occurs when housing costs exceed 30% of net income). Many Redmond households experience rent burden.

AMI served – median is 69,600K

80% 55,680 x 30% = $16,704/12 = $1,392 for rent per mo.
60% 41,760 x 30% = $12,528/12 = $1,044 for rent per mo.
50% 34,800 x 30% = $10,440/12 = $870 for rent per mo.
30% 20,880 x 30% = $6,264/12 = $522 for rent per mo.

Skyline Village will serve the AMI groups listed above and will advance affordable housing in the city. Knowledge about affordable housing will be enhanced and documented for every step of the development. Populations in need of affordable housing have been identified as those in the 80% AMI or lower categories. Skyline Village is geared to primarily a mix of rentals and 4-plex, townhome and cottage opportunities for purchase. This unique and affordable housing mixed-use neighborhood would be very difficult to develop within the City (city limits and UGB are the same line) due to current land prices and development costs as described above. The goal is to obtain the County property for no or little cost and allow Skyline Village to develop with as few barriers as possible. The city plans to hire a master developer and solicit a developer(s) for the project. Each of the entities has the background and experience to complete the project and through the solicitation process verification of financials and references will be finalized.



660-039-0030
Compliance with Goals, Statutes, Administrative Rules
(1) Regarding the pilot project site, a qualifying city submitting a pilot project nomination is exempt from compliance, and the commission is not required to select a pilot project that complies, with: (a) ORS 197A.320; (b) The Land Need or Boundary Location provisions of Goal 14; (c) Goals 3, 4, 6, 8, 9, 10, 12, 13, and 19;
(d) Goal 11, except that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary;
(e) Goal 15, unless the land is within the Willamette River Greenway Boundary;
(f) Goals 16, 17, and 18, unless the land is within a coastal shorelands boundary; or
(g) Any administrative rules implementing, clarifying, or interpreting these goals.

(2) A qualifying city submitting a pilot project nomination is required to make findings showing compliance, and the commission is required to select a pilot project that complies with:
(a) Goal 5, regarding resources located on the project site; and
(b) Goal 7

City of Redmond Response and Finding

Goal 5 - To protect natural resources and conserve scenic and historic areas and open spaces.

The purpose of identifying Goal 5 related lands is to effectively manage Deschutes County's natural and cultural resources to meet the needs of today while retaining their value for future generations. However, the location of Skyline Village is within the adopted Urban Area Reserve of Redmond's Comprehensive Plan. While owned by the County and zoned EFU, the land is intended to be developed and currently is part of the Eastside Framework Master Plan as shown on Exhibit 1. The master plan shows the Skyline Village property as residential. Deschutes County has supplied documentation supporting Skyline Village. In any event it is important to point out the following features regarding the subject property:

Attachment 3 of the preliminary HB4079 submittal (found at Exhibit 1) provides data showing the project site:

- soils are not classified as High Value Farm Land;
- has never been used for growing crops or perennials;
- is east of the Coast Range;
- has never been within an irrigation district boundary or decree for water by the Water Resources Department;
- has never had wine grapes grown on the property;
- is greater than 3,000 feet above sea level;
- does not contain water resources, rivers, or riparian habitat;
- does not contain mining or aggregate resources;
- does not contain historic or cultural areas or resources; and,
- does not contain approved Oregon Recreation Trails or inventoried scenic areas.

For these reasons, the City of Redmond believes all relevant portions of Goal 5 have been addressed and that no conflict exists between the proposed Skyline Village and the protected Goal 5 resources of Deschutes County.

Goal 7 - To protect people and property from natural hazards.

Natural hazards for purposes of this goal are: floods (coastal and riverine), landslides, earthquakes and related hazards, tsunamis, coastal erosion, and wildfires. None of these hazards are relevant to the Skyline Village property except for wildfires. However, once developed and watermains are extended to and through the property the likelihood of wildfire is reduced. The Redmond Fire District has supplied a resolution stating they will protect this area as it is within their fire district. See Exhibit appendix. As noted above, Skyline Village lies within the adopted Urban Area Reserve and is planned for urban development as noted on the adopted Eastside Framework Plan.

660-039-0040
Provision of Public Facilities and Services

(1) A qualifying city submitting a pilot project nomination shall demonstrate that, for sanitary sewers, domestic water, fire protection, parks or recreation, and streets and roads the pilot project site can be reasonably provided with public facilities and services and the provider(s) of the public facilities and services have the capacity and financial resources to serve development on the site as proposed in the concept plan.

(2) The commission may consider the following aspects of the nomination when determining the strength of the public facilities and services committed to serving the pilot project site pursuant to OAR 660-039-0080(2)(b)(B):

(a) The proximity of the pilot project site to adequate existing public facilities and services;
(b) The projected expense of providing necessary public facilities and services to the pilot project site; and
(c) The availability and quality of the proposed transportation facilities and services provided for bicyclists, pedestrians, and mass transit users within the pilot project site and connecting to the pilot project site from other areas within the qualifying city.

City of Redmond Response and Finding

As noted above and summarized here, Redmond has access to urban infrastructure needed to serve Skyline Village. As in most developments there are on-site and off-site costs to extend facilities to any urban development site. The letter from City Engineer Mike Caccavano indicates that with the water/sewer mains in Kingwood Avenue up to 150 units can be accommodated. Offsite extensions of sewer mains will be needed for this project a short distance away. Grants and low-interest loans may be available to reduce extension costs further. If Deschutes County provides the property at no cost, then the feasibility greatly improves. Streets, trails, and sidewalks will provide connectivity to and through the site which is bordered on the north and south boundaries with Kingwood Avenue and Maple Avenue, respectively. Mass transit will serve the site as described above and supported by the resolution in the appendix.

660-039-0050
Impacts on Natural Resources and Nearby Farm and Forest Uses

(1) The pilot project site shall be buffered from adjacent lands in an exclusive farm use zone, forest zone, or mixed farm and forest zone, by a minimum 100-foot-wide buffer on the pilot project site. The buffer shall include features, such as terrain differential, natural or introduced vegetation, and constructed berms, designed to provide additional buffering quality within the buffer area.

(2) In lieu of the buffer required under section (1), a qualifying city may propose an alternative method to avoid or minimize adverse effects on adjacent lands in an exclusive farm use zone, forest zone, or mixed farm and forest zone that would provide greater protection to land zoned farm, forest or mixed farm and forest than would otherwise be provided through the buffer.

(3) The commission shall consider the following when determining the strength of buffers pursuant to OAR 660-039-0080(2)(b)(C):

(a) The amount and percentage of the pilot project site perimeter that is not adjacent to lands in an exclusive farm use zone, forest zone, or mixed farm and forest zone;
(b) A proposed buffer that is wider than 100 feet, or that uses more thorough techniques within the buffer area to reduce impacts to farm and forest lands;
(c) The type and characteristics of farm and forest practices on the pilot project site over the past 20 years;
(d) The type and characteristics of farm and forest practices on lands adjacent to the pilot project site;
(e) The impact of the pilot project development on adjacent farm and forest practices including movement of farm and forest vehicles and equipment; and
(f) The impact of the pilot project development on fire protection, if adjacent to forest practices.

(4) If a qualifying city submits factual information demonstrating a Goal 5 resource site, or the impact areas of such a site, is included in the pilot project site to be added to the urban growth boundary, the qualifying city shall apply the requirements of OAR chapter 660, division 23. For purposes of this section, "impact area" is a geographic area within which conflicting uses could adversely affect a significant Goal 5 resource, as described in OAR 660-023-0040(3).

City of Redmond Response and Finding

Property to the west of Skyline Village is zoned EFUTRB, Exclusive Farm Use and contains an executive home – no farm products are produced on this parcel. The property is separated from Skyline Village by the ROW of NE 13th Street and front yard setbacks of future residential development for an additional 10-20 feet. The property owners have never utilized farming practices or received farm deferral taxation credits. The soils on this site are not irrigated, have no water rights, and are not classified as high value farmland. Exhibit 1 from the preliminary submittal explains this further.

Property to the north of Skyline Village is zoned RR-10, Rural Residential, does not receive farm deferral and separated from the subject property by the Maple Avenue, a 60-foot ROW. The eastern property line of Skyline Village abuts land zoned EFUTRB, Exclusive Farm Use. This property is owned by Deschutes County and is not farmed, irrigated, or classified as high-value farmland. This property is also part of the adopted Urban Area Reserve and adopted Eastside Framework Plan which anticipates urban uses, not farm uses. Moreover, the County has endorsed this HB4079 application as shown in the Exhibit appendix.

660-039-0060
Measures to Accommodate and Encourage Needed and Affordable Housing within Existing Urban Growth Boundary

(1) A qualifying city submitting a pilot project nomination must demonstrate that its acknowledged comprehensive plan, acknowledged development code, or other relevant adopted city codes or other governing documents include:

(a) Affordable housing measures from the list in subsection (3)(a) equaling at least three points; and

(b) Affordable housing measures from the list in subsection (3)(a) or needed housing measures from the list in subsection (3)(b) equaling at least twelve points combined.

(2) For up to six of the twelve points required under subsection (1)(b), the qualifying city may demonstrate that its acknowledged comprehensive plan, acknowledged development code, or other relevant adopted city codes or other governing documents include an alternative housing measure not on the list of measures in section (3) that the qualifying city demonstrates, with appropriate findings, have a positive effect upon needed or affordable housing equal to or greater than an equivalent measure in section (3).

(3) A qualifying city may satisfy section (1) through adoption of the following measures, or alternative measures pursuant to section (2), to accommodate and encourage the development of needed housing and affordable housing within its existing urban growth boundary:

(a) Affordable housing measures

(A) Density bonus for affordable housing (three points maximum):

(i) Three points if code has a density bonus provision for affordable housing of at least 20 percent with no additional development review standards than required for development applications that do not include a density bonus, with reservation of affordable housing units for at least 50 years; or

(ii) One point if code has a density bonus provision for affordable housing of at least 20 percent, with additional development review standards required for development applications that do not include a density bonus.

(B) Systems development charges (three points maximum):

(i) Three points for code provisions that eliminate systems development charges for affordable housing units described in subparagraph (3)(a)(A)(i), or reduce systems development charges for such units by at least 75 percent when compared to similar units that are not reserved for affordable housing; or

(ii) One point for code provisions deferring systems development charges for affordable housing units described in subparagraph (3)(a)(A)(i), to the date of occupancy of the housing unit.

(C) Property tax exemptions (Nine points maximum):

(i) Three points for code provision authorizing property tax exemptions under ORS 307.515 to 307.535 for low income housing development, under criteria in both ORS 307.517 and 307.518, with no additional development review standards;

(ii) Three points for code provisions authorizing property tax exemptions under ORS 307.540 to 307.548 for non-profit corporation low-income housing development, with no additional development review standards; and

(iii) Three points for code provision authorizing property tax exemptions under ORS 307.600 to 307.637 for multiple unit housing, with no additional restrictions on location of such housing in addition to those contained within ORS 307.600 to 307.637, and with required benefits pursuant to ORS 307.618 that are clear and objective and do not have the effect of discouraging the use of the property tax exemption through imposition of unreasonable cost or delay.

(D) Other property tax exemptions or assessment freezes (two points maximum):

(i) One point for code provision authorizing property tax exemptions for ORS 307.651 to 307.687 – single-unit housing in distressed areas – with clear and objective design standards that do not have the effect of discouraging use of the property tax exemption through unreasonable cost or delay; and

(ii) One point for code provision authorizing property tax freezes under ORS 308.450 to 308.481 – rehabilitated residential property – if the boundaries of the distressed area consist of at least 10 percent of the qualifying city's total land area, and clear and objective standards that do not have the effect of discouraging use of the program through unreasonable cost and delay.

(E) Inclusionary Zoning: Three points for code provision imposing inclusionary zoning requirements consistent with the provisions of ORS 197.309.

(F) Construction Excise Tax: Three points for code provision imposing construction taxes consistent with the provisions of Oregon Laws 2016, chapter 59, sections 8 and 9.

(b) Needed Housing Measures

(A) Accessory dwelling units (three points maximum):

(i) Three points for allowing accessory dwelling units in any zoning district that allows detached single family housing units, with no off-street parking requirement, any structure type allowed, allowing owner to live in either the primary or accessory dwelling unit, with no systems development charges for water, sewer, or transportation, and with clear and objective review standards; or

(ii) One point for allowing accessory dwelling units, but one or more of the attributes in subparagraph (3)(b)(A)(i) missing.

(B) Minimum density standard (three points maximum):

(i) Three points if all residential zoning districts have a minimum density standard of at least 70 percent of the maximum density allowed, with optional exemptions for lands that do not qualify as buildable lands under OAR 660-008-0005(2) and lands that are being partitioned as defined by ORS 92.010(7); or

(ii) One point if all residential zoning districts have a minimum density standard of at least 50 percent of maximum density allowed, with optional exemptions for lands that do not qualify as buildable lands under OAR 660-008-0005(2) and lands that are being partitioned as defined by ORS 92.010(7).

(C) Limitations on low density housing types (five points maximum):

(i) Three points for code provision that allows no more than 25 percent of residences in medium density residential zoning districts to be detached single family housing units, unless the detached single family housing unit is on a lot less than or equal to 3,000 square feet, with exemptions for lands that are being partitioned as defined by ORS 92.010(7);

(ii) One point for code provision that prohibits detached single family housing units in high density residential zoning districts; and

(iii) One point for code provision establishing maximum lot size for detached single family housing units in medium and high density residential zoning districts as less than or equal to 5,000 square feet.

(D) Off-street parking requirements for multiple family housing with four or more units (three points maximum):

(i) Three points if off-street parking requirement is no more than one space per housing unit in multiple family housing developments of four or more units, and no more than 0.75 spaces per housing unit in multiple family housing developments of four or more units within one-quarter mile of transit service with weekday peak hour service headway of 20 minutes or less; or

(ii) One point if off-street parking requirement is no more than one space per housing unit in multiple family housing developments of four or more units, without additional reductions in subparagraph (3)(b)(D)(i).

(E) Off-street parking requirements for single family housing, duplexes, and triplexes (one point maximum): One point if off-street parking requirement for detached single family housing units, attached single family housing units, duplexes, and triplexes is no more than one space per housing unit.

(F) Amount of land in high density residential zoning districts (three points maximum):

(i) Three points if at least 15 percent of all residentially-zoned land in the qualifying city is zoned for high density residential development; or

(ii) One point if at least eight percent of all residentially-zoned land in the qualifying city is zoned for high density residential development.

(G) Duplexes in low density residential zoning districts (three points maximum):

(i) Three points if duplexes are allowed in low density residential zoning districts on any lot with no additional development review standards than required for detached single family dwellings; or

(ii) One point if duplexes are allowed on corner lots in low density residential zoning districts with no additional development review standards than required for detached single family housing units.

(H) Attached single-family residential housing units in low density residential zoning districts (one point maximum): One point if attached single-family residential housing units are allowed in low density residential zoning districts, with attached single-family residential lots having a minimum lot size no greater than 5,000 square feet.

(I) Residential street standards (three points maximum): Three points for allowance of local residential street pavement minimum widths of 28 feet or less with parking on both sides, 24 feet or less with parking on one side, or 20 feet or less with no parking.

(J) Mixed-use housing (three points maximum): Three points if at least 50 percent of land within commercial zoning districts in the qualifying city permits residential development with off-street parking requirement no greater than one space per housing unit and provisions for additional parking reductions for shared commercial and residential uses and in areas with approved parking management districts.

(K) Low density residential flexible lot sizes (one point maximum): One point if minimum lot size in low density residential zoning districts is at least 25 percent less than the minimum lot size that would correspond to the maximum density allowed in that zoning district.

(L) Cottage housing provisions (one point maximum): One point if development code has cottage housing code provision authorizing development at a maximum of at least 12 housing units per acre.

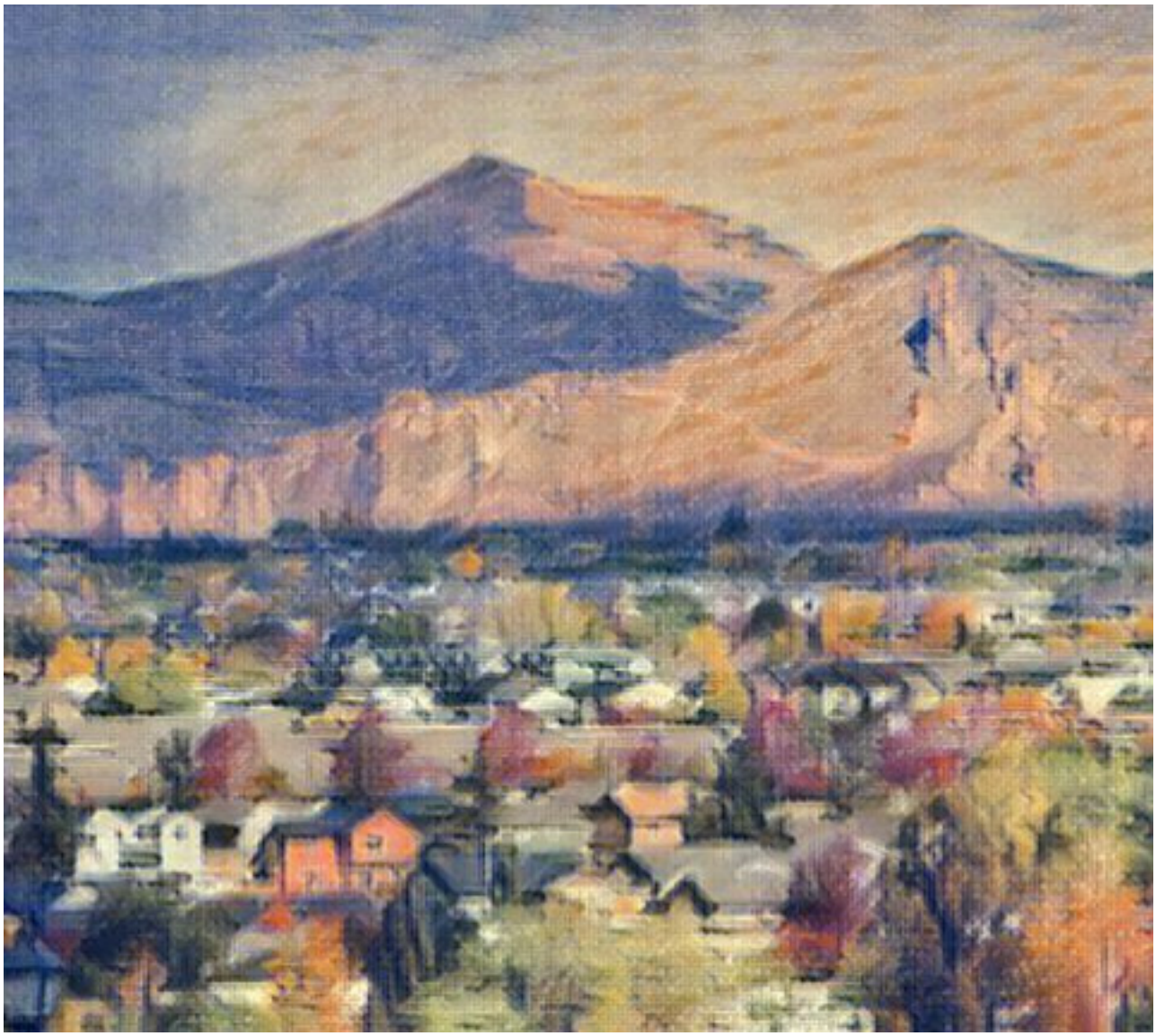
(M) Vertical housing provisions (one point maximum): One point if the Housing and Community Services Department has approved a vertical housing development zone under ORS 307.841 to 307.867 for the qualifying city;

City of Redmond Response and Finding

Redmond supplied the needed housing measures form and received a response that the minimum number of points needed was exceeded. See Exhibit appendix 1.

Conclusion Summary

Redmond meets all of the required criteria and should be selected as the location for the Pilot Project. Thank you for your consideration.



CITY OF REDMOND, OREGON
SUBMITTAL – HB4079 OAR 660-039-0000 through 100

AFFORDABLE HOUSING PILOT PROJECT

A new neighborhood containing mixed-income affordable and market rate housing

Skyline Village

CITY OF REDMOND

411 SW Ninth Street
Redmond, OR 97756

(541) 923-7711
www.ci.redmond.or.us

DATE: May 31, 2018

TO: Deschutes County Board of Commissioners

FROM: City of Redmond

RE: City of Redmond Proposed Affordable Housing Pilot Project: Skyline Village

Thank you for the opportunity to present the City of Redmond's vision for a new neighborhood, in partnership with Deschutes County, as part of an application to the State of Oregon Affordable Housing Pilot Project. This report provides background on the initiative; the affordable housing situation in Redmond, Oregon; the City's proposal for Skyline Village; and the status of the application process.

We look forward to advancing this proposal with your assistance and leadership.

Background:
In 2016, the Oregon Legislature passed House Bill 4079 (HB 4079). This bill aims to boost affordable housing by allowing two Oregon cities to develop affordable and market rate housing on lands currently outside urban growth boundaries (UGBs) without going through the normal UGB expansion process. The law directed the Land Conservation and Development Commission (LCDC) to set up a process and select two pilot projects, one for a city with a population up to 25,000, and one for a city with a population greater than 25,000. Pilot project sites can be up to 50 acres, cannot be on high value farmland, and must meet other requirements. Applicants must ensure the affordable housing on the sites remains affordable for the next 50 years, and must demonstrate efforts to accommodate and encourage needed housing within their existing UGBs. Since the passage of the bill LCDC adopted rules to implement HB 4079 and solicited applicants. Initial submissions were due November 1, 2017. Final applications are due in August 2018. Two cities are vying for the designation: Bend and Redmond.

Affordable Housing Efforts in Redmond:
Across Central Oregon the price of housing continues to escalate at levels that far outpace wages. Over the last few years housing prices have increased more than 52% and over that same timespan wages have only grown by an average of 2 to 3 percent per year. The average sales price of single family home in Redmond is currently approximately $289,000 (Source: Beacon Report); and the average annual wage in Redmond is around $40,000 (the average median family income for a family of four is $69,900). The City's poverty levels hovers around 30 percent. Currently, residential land costs in Redmond range from $40,000 per acre to $100,000 per acre.

In addition to this initiative, the City is actively taking steps to address housing/job trends on multiple fronts by:

- Deploying Redmond's Housing and Community Development Committee and the Planning Commission to examine opportunities for expanding our financing tools to decrease costs of affordable housing while also examining ways to reduce the regulatory barriers.

- Investing more than $110,000 annually in organizations such as Redmond Economic Development, Inc. to help increase the number of family-wage jobs through traded sector business development and recruitment.

- Actively using urban renewal and tax increment financing to partner with developers to increase the supply of housing within the urban renewal area; as well as using the tool to recruit companies.

- Conducting monthly meetings with the Central Oregon Builders Association to identify regulatory efficiencies in the development of housing.

These efforts all advance existing City Council goals for increasing the availability of affordable housing while investing in the growth of family wage jobs. Tangible results will take time. Meanwhile the expansion of the economy continues to leave people behind and therefore the City must seize other opportunities as they arise.

The 4079 initiative provides another important tool for the City toolkit.

The 40-Acre Site/Existing Characteristics:
Redmond is seeking a strategic partnership by identifying a 40-acre County-owned property that is within Deschutes County's Eastside Framework Plan (see Exhibit 2).

Defining characteristics include:

- The property is currently zoned EFU (Exclusive Farm Use). The property will be rezoned to the R5, High Density Zone.
- The property is in the Redmond Urban Area Reserve, has never been farmed and is not within any irrigation district (see Exhibit 5).
- Public utilities exist along its frontage and expansion will benefit future development of the Eastside Framework Plan.
- The property is adjacent to the High Desert Sports Complex, Missing Link Family Golf Center and numerous public trails.
- The site abuts developed employment lands and is a short distance from shopping.
- Views from this site include the Cascades, Smith Rock, and other terrain.
- The site is accessed from both Kingwood and Maple/Negus Streets. The design of the Kingwood Street entry plaza anchors the project and defines its character.
- All City requirements for urban design, street trees, active modes of transportation, public utility construction, and land use requirements will be met.
- Redmond requires all new neighborhoods to develop as complete neighborhoods following the Great Neighborhood Principles which are contained in the Redmond Comprehensive Plan and Development Code. (see Exhibit 1.) Redmond currently utilizes a Design Review process for residential structures and this will be implemented on the subject property. (see Exhibit 6.)

Alignment with DLCD Application Objectives:
The Redmond proposal both meets and exceeds the minimum DLCD objectives by providing 50% affordable housing and 50% market rate housing in a mixed-income, mixed-use setting. This means the housing will not be separated by income but rather designed for a range of incomes. This strategy is proven to lead to socially interconnected and healthy neighborhoods consistent with Redmond's Great Neighborhood Principles (a guiding set of development requirements unique to Redmond).

In addition to providing 40 acres of new mixed-income housing with half being affordable to 80 % AMI or less, this project's location benefits both the City and the County by serving as a catalyst to kick-off development in the Eastside Framework Plan. This meets Redmond's Comprehensive Plan's objectives by accommodating future growth patterns as planned.

The DLCD program requires a minimum of 50 years of affordability. The use of profit caps on the non-market rate housing to retain appreciation for long-term affordable housing and site maintenance requirements will help maintain the quality and integrity of the neighborhood. The City will also use rent controls and tools such as deed restrictions, and HOA/CCR's.

Development Partnerships:
The City has assembled a team of experienced developers. (see Exhibit 4.) We are confident a team of capable developers can be assembled to deliver on the City's and County's expectations for Skyline Village. To date, we have received seven letters of interest from housing developers who wish to pursue various development concepts. Our partners include: Creations Northwest, Hayden Homes, Hunter Renaissance, HousingWorks, Lawnae Hunter Investments, Pahlisch Homes, and The Wasserman Group.

If selected for the pilot project the City plans to pursue a master developer approach to building out Skyline Village. A formal RFP process will be used to select both development partners and an overall master developer/project manager to carry out the City's vision for the constructing the neighborhood. As a key stakeholder in this effort, the involvement of a Deschutes County representative in the selection process would be welcomed.

Project Goals and Objectives:
In addition to the innate positive impact of developing more affordable housing, Skyline Village will bring the following benefits:

- Provides taxable value on land that is currently tax exempt.
- Increases the overall number of affordable homes and rental properties in Redmond.
- Provides workforce housing needed to support the region's Large Lot Industrial properties.
- Offers a new, unique housing alternative to east Redmond.
- Jump-starts the Eastside Framework Plan Neighborhood.
- Provides additional housing diversity that complements the eclectic make-up of the existing area.
- Creates both construction jobs and long-term employment opportunities.
- Encourages use of multi-modal transportation options.

Residential Unit Mix:
The 485-unit (12 units per acre) Skyline Village anticipates attracting families, singles, professionals, empty nesters and active seniors. The units will include a variety of features and amenities, access to a primary multi-modal transportation corridor and trails and existing recreational opportunities abutting the site.

The unit type and count may vary due to the flexibility needed in this type of development and at this early stage.

Units	Bedrooms and Baths	Low Rise Apt.	4-Plex 56 units	Townhome	Cottage	Studio above Commercial
10	1/1					Yes
50	1/1	Yes				
75	2/1	Yes				
40	2/2	Yes				
30	3/2	Yes				
75	2/1				Yes	
14 (x4)	2/1.5		Yes			
149	2/2			Yes		

Area Median Income (AMI)
The area median income of $69,600 is based on data from HousingWorks (see Exhibit 7). This figure is used to determine the maximum rent a family of four can afford (rent burden occurs when housing costs exceed 30% of net income). Many Redmond households experience rent burden.

AMI served – median is 69,600K
80% 55,680 x 30% = $16,704/12 = $1,392 for rent per mo.
60% 41,760 x 30% = $12,528/12 = $1,044 for rent per mo.
50% 34,800 x 30% = $10,440/12 = $870 for rent per mo.
30% 20,880 x 30% = $6,264/12 = $522 for rent per mo.

Current Status/Next Steps: In addition to the actual substantive content, the application requires a series of partnership resolutions which demonstrate support for the project, this includes:

The governing body of the qualifying city (the City of Redmond) stating that if the pilot project is selected, the city shall: Implement the proposed concept plan; and annex the pilot project site within two years of an acknowledged urban growth boundary amendment which includes the site. This is scheduled for City Council action **June 26, 2018.**

Resolution of support for the pilot project adopted by the governing body of the county (Deschutes County) in which the pilot project site is located. Briefing scheduled for **June 6, 2018**.

Resolutions of support from entities such as the Central Oregon Intergovernmental Council/Cascades East Transit (**complete in May 2018 see Exhibit 3**), Redmond Fire (**scheduled for June 13**), and Redmond Parks and Recreation (**scheduled for June 12**) confirming levels of service should the project be developed.

The City intends to submit the complete application for Skyline Village to DLCD no later **August 1, 2018**; and a decision by the State is expected to occur by end of calendar year 2018.

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

Skyline
Affordable Housing Concept Plan

LEGEND

- Cottages
- 2-3 Story Apartments
- 3-Story Apartments
- 3-Story Mixed Use
- 4-Plex
- Townhomes
- Park

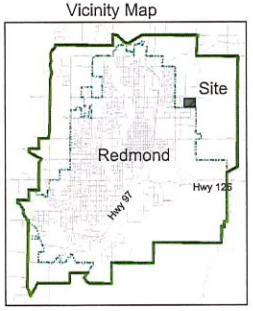
UNITS

Type	Number

N

Scale 1"=150' (When printed on 11'x17" paper)

Vicinity Map



Drawn By: MPC
Date: 5-26-18

Exhibit 1

Great Neighborhood Principles
Master Development Plans shall address applicable Redmond Great Neighborhood Principles described below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

a. Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops. Traffic calming techniques and devices may be required to slow vehicles. Curves streets are encouraged to provide interest and variety in neighborhood design. Trails shall be provided to link with other pedestrian facilities existing, or planned in the future.

b. Housing. A mix of housing types and densities shall be integrated into the design of new neighborhoods unless a variance is approved. Housing developments containing more than five attached units must be designed to be consistent with the Higher Density Multifamily Design Guidelines.

c. Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering places where appropriate. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be developed in appropriate locations consistent with policies in Redmond's Parks Master Plan.

d. Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the Master Development Plan. Plans may integrate design themes with adjacent developed or planned areas.

e. Diverse mix of activities. A variety of uses is encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes. Amenities including, but not limited to, trails, recreation areas, open spaces, shall be constructed before occupancy of any residential unit, unless a phasing plan is approved. Commercial service areas must be supported by a market analysis and phasing program which will be used by the City to determine construction timing.

f. Public art. Places for the installation of public art is required at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.

g. Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock where practicable such as in street view sheds or park areas. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter from signs and utilities within scenic corridors.

h. Urban – rural interface. Urban development shall interface with rural areas through landscaped open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.

i. Fully developed "pocket parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 3,000 square feet and privately maintained. Park amenities shall, at a minimum, include turf areas, benches, trees, and decorative features.

k. Canal trails. If canals or laterals are present, multi-use trails at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations.

l. Green Design. Environmentally friendly and energy efficient design is encouraged for public and private infrastructure, architecture and building orientation, open spaces and natural areas and transportation facilities. In addition, the planting of native, drought-resistant trees is encouraged to provide shade and to minimize water usage.

Exhibit 2

Eastside Framework Plan

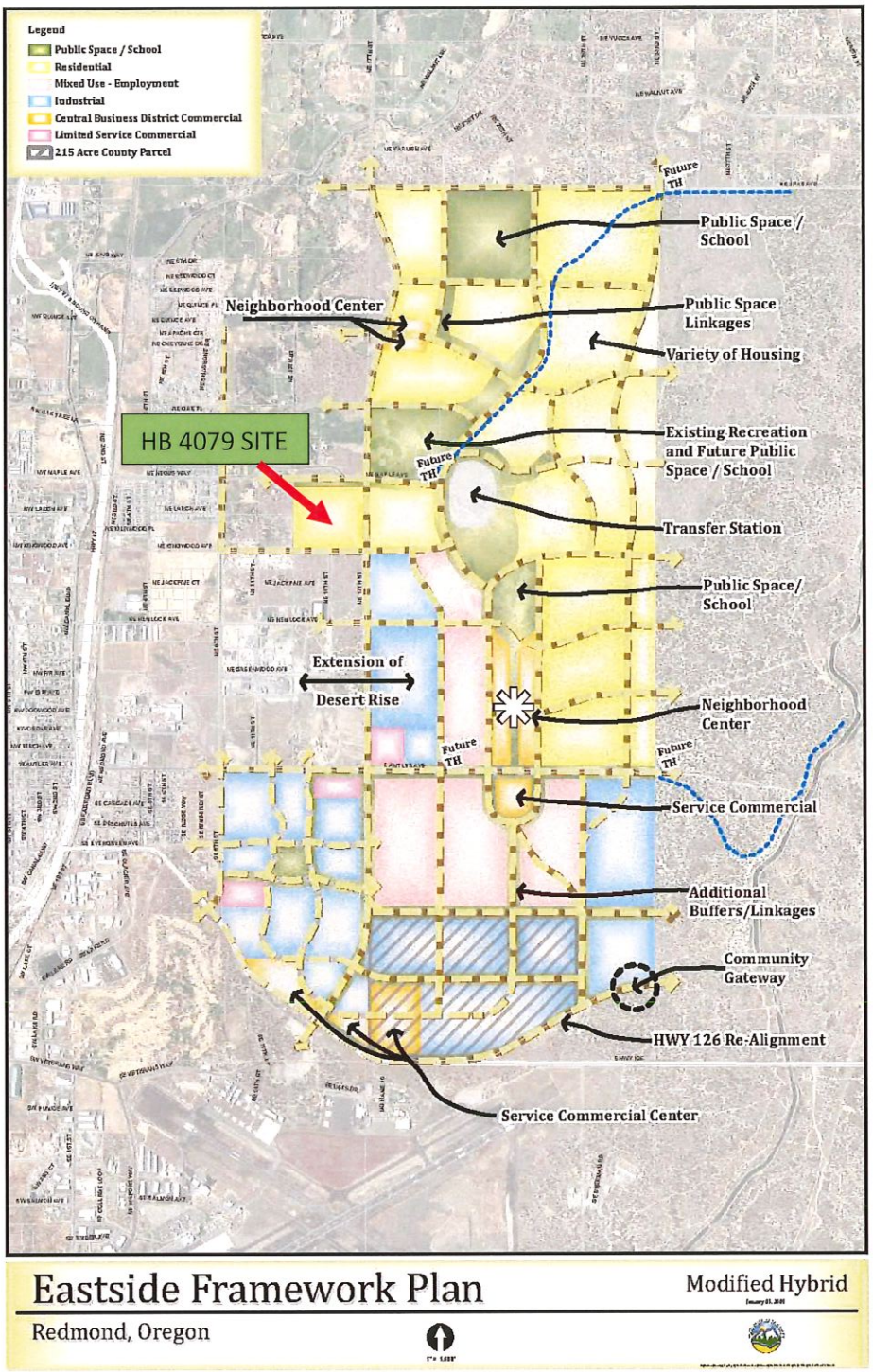


Exhibit 3

Transit Service Resolution

CENTRAL OREGON
INTERGOVERNMENTAL
COUNCIL

Everywhere Central Oregon Works

Council Board Resolution # 295

A resolution recognizing a partnership between Cascades East Transit and the City of Redmond to work towards providing transit service to a proposed Affordable Housing Pilot Project being submitted by the City of Redmond to the Oregon Department of Land Conversation and Development (DLCD)

WHEREAS, Cascades East Transit (CET) provides transportation services across Central Oregon;

WHEREAS, CET connects people to places through high-quality bus service which include fixed-routes within Bend, city connectors throughout Central Oregon, recreational shuttles, and rural Dial-a-Ride service for the public and Dial-a-Ride service for qualifying persons with disabilities and seniors who qualify as low-income;

WHEREAS, CET services in Redmond, Oregon include the Community Connector fixed-schedule service to Bend, Terrebonne, Prineville, Madras, Culver, Metolius, Warm Springs, La Pine and Sisters; a dial-a-ride service (5 days per week, etc.) and the capital investment of a new transit hub/bus transfer center;

WHEREAS, access to reliable and affordable transit is an important choice for commuters and Central Oregonians to have;

WHEREAS, the City of Redmond is competing to be selected for an Affordable Housing Pilot Project program managed by DLCD;

WHEREAS, the land specified in the City proposal is a 40-acre parcel on Redmond's eastern border just outside the City limits, owned by Deschutes County;

WHEREAS, the application requires the City to provide an official resolution or other action of the governing body providing mass transit stating that, if selected, mass transit service with at least eight weekday trips in each direction within three-quarters of a mile of the project site, will be provided concurrently with the development of affordable housing units;

WHEREAS, the application is due June 1, 2018 and a decision by the State is expected to occur in late summer 2018;

WHEREAS, if selected for the pilot project the City shall have two years to annex the proposed property into the Urban Growth Boundary;

334 NE Hawthorne Avenue, Bend, OR 97701
(541) 548-8163 — Fax: (541) 923-3416
Office Locations: Bend, Klamath Falls, Lakeview, La Pine, Madras, Prineville, Redmond

WHEREAS, CET and the City agree to work towards meeting the transit service requirements required for the Redmond Pilot Project application;

WHEREAS, furthermore, should a fixed-route system become a part of the Redmond transit system then a stop on the route will meet the frequency and distance requirements identified in the Pilot Project application;

NOW, THEREFORE BE IT RESOLVED:
1.Central Oregon Intergovernmental Council in its role as the transportation service provider for Redmond, operating as Cascades East Transit, resolves to work with the City in assuring the provision of public dial-a-ride service to the proposed 40 acre parcel and align with the current level of service, upon the City annexing the parcel into the urban growth boundary and additionally work with the City to assure required levels of service are met should a fixed route system be created in Redmond.

This Resolution adopted this 3rd day of May, 2018.

Signed:

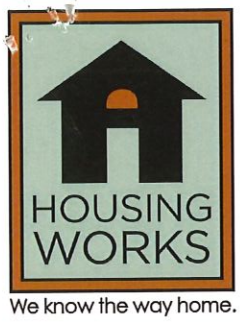
Wayne Fording, Chairman
Central Oregon Intergovernmental Council

Attest:

Karen Friend, Executive Director
Central Oregon Intergovernmental Council

Exhibit 4

Developer Statements of Interest – See attached on next page



May 7, 2018

Deborah McMahon
City of Redmond
Community Development Department
716 SW Evergreen Avenue
Redmond, OR 97756

Re: Letter of Interest to Partner with City of Redmond to Develop Affordable Housing through the HB4079 Affordable Housing Pilot Program

Dear Ms. McMahon,

It is with pleasure that we submit this letter of interest to the City of Redmond to be considered a potential partner in the development of affordable housing under the HB4079 Affordable Housing Pilot Program. As you know, Housing Works is the most experienced affordable housing developer and operator in Central Oregon. With 28 properties and over 900 affordable units in our portfolio, we have the experience, stability and reputation needed to help make the Redmond Affordable Housing Pilot Program a success.

Established over 40 years ago as Central Oregon Regional Housing Authority, rebranded Housing Works is known for the quality and upkeep of its portfolio and partnering with experienced players in development and management to create affordable housing opportunities for the communities we serve. Housing Works' has an experienced team that has built a whole spectrum of affordable housing types throughout Central Oregon, including 1-3 story garden type apartments, 4-5 story mixed use buildings, townhomes, single family homes, and duplexes, triplexes and 4-plexes. This impressive portfolio serves people with incomes ranging from 30% AMI to 80% AMI and has been financed with an extensive list of complicated funding sources.

Currently, Housing Works owns and operates 194 units of affordable housing within the Redmond UGB. The City of Redmond has been a strong partner in the development of these units. Most recently, Housing Works constructed a four-story, mixed-use building housing 48 low-income senior households and providing space for non-profit Mosaic Medical to construct a new, state-of-the-art medical facility. The City of Redmond was supportive, responsive and adaptive to the special circumstances of the construction of this new development on an urban-infill site.

We are confident that, if the City of Redmond's HB4079 Affordable Housing Pilot Program is selected, we will garner our expertise, experience, resources and financial knowledge and pursue the development of affordable housing units on the pilot project site.

Very truly yours,

Geoff Wall
CFO & Interim Executive Director

405 SW 6th Street
Redmond, OR 97756
p (541) 923-1018
f (541) 923-6441
w www.housing-works.org

Development Experience

Housing Works is one of the most experienced affordable housing developers and operators in the State of Oregon. Established in 1977 as Central Oregon Regional Housing Authority and rebranded as Housing Works in 2006, we currently have 28 properties in operation, with over 900 units, and 3 properties under construction (119 new units). Housing Works is the largest affordable rental housing operator in Central Oregon. Housing Works is known for the quality and upkeep of its portfolio and partnering with experienced players in development and management. Housing Works' staff has over 20 years of combined experience in single and multi-family affordable development. Most important, Housing Works is about the mission of providing more than just housing to the residents of its properties: Housing Works provides extensive services to its resident populations both directly and through service partners such as Mosaic Medical, Cascade East Transit, OSU Extension and the Boys and Girls Club.

Housing Works leads the affordable housing market in Central Oregon and has been an active player in the development and operations of affordable housing since its inception in 1977. The following list of affordable housing communities were either developed or acquired and recapitalized by Housing Works and are currently operated by our organization:

- **Ariel Glen, Bend** – Three-story, garden-type apartments: 70 units, family, 50-60% of area median income (AMI)
- **Ariel South, Bend** – Two-story, garden-type apartments: 96 units, family, 60% AMI
- **Aspen Villas, Redmond** – Two-story, garden-type apartments: 40 units, family, 50-60% AMI
- **Barbara's Place, Redmond** – Two-story, garden-type: 6 units, special seeds adults/homeless, 50% AMI
- **Brentwood Manor, Redmond** – One-story, garden-type apartments: 8 units, senior housing with project-based vouchers
- **Canyon East, Madras** – Two-story, garden-type apartments: 24 units, agricultural workers, fully subsidized
- **Casa Soñada, Madras** – 5 single-family homes: agricultural workers, 80% AMI
- **Centennial Point, Bend** – Duplex: 4 units, homeless, 50% AMI
- **Chennai Landing, Madras** – Two-story, garden-type apartments: 24 units, family, 50-60% AMI
- **Cook Crossing, Redmond** – Mixed use: 48 units, Senior, 50% AMI, over 9,875 sf Mosaic Medical Redmond Clinic
- **Daggett Townhomes, Bend** – Townhomes: 24 units, family, 60% AMI
- **Eastlake Village, Bend** – Two-story, garden-type apartments: 56 units, family, 30-60% AMI
  (Building a Better Central Oregon 2005 Outstanding Multi-Family Housing Project, Central Oregon Association of Realtors; National Award: 2004 NAHRO, Merit Award–Project Design; 2004 Bend Beautification Award, Arts Beautification and Culture Commission of Bend)
- **Emma's Place, Bend** – Two-story, garden style: 11 units, special-needs adults, 50-60% AMI
  (Building a Better Central Oregon 2001 Special Community Outreach Development, Central Oregon Association of Realtors; Featured in Design Cost Data Magazine (May-June, 2001)

- **Fairhaven Vista, Redmond** – Two-story townhomes: 19 units, family, 50-80% AMI
- **Ground Lease Homes** – 16 single family homes for homeownership by families below 80% AMI
- **Healy Heights, Bend** – Two-story, garden-type apartments: 70 units, family, 40-60% AMI
- **Horizon House, Bend** – Two-story, garden-type: 14 units, transitional, special needs adults, 50-60% AMI
- **Independence Place, Redmond** – Duplex: 2 units, homeless/veterans preference, 50% AMI
- **Menta Park, Madras** – Single family and plexes: 20 units, Agricultural Workers, fully subsidized
- **Moonlight Townhomes, Bend** – Townhomes: 29 units, family, 60% AMI)
- **Prairie House, Prineville** – Two-story, garden type: 8 units, special needs adults, 50% of median income
- **Putnam Pointe, Bend** – Five-story, mixed-use, elevator building: 44 units, family, 50-60% AMI, over 9,000 sf of retail and underground parking facility
- **Reindeer Meadows, Redmond** – Three-story elevator building: 50 units, Seniors, 50-60% AMI
- **Riverside Apartments, Prineville** – One-story, garden-type apartments: 40 units, seniors, 50-60% AMI
- **Spencer Court, Redmond** – One-story, garden-type apartments: 16 units, seniors & disabled, 80% AMI
- **Summit Park, Bend** – Two-story garden type: 88 units, family, 80% AMI
  (National Award: 1994 NAHRO, Merit Award–Program Innovation–Economic Impact)
- **Tamarack Village, Sisters** – Three-story, garden-type apartments: 33 units, family, 40-60% AMI
  (2005 NAHRO, Merit Award–Project Design)
- **The Parks at Eastlake, Bend** – Two-story, garden-type apartments: 40 units, family, 50%-60% AMI
- **Quartz Apartments, Redmond** – Two-story, garden-type apartments: 5 units, intellectually developmentally disabled (IDD), 50% AMI

Financing Experience:
The Housing Works development team has managed development projects of a broad scope - from smaller 20-unit garden apartments to large, 90-unit, two-story garden properties to mid-rise, mixed-use buildings with complex building and finance structures, with retail and housing over subterranean parking, to rehabs of multifamily properties, with a financial range from $3 million to $13 million. Housing Works is expert at financing. It has a depth in construction expertise with hands-on oversight of the contractors and building process and a proven track record successfully deploying state resources for affordable housing.

The Housing Works development team has considerable experience in LIHTC (both 4% and 9%), HOME funds, Weatherization grants, mortgage financing, and other state and local gap

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funding including GHAP, OHCS LIFT, Trust Fund, SDC exemptions, CDBG, RD funding, and private investment capital. Housing Works was the first developer in Oregon to use short-term bonds with HUD financing to recapitalize Ariel Glen and Healy Heights. Putnam Pointe involved three partnerships (two involving LIHTC LLCs) with multiple sources of financing, including two layers of LIHTC equity, a city grant, HOME funds, Weatherization funding, three layers of first mortgage financing, Sponsor loan, deferred developer fee, nonprofit loan funding and commercial investment equity capital on a $13.2 million project in downtown Bend. In 2017, Housing Works successfully completed Cook Crossing, another mixed use development of a 4 story building, with a condominium involving the new construction of 48 units of senior housing along with a full service medical clinic in the ground floor, and an additional 8 units of acquisition rehab down the street. Year after year, this experienced team has continued to navigate some of the most complex and financially complicated deals to the finish line.

Photos on next page:
Clockwise: **Moonlight Townhomes**, Bend; **Cook Crossing**, Redmond; **Skygate Homes**, Sisters; **The Parks at Eastlake**, Bend; **Ariel Glen**, Bend; **Eastlake Village**, Bend; **Aspen Villas**, Redmond; **Tamarack Village**, Sisters. Center: **Putnam Pointe**, Bend.

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

PahlischHomes

May 8, 2018

Gordon Howard
Community Services Division Manager
Oregon Dept. of Land Conservation and Development
635 Capitol St. NE, #250, Salem OR 97301
Direct: (503)-934-0034
gordon.howard@state.or.us | www.oregon.gov/LCD

Dear Mr. Howard,

For nearly 35 years, Pahlisch Homes has provided the Pacific Northwest with quality homes and lasting communities. Since 2003, Pahlisch has called Central Oregon home and continues to provide a level of excellence and value for the community. Our company is a multifaceted development company, specializing in land development, home building, along with multifamily development and construction. Our building experience includes single-family homes, townhomes, multifamily apartments, and mixed-use commercial. Along with this, our development team has a broad experience base for developing and executing large-scale master planned communities.

Pahlisch Homes is known for producing high-end communities at a variety of price points. Calling the Pacific Northwest home for over 35 years, we have seen the ebbs and flows of the market and understand that in each of our markets, particularly Central Oregon, there is a great need for attainable and affordable housing. In 2018, our company is working to establish new building criteria to offer the community more affordable homes. Our home building and production teams are currently working with local trades to find innovative ways to save money on construction and labor costs that will allow us to produce Pahlisch quality homes at a more attainable price.

It is no secret that most Oregon cities are experiencing an affordability crisis. The amount of developable land within the Urban Growth Boundaries is limited, prices for land is climbing, making it difficult for developers to make both market rate and affordable development feasible. Oregon's House Bill 4079 Pilot Program is essential to allow communities, such as Redmond, boost affordable housing development.

Redmond is conveniently located between Prineville, Madras, Bend, and Sisters, and is a hub for workforce level families to access work in surrounding cities. As the area becomes more desirable for singles, growing families, and retirees, home prices continue to soar as developers and builders cannot keep up with the pent-up demand. This is creating an even tighter market for families that cannot afford market-rate housing, pushing these families to cities further from employment and services, dampening Redmond's local economy.

Pahlisch Homes is currently building a subdivision on the southern portion of Redmond, Triple Ridge. The subdivision is a four-phase master planned development consisting of single-family homes, detached cottage-style homes, attached townhomes, and multifamily. Pahlisch is currently completing home building in the first phase of this development and will commence infrastructure construction on the second phase this Summer. Though homes are discounted $50,000+ from homes in nearby Bend, our sales team is still seeing a need for more affordable housing in Redmond, particularly with access to Highway 97 so families can easily access other Central Oregon cities.

PahlischHomes

The City of Redmond is currently working diligently to find ways to accommodate this need for affordable housing, both for-sale and for-rent. The Skyline Masterplan concept would offer local developers the opportunity to add to the supply of both single-family and multifamily housing in Central Oregon without the large price tag on the land. By providing a mix of housing types and services near a major thoroughfare, the Skyline Masterplan will undoubtedly become a desirable location and ideal for households in search of a more affordable way of living.

Pahlisch Homes supports the City of Redmond in their efforts to obtain acceptance into the HB 4079 Pilot Program. By accepting the City of Redmond, the Oregon Department of Land Conservation and Development will be helping the Central Oregon housing market and offering local families the opportunity to obtain housing out a more affordable price in a centrally located area, close to major highways and services.

Please see attached for project summaries of a few of our recent projects that illustrate the type of work we do. If you have any questions or would like to discuss Pahlisch Homes' stance of support further, please contact me by phone at 541-385-6762 x 166 or by email at chadb@pahlisch.com.

Sincerely,

Chad Bettesworth
Director of Land Development and Acquisitions
Pahlisch Homes, Inc.

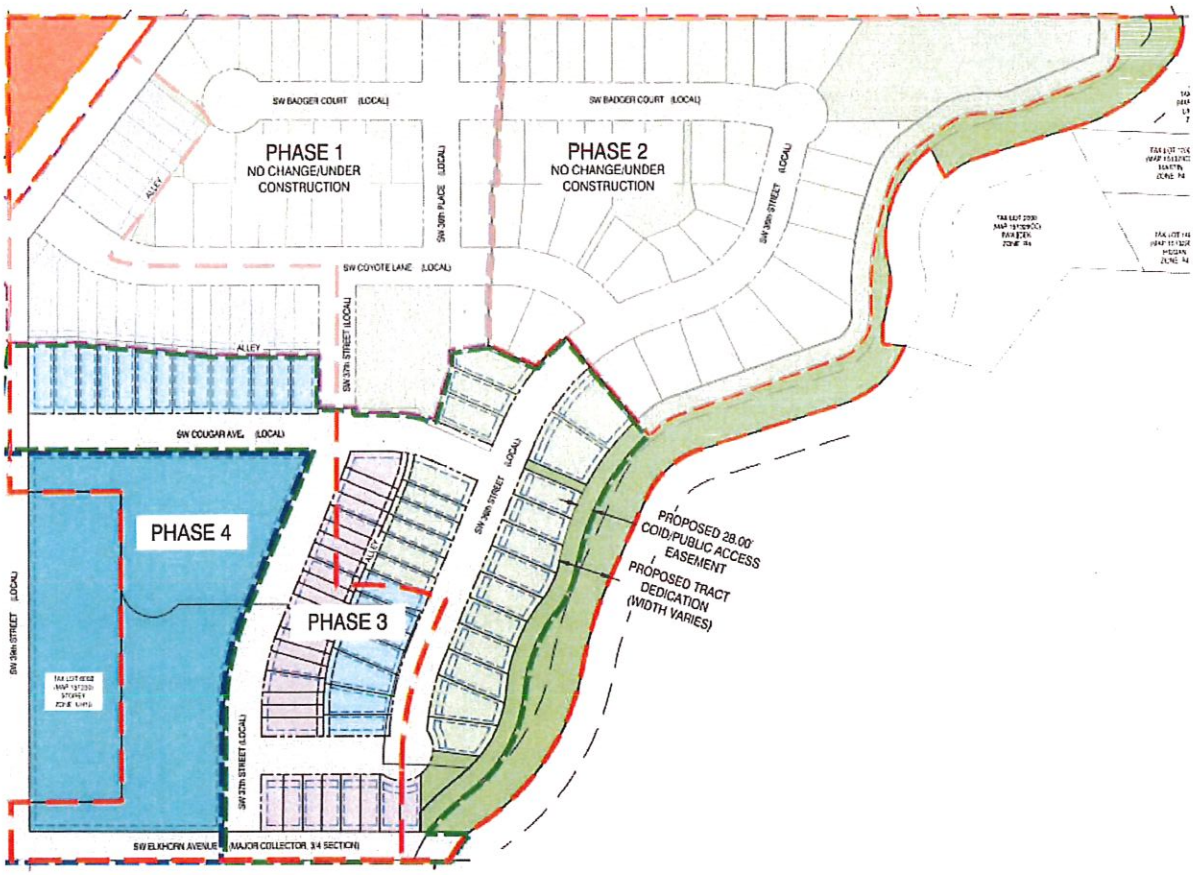
Pahlisch Homes, Inc. | 210 SW Wilson Ave. Suite 100 | Bend, OR 97702
o: 541.385.6762 | f: 541.385.6742 | pahlischhomes.com

PahlischHomes

Exhibit A
Project Summaries

1. Triple Ridge – Master Planned Community & PUD - Redmond, OR – 36.20 acres – 300 units

Single-Family	86 units
Detached Cottage	42 units
Townhome	28 units
Multifamily	144 units
Amenities	Community pool, walking trails, public park
Community Features	Across from new high school, developing area with potential for high-use commercial



PahlischHomes

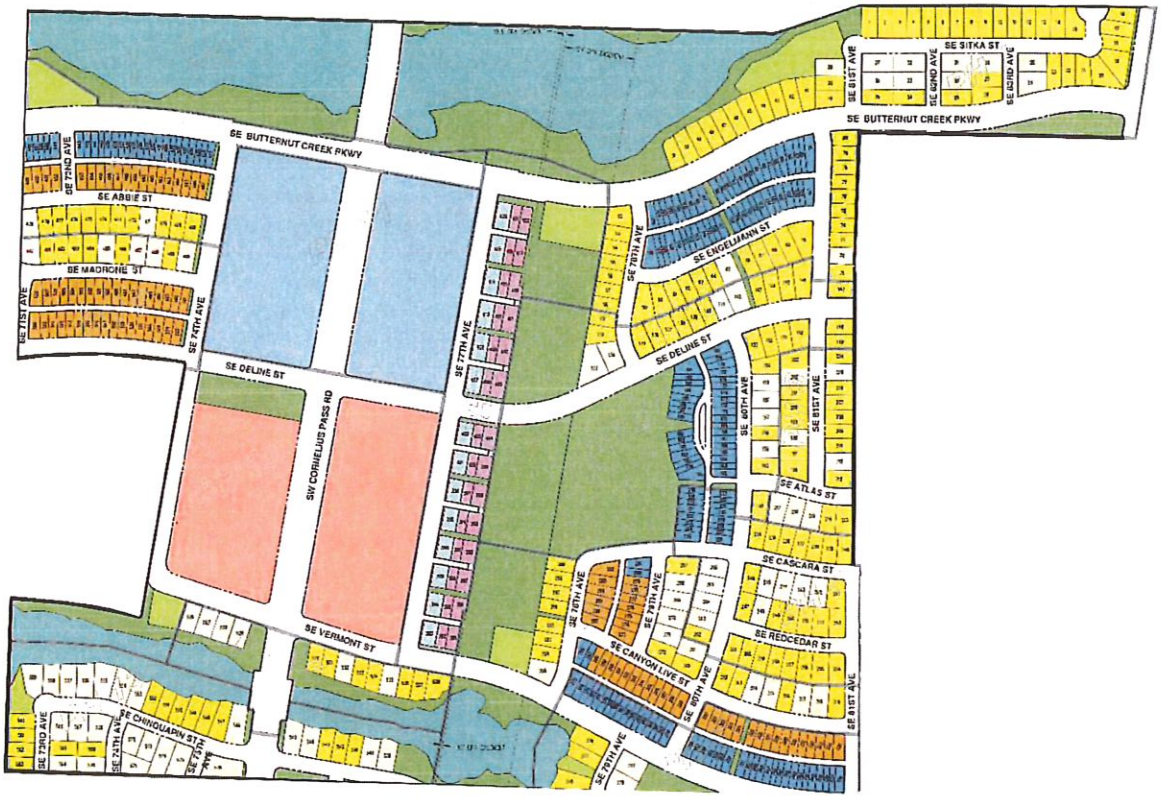
2. The Bridges – Planned Unit Development - Bend, OR – 78.66 acres – 387 units

Single-Family	387 units
Amenities	Community pools, basketball court, fitness center, walking trails, clubhouse
Community Features	Across from 39-acre park and site of new Bend high school (coming 2021)

PahlischHomes

3. Butternut Creek – Master Planned Community - Hillsboro, OR – 177.63 acres – 1,246 units

Single-Family	269 units
Detached Cottage	133 units
Townhome	168 units
Multifamily	Approximately 676 units
Community Features	Part of larger South Hillsboro concept plan, adding parks, commercial, schools, and over 20,000 homes to Hillsboro



May 10, 2018

Ms. Deborah McMahon
Planning Manager
City of Redmond
City Hall
411 SW 9th Street
Redmond, Oregon 97756

Re: Memorandum of Interest
Skyline Affordable Housing Project

Dear Ms. McMahon:

On behalf of The Wasserman Group, LLC, ("***TWG***") I am pleased to provide the City of Redmond, Oregon (together with its affiliates, "***Redmond***") with this non-binding memorandum of interest ("***MOI***"), which outlines the high-level and general terms and conditions of a proposed public/private partnership with Redmond for the HB 4079 OAR 660-039-0000 through 0100 affordable housing pilot program (the "***Project***").

This MOI does not constitute or create, and shall not be deemed to constitute or create, a legally binding or enforceable obligation, joint venture, partnership, or other business relationship on the part of any of the parties hereto, and should not be construed as a commitment to provide an equity investment in, or a loan to, the Project.

Project Description	The Project will be located in Redmond on approximately 40 acres of currently undeveloped land. TWG will work with Redmond to develop a master development plan, which shall include such items as the Project concept and design, financing and tax-credit options, construction, and management and operations of a mixed-income residential community (with an emphasis, for a minimum of 30% of the units created, on residents who earn no more than 80% of AMI).
Project Costs	While the Project's total costs cannot be determined at this time, we believe that as the master development plan evolves we will be in a position to provide an accurate budget and estimate of costs. To accomplish this we anticipate that TWG and Redmond will work together to create a scope of work that will allow us to produce an accurate budget.
Proposed Public Private Partnership	Notwithstanding other provisions of this MOI, Redmond and TWG will work cooperatively in a quasi-public/private partnership ("**PPP**"), whereby Redmond will contribute the land at no cost as well as other potential subsidies, including, but not limited to, water, sewer, streets, and other components needed to the build-out the Project infrastructure. TWG will provide its expertise, capital sources, overhead, and development knowledge to coordinate and complete all aspects of the Project, as well as pre-development costs needed to bring the Project to fruition.
Timing	To-be-determined and mutually agreed upon by both parties. The overall development will likely be completed in phases and developed as the parties hereto may agree. While the phases may be arbitrarily set by Redmond and TWG, they may also be influenced by data collected in a 3rd party market/feasibility analysis.
Tax Credits and Permanent Debt	TWG will be responsible for sourcing all debt and/or tax credit equity required to develop and support the Project.

4770 S. Atlanta Road, SE, Suite 200 • Atlanta, Georgia 30339 • 770.874.8800

Predevelopment/ Due Diligence Expenses	Subject to a mutually agreed upon budget and limitation, TWG shall be responsible for all predevelopment costs relative to the buildout of the Project.

THE WASSERMAN GROUP, LLC

By: _____

Stephen M Wasserman, Managing Member

AGREED AND ACCEPTED:

CITY OF REDMOND, OREGON

By: _____

Its _____

The Wasserman Group, LLC
Management Team and Experience

THE WASSERMAN GROUP, LLC & AFFILIATES:

Stephen M. Wasserman Over his business career Steve Wasserman has been involved in virtually every aspect of real estate. A Certified Public Accountant and graduate of the University of Illinois (Urbana), he came to the real estate industry after serving as an auditor and tax accountant for PricewaterhouseCoopers (then Price Waterhouse & Co.) and having completed one of the country's most rigorous and prestigious corporate management development programs at Illinois Bell (now AT&T). He later served as Executive Vice President/Controller of the real estate division of a Wheelabrator/Frye, a then NYSE company, where he was responsible for a multi-family development and property management company with approximately 50,000 apartment units and a significant number of commercial properties under management. During the REIT crisis of the mid-to-late 1970's Steve was an officer of First Wisconsin National Bank (now US BANK), where he managed a diverse multi-hundred million dollar (1970's dollars) "work-out" portfolio of troubled real estate and loans. As a bank officer he was directly involved in borrower negotiations, bank swaps, construction completion, asset and property management, and virtually every other real estate/banking related activity on properties throughout the U.S. He moved from Denver to Atlanta to finalize the Bank's asset completion and disposition process in the Southeast and remained with the Bank until late 1977, when he formed The Wasserman Group, Inc. (TWG). It is a specialist in government financed programs and has completed numerous tax-exempt bond transactions as a consultant and fee developer.

In addition to asset and property management (including contracted development relationships with MGIC and AMBAC), over its 40+ year existence TWG developed offices (award winning), apartments, condominiums (award winning), and single-family houses nationally. In recent years TWG has concentrated on tax credit housing and other affordable housing. Steve is a founder of two not-for-profit housing companies whose missions are the acquisition and long-term preservation of affordable housing nationally – Affordable Housing America, Inc. and American Covenant Senior Housing Foundation, Inc.

Over his career Steve has been the developer, owner, consultant, and/or asset or property manager of over 8,500 multi-family units and single family homes nationally.

Peter H. Wasserman Peter has been involved in the development, construction, brokerage, and asset management of low and moderate-income multifamily real estate since 2002.

Between 2002 and 2005 Peter managed approximately $65mm in new construction tax exempt bond transactions as a fee-based developer with The Wasserman Group, Inc. The rated bonds on these transactions utilized a government loan guarantee program as credit enhancement to the debt. The six projects involved in these transactions consisted of a blend of seniors housing (age/income restricted congregate care) and income restricted (non-LIHTC) family developments. These projects utilized §501(c)(3) sponsors with whom TWG had no previous relationship. During the development of these projects Peter formed two §501(c)(3)'s that would be utilized as future sponsors of similar transactions. Those §501(c)(3)'s remained dormant for several years as the rules affecting various loan programs used by TWG slowly changed but are now quite active.

In 2005 Peter switched his focus to the acquisition/rehab (or "preservation") of aged USDA Section 515 (formerly "Farmers Home") and other rural properties. Between 2005 and 2010 Peter was involved with fifteen LIHTC transactions all of which received either 9% LIHTC awards or some other form of subsidized funding.

Following the credit debacle of 2008, in 2009 Peter shifted his focus to growing the non-profit organizations he co-created and managed. Since 2009 Affordable Housing America, Inc. ("AHA") has closed on 13 multifamily properties geographically scattered across the country. The properties AHA

owns have been financed with a variety of diverse capital stacks which include a combination of tax credits, HUD/USDA debt, tax-exempt bonds, and soft money/grants. Peter was heavily involved in all aspects of the acquisition, finance, and development of AHA's projects.

Prior to entering the real estate industry Peter spent five years with the Atlanta Symphony Orchestra as Program Coordinator for the Chastain Park Amphitheater and the Symphony Hall "Super POPS!" concert series. During this time, he produced over 200 live concert events (ranging from pop acts such as Hootie and the Blowfish to classical performances featuring the Atlanta Symphony Orchestra).

Peter is a graduate of Georgia State University with a degree in Economics.

David M. Perloe Through TWG, David works with qualified §501(c)(3) designated organizations, for-profit developers, brokers, and property management companies to assemble transactions that meet TWG's financing criteria. David is also an asset manager for Affordable Housing America, Inc. ("AHA"), a Georgia based non-profit affordable housing owner and developer. David's responsibilities at AHA parallel those at The Wasserman Group, leveraging his ability to bridge public §501(c)(3)'s with for profit developers. David is responsible for asset management and due diligence coordination of property acquisitions as well as asset management of existing properties in the AHA portfolio. Prior to joining AHA, David was the Off-Premise VP of Sales and Marketing for regional beverage company Whynatte Latte. David graduated from Colorado State University with a degree in Finance.

David E. Wasserman Since 2010 David has been involved in the development, construction and asset management of low and moderate-income multifamily real estate as well as multiple low income housing tax credit ("LIHTC"), HUD/USDA-financed, unenhanced affordable housing and Affordable Housing Program – Federal Home Loan Bank transactions since 2010. David is the Executive Director of Social Housing, Inc, a Georgia nonprofit organization recognized by the IRS as a 501(c)(3) organization under the Code with the charitable purpose of owning and operating affordable multifamily housing. and asset manages a portfolio of 14 affordable multifamily properties for both Social Housing as well as Affordable Housing America, Inc. ("AHA"), another Georgia based non-profit affordable housing owner and developer. Since 2009, AHA and Social Housing have acquired 16 multifamily properties containing approximately 900 units. These properties have been financed with combinations of low income housing tax credits, HUD/USDA debt, tax-exempt bonds, and soft money or grants. As Chairman and Executive Director of the Sole Member, Mr. Wasserman oversees the day to day operations of the Sole Member and acts as a point of contact to the wide net of industry players who participate in the Sole Member's operational activity. Mr. Wasserman is a graduate of Hunter College in New York.

John S. Gumpert John offers construction and real estate development-related expertise to clients and partners within the multifamily industry. With over 30 years experience, his diverse and comprehensive project range includes: development, design and construction of high end condominiums, large tract garden apartments, Historic loft conversions, townhouse developments and subsidized government housing projects. John applies economic value added analysis to the design, development and production phase for new or renovated projects. John focuses on goal alignment, relational structure and cost containment to ensure optimum project results.

John's firm, Camden Management Partners, LLC, has evolved from its origins as a service provider to a full service development company with full development and general contracting capabilities. Camden is currently performing development construction and construction management services on a variety of project types including the recent historic preservation and conversion of Loray Mill in Gaston, North Carolina.

James D. Miller, Architect Mr. Miller established the Miller Architecture in July, 1968, as James D. Miller, A.I.A., Architect, Ltd. Prior to opening his own office, he worked for five years for other firms in the area. Mr. Miller obtained his professional education at Clemson University, specializing in architectural design and receiving a Bachelor of Architecture Degree in 1964. He also did post graduate work toward a Master of Architecture Degree at Clemson from 1966 to 1969. Mr. Miller has been

registered to practice architecture in the State of South Carolina since October of 1967. He presently has NCARB certification and is registered to practice architecture in fifteen states.

Miller Architecture, LLC is a full-service medium-size architectural firm that has designed a broad range of projects including but not limited to apartment and dormitory complexes, assisted living facilities, medical offices, shopping centers, hotels, industrial plants, warehouses, and professional office buildings. Over half of Miller Architect's experience has been in the broad area of multi-family residential facilities. Miller Architecture has designed in excess of 150,000 living units consisting of conventional apartments, independent living apartments, assisted living facilities, timeshare condominiums, resort condominiums, HUD apartments, government family housing, condominiums, town homes, college dormitories, single-family housing, public housing, and government subsidy apartments. These units have been in buildings from one to nine stories in height using many types of materials. Presently Miller Architecture has work in South Carolina, Georgia, Florida, and Kentucky. Construction cost range from $47,000 per unit to over $100,000 per unit.

Miller Architecture also has significant experience in the area of health care and retirement elderly living facilities. These projects include medical offices and clinics, nursing homes and assisted living centers, housing for the elderly and the mentally challenged, and retirement communities containing patio homes, apartment buildings, and clubhouse/recreational facilities.

Miller Architecture provides full architectural services, land planning, landscape and has a full range of consultants for structural, mechanical, plumbing, electrical, and civil engineering.

PROPERTIES DEVELOPED, OWNED OR ASSET MANAGED BY THE WASSERMAN GROUP, CAMDEN MANAGEMENT PARTNERS, AND ITS AFFILIATES

COMPLETED DEVELOPMENTS:

LORAY MILL LOFTS PHASE I, GASTONIA, NC, - 190 unit apartment community, 100,000 sq ft of commercial, historic mill conversion/ adaptive reuse (FHA financing, federal/state mill and historic credits).

STERCHI LOFTS, KNOXVILLE, TN – 100 unit apartment community, historic mill conversion of 13 story high rise (FHA financing, historic federal tax credits)

CJ MCLIN APARTMENTS, DAYTON, OH, - 46 unit age restricted community, acquisition with significant rehab (Tax exempt bond transaction/ 100% Project Based Section 8)

GROVE HOUSE APARTMENTS, EAST ORANGE, NJ – *33 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction/ 97% Project Based Section 8)*

PARK TERRACE APARTMENTS, EAST ORANGE, NJ – *39 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction/ 97% Project Based Section 8)*

ATHENS GARDEN APARTMENTS, ATHENS, OH – *44 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction/ 100% HAP, Anticipated Closing December 2015)*

COLONIAL VILLAGE, CINCINNATI, OH – *66 unit family apartment community, acquisition with light rehab to perm (Bridge to Perm, 100% Project Based Section 8)*

CREEKSTONE PINES APARTMENTS, GREENVILLE, AL – *76 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction)*

MAGNOLIA TERRACE APARTMENTS, Tallahassee, FL- *108 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction, 100% Project Based Section 8)*

MALCOLM KENNER APARTMENTS, Kenner, LA - *65 unit family apartment community, acquisition with light rehab (Tax exempt bond transaction, 100% Project Based Section 8)*

WASHINGTON GARDENS APARTMENTS, Grenada, MS - *100 unit family apartment community, acquisition with substantial rehab (HUD 221(d)(4), 9% LIHTC, 100% Project Based Section 8)*

THE WOODBRIDGE APARTMENTS, Nashville, TN - *220 unit apartment community (HUD 221(d)(4))*

THE PINERY, Alpharetta (Atlanta), GA - *230 lot single family subdivision with additional 230 acres of vacant land (Conventional)*

EAGLERIDGE, Pueblo, CO - *1,000± acre, 500+ home planned community (Conventional)*

STRAWBERRY HILL APARTMENTS, Colorado Springs, CO - *312 unit apartment community*

BERKSHIRE APARTMENTS, Colorado Springs, CO - 540 unit apt. community and 100± acres of land

KENSINGTON APARTMENTS, Boulder, CO - *140 unit apartment community*

RAMADA INN WEST, Denver, CO - *150 room motel*

BARCELONA APARTMENTS, Tucson, AZ - *240 unit apartment community*

CHANDLER APARMENTS, Chandler (Phoenix), AZ - *180 unit apartment community*

LA PALMA APARTMENTS, San Antonio, TX - *180 unit apartment community*

THE HERMITAGE, Houston, TX - *130 unit Senior luxury high rise apartment building*

ALABAMA STREET CONDOMINIUMS, Houston, TX - *65 unit condominium community*

GARDEN HAUS APARTMENTS, Oklahoma City, Oklahoma - *252 unit apartment community*

CAVALIER OFFICE BUILDING, Oklahoma City, OK - Approximately *150,000 square feet office tower* – INCLUDED BUREAU OF INDIAN AFFAIRS (GSA) AS TENANT

LARGE LAND TRACT, Tulsa, OK - *700± acre land tract*

LARGE LAND TRACT, Raleigh, NC - *1,000± acre multi-use land tract*

COUNTRY PLACE APARTMENTS, Nashville, TN - *240 unit apartment community*

SUTTON PLACE APARTMENTS, Nashville, TN - *320 unit apartment community*

CAMELOT CONDOMINIUMS, Atlanta, GA - *330 unit condominium community*

3200 CLAIRMONT ROAD CONDOMINIUMS, Atlanta, GA - *90 condominium units*

CEDAR CANYON CONDOMINIUMS, Atlanta, GA - *120 condominium units*

318 WEST ADAMS STREET, Chicago, IL - *150,000 square foot 18 story office building –*

221 E. ERIE STREET, Chicago, IL - *80,000 square foot office building, 80 condominium units*

TURTLE CREEK CONDOMINIUMS, Dallas, Texas - *100 unit luxury condominium project*

DESERT PALMS CONDOMINIUMS, Palm Springs, CA - *140 unit condominium project*

BITTERBRUSH CONDOMINIUMS, Incline Village (Lake Tahoe), CA - *90 unit luxury condominium*

FREMONT COURT APARTMENTS, Fremont, CA (San Francisco area) - *490 unit apartment community*

PROPERTIES DESIGNED BY MILLER ARCHITECTURE

Acorn Park - 300 units - Jacksonville, FL
Addison Place - 160 units - Crestview, Florida
AHEPA 242 - 48 Units - Greenville, SC
Anderson Village (Rehab) - 98 units - Anderson, SC
Appian Way - 204 Units - N. Charleston, SC
Arbors At Fairview - 168 units - Simpsonville, SC
Ashley Park Apartments - 172 units- Myrtle Beach, SC
Ashley Park Townhomes - 65 Units - Charleston, SC
Ashton Court Apartments - 70 units - LeGrange, GA
Ashton Cove - 57 Units in Kingsland, GA.
Austin Woods Apartments - 168 units - Pensacola, FL
Auston Grove - 320 units - Raleigh, NC - d4d

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

Auston Woods - 288 units - Charlotte, NC
Autumn Woods Apartments - 144 units - Mauldin, SC d4d
Bailey Gardens - 24 Units - Lake City, SC
Beechwood Commons - 182 units - Athens, GA - d4d
Berry Shoals - 192 units - Spartanburg, SC
Butler Terrace - 56 units in Mauldin, SC
Calhoun Gardens - 76 units - Calhoun, GA
Cambridge Court - 64 units - Florence, SC - Tax Credit
Cambridge Hills Assisted Living - Roxboro, NC
Cameron at Clarkesville - 60 units - Clarkesville, GA
Cameron Crossing - 134 units - Moonville, SC - USDA
Cameron Crossing, II - 64 units - Moonville, SC - USDA
Carolina Crossing - 216 units - Columbia, SC
Center Pointe Apartments - 132 units - Greenwood, SC - d4d
Clam Farm - 62 units - Folly Beach, SC
Clarion Crossing II - 32 Units in Raleigh, N.C.
Cliffs @ Walnut Cove - 17 Units - Asheville, NC –
Village Townhomes Companion @ Carter Mill - 144 units - Sumter, SC - d4d
Country Wood at Blue Angel - 108 units - Pensacola, FL
Cross Creek Apts. - 144 Units - Beaufort, SC
Cypress Pond @ Porter's Neck - 264 units - Wilmington, NC
Eastwood Village - 140 units - Asheville, NC - d4d
Enclave at Deep River Plantation - 220 units - High Point, NC
Forest Oaks Apartments - 168 Units, Rock Hill, SC - d4d
Forest Oaks Apartments, II - 120 units, Rock Hill, S.C. - d4d
Forest Pointe - 120 units - Walterboro, SC - d4d
Fox Run Apartments - 120 units - Camden, SC - d4d
Glen Eagles II - 144 Units in Winston-Salem, N.C.
Greenbrier Apartments II - 168 units in Columbia, SC
Greer Gardens - 168 Units in Greer, S.C.
Greystone Loch - 192 Units in Hilton Head, S.C.
Hard Scrabble Apartments - 120 units - Columbia, SC
Haven at Boiling Springs - 264 units - Boiling Springs, SC
Haven at Mountain Oaks - 24 units - Sylva, NC –
Housing for the elderly Huntington Place - 192 Units in Columbia, S.C.
Huntsville-Summit - 101 units - Huntsville, AL
Jasmine Cove - 184 Units - Simpsonville, SC
Lake Shadow @ Limestone - 96 Units - Gainesville, GA
Laurel Crest - Pigeon Forge, TN - Timeshare
Laurel Hill Apts. - Port Royal, SC
Leafstone Apartments - 232 units - Covington, GA
Legacy at Anderson - 100 units - Anderson, SC - Independent Living - USDA
Legacy at Dallas - 105 units - 93 units - Dallas, GA - Independent Living - USDA
Legacy at Lehigh - Lehigh, FL -93 Units - Independent Living - USDA
Lexington Place- 144 units - Centerville, GA
Magnolia Lane - 48 units in Conway, SC
Magnolia Manor (Rehab) - 48 units - Sumter, SC
Manning Gardens (Rehab) - 50 units - Manning, SC
Meadows, Phase Ill - 48 units - Asheville, NC
Merchants Court - 192 Units in Dallas, GA.
Meridian Place Townhomes - 100 units - Rock Hill, SC
Meridian Place, II - 100 units - Rock Hill, SC
Midland Terrace Apartments - 120 units - Summerville, SC d4d
Mill Creek Apartments - 290 Units in Atlanta, GA
Mosteller Mansion Apts. - 168 units - Hickory, NC
Mountain Loft, Phase IV - 55 Units in Gatlinburg, TN - Timeshare
Oak Forest Ill Apartments - 192 Units in Spartanburg, S.C.
Osprey Place - Tax Credit - 108 units - Charleston, SC

Osprey Pointe - 72 units - Tax Credit - North Charleston, SC
Parks At River's Edge - Condos - N. Charleston, SC
Park @ River's Edge - 168 Units - N. Charleston, SC
Peaks at Conyers - 260 units - Conyers, GA - Tax Credit
Peaks @ West Atlanta - 214 units - Atlanta, GA - Tax Credit
Pelican Pointe - Charleston, SC
Pine Terrace Villas - 24 units - Swainsboro, GA
Pinnacle Ridge (renovations) - Asheville, N.C.
Preston Creek Apartments - 260 units - McDonough, GA
Preston Creek II - 74 units - McDonough, GA
Preston Glenn @ Bridgemill - 300 Units in Cherokee County, GA.
Preston Hills at Mill Creek - 464 units - Gwinnett County, GA
Preston Mills @ Gwinnett - 464 Units in Gwinnett County, GA.
Preston Pointe Apts. -48 Units - Clemson, SC
Preston Pointe at Windermere - 346 units - Forsythe County, GA
Puller Place Apartments - Jacksonville, NC
Riverbirch Townhomes - 74 units - Greenville, SC
Seven Farms Apartments - Daniel Island
Shady Grove Apts. - Charleston, SC
Shires Apartments - West Ashley, SC - 72 units South
Tryon Apartments - 216 units - Charlotte, NC
Stonegate @ Spring Lake - 264 units - Spring Lake, NC
University Center - 156 Units - Charlotte, NC
Village @ Auston Woods II - 204 Units - Charlotte, NC
Village at Lake Wylie - 392 units - Lake Wylie, SC
Village on the Lake - 156 Units - Fayetteville, NC
Village on the Lake II - 144 units - Fayetteville, NC
Vinings @ Duncan Chapel - 196 units - Greenville County, SC
Vinings at ICAR - Greenville, SC
Vinings at Matthews - 240 units - Matthews, SC
Vinings at Roper Mountain - 208 units - Greenville, SC
Vinings at Westcott - 192 units - North Charleston, SC
Vinings at Wildwood - 168 units - Morehead City, NC
Walden Glen Apartments - 240 Units in Augusta, GA.
Walker's Crossing, Phase II - 72 units - Knoxville, TN
The Woods @ Georgetown - 72 Units in Savannah, GA.

Team Contact information

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phw@wassermangroup.com

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1 - Creations Nor...8.pdf

CREATIONS NORTHWEST, LLC
CCB 181981
2500 Willamette Falls Drive Suite 207
West Linn, OR 97068
503.908.0563

Ms. Deborah McMahon
Planning Manager
City of Redmond
411 SW 9th Street
Redmond, OR 97756

Re: City of Redmond's HB 4079 Affordable Housing Proposal

Dear Ms. McMahon,

On behalf of Creations Northwest, LLC, I am pleased to confirm our interest in partnering with the City of Redmond on your bid for an affordable housing pilot program under HB 4079 OAR 660-039-000 through 0100. Please find attached our conformation affidavit of interest along with our company background information and development experience you requested.

Creations Northwest develops and owns apartment communities, self-storage facility and assisted living and memory care facilities. Creations Northwest also develops and constructs townhomes and single family lots for sale in our master plan communities. We are currently developing projects in Redmond, Bend, Albany, Salem, Milwaukie, Portland and Gresham. A list of our current and past projects is attached.

We are currently constructing the first phase of a 31-acre master plan development in Redmond called The Crossings. When completed, the project will have 49 single family homes (Residences at The Crossings), 57 townhomes (Townhomes at The Crossings), 180 attached apartments (Heights at The Crossings), and a mixed-use community with commercial on the first floor and 21 apartments above. I have included the Crossings conceptual master plan layout and renderings of some of the buildings in this letter.

I have also enclosed plans, renderings, photos and a video of some of our completed projects. Thank you for the opportunity to be included in your HB 4079 proposal.

Sincerely,

Hans Thygeson
Manager, Creations Northwest

CITY OF REDMOND
Community Development Department

716 SW Evergreen Avenue
Redmond, OR 97756
(541) 923-7721
Fax: (541) 548-0706
www.ci.redmond.or.us

Gordon Howard
Community Services Division Manager
Oregon Dept. of Land Conservation and Development
635 Capitol St. NE, #250, Salem OR 97301
Direct: (503)-934-0034
gordon.howard@state.or.us | www.oregon.gov/LCD

Dear Mr. Howard:

It is our pleasure to submit the City of Redmond proposal for the HB 4079 OAR 660-039-0000 through 0100 affordable housing pilot program. Programs such as these will help Redmond and the Central Oregon region provide an adequate supply of land within urban growth boundaries – with 50% of the 40-acre site dedicated to long-term affordable housing.

HB4079, as implemented by OAR 660-039-0000, describes how the affordable housing pilot program is intended to: (1) Encourage local governments to provide an adequate supply of land within urban growth boundaries that is dedicated to affordable housing; (2) Encourage the development of affordable housing on land dedicated to affordable housing; (3) Protect land dedicated to affordable housing from conversion to other uses before or after the development of affordable housing; (4) Enhance public understanding of the relationship of land supply to the development of affordable and needed housing; and (5) Enhance public understanding of how cities can increase the amount of affordable and needed housing. Moreover, OAR 660-039-0000 requires cities to identify:

The identity of entities that may partner with the qualifying city in development of the pilot project site and the prior experience with the development of affordable or market-rate housing, and that of any other entity, public or private, that will be developing the pilot project site.

The City of Redmond submits Creations NorthWest, LLC as a potential partner and supplies data from this partner showing interest and experience with affordable and/or market rate housing as shown on Exhibit A of this document. Exhibit A provides background information and development examples of projects similar to the housing proposed on Exhibit B.

CREATIONS NORTHWEST, LLC
CONSTRUCTION RESUME

Commercial, Offices:

2003	Completed extensive remodel of 8,500 square foot office building.
2004	Purchase and remodeled 3,000 square foot office

Commercial, Self-Storage:

2006	Built 70,000 square feet of self-storage, Albany, Oregon
2009	Built RV storage, Albany, Oregon
2015	Built 12,000 square feet of enclosed self-storage, Albany, Oregon
2017	Build 27,000 square feet of self-storage, Albany, Oregon
2018	Building 80,000 square feet of multi-story self-storage, Milwaukie, Oregon

Residential, Multi-Family (Apartments):

2001	Rehab of existing apartment community, Gladstone, Oregon
2003	Rehab of existing apartment community, Salem, Oregon
2006-2007	Built 126-unit apartment community, Salem, Oregon
2008-2009	Built 78-unit apartment community, Salem, Oregon
2012-2013	Built 102-unit apartment community, Salem, Oregon
2014-2014	Built 81-unit apartment community, Albany, Oregon
2015-2016	Built 72-unit memory care facility, Happy Valley, Oregon
2016-2017	Built 122-unit apartment community, Gladstone, Oregon
2017-2018	Built 121-unit apartment community, Salem, Oregon
2018-2019	Building 60 units of apartments, Gresham, Oregon

Residential, Single Family:

1999-2009	Land development and construction of subdivisions from 2 to 16 lots.
1999-2009	Built approximately 30 homes in various subdivisions.
1996-2013	Remodeled and sold 10-15 single family homes
2018	Building 17 townhomes, Redmond, Oregon
2018-2019	Building 12 townhomes, Gresham, Oregon
2018-2019	Building 12 cottages, Gresham, Oregon
2018-2019	Land development and construction of 49 lot subdivision, Redmond, Oregon

Assisted Living Facilities:

2002 -2005	Partnered in development of three Assisted Living Facilities in the Northwest
2014-2015	Remodel of 64-bed assisted living & 17 bed memory care, Idaho
2001-2015	Developed two Residential Care Facilities from existing properties
2016	Built 72-unit memory care facility, Happy Valley, Oregon

RV Park:

2001-2003	Partner in Development of 400- unit Senior RV Resort with 9 Hole Golf Course

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

4 - Crossings Mas...R.pdf

Letter of Interest
Skyline Affordable Housing Project

REF: The City of Redmond's proposal for the
HB 4079 OAR 660-039-0000 through 0100 affordable housing program

Prepared for:

Ms. Deborah McMahon
Planning Manager
City of Redmond
City Hall
411 SW 9th Street
Redmond, OR 97756

Presented by:

Lawnae Hunter, CRB, GRI
Lawnae Hunter Investments
695 SW Mill View Way
Bend, Oregon 97702
541-389-2486 (o)
541-389-2449 (Fax)
lhunter@plusmanagement.net

11th May 2018

By Hand

11th May 2018

Ms. Deborah McMahon
Planning Manager
City of Redmond
City Hall
411 SW 9th Street
Redmond, OR 97756

By Hand

Re: Letter of Interest – Skyline Affordable Housing Project

Dear Ms. McMahon:

We are pleased to respond to the City of Redmond's proposal for the HB 4079 OAR 660-039-0000 through 0100 affordable housing program (the "Project").

Lawnae Hunter Investments (together with all affiliates, collectively "Hunter") offers the City of Redmond, Oregon (together with its affiliates, "Redmond") this non-binding letter of interest ("LOI"), which outlines the very general terms and conditions of a proposed public-private partnership with Redmond.

This LOI does not constitute or create, and shall not be deemed to constitute or create, any legally binding or enforceable obligation, joint venture, partnership, or other business relationship on the part of any party hereto and should not be construed as a commitment to provide an equity investment in, or a loan to, the Project.

Project Description

The 40 acre Project site is located at the end of Kingwood Avenue in Redmond, Oregon on currently undeveloped land. Hunter will work with Redmond to refine the proposed Project concept to design, finance, construct and operate a mixed income community with an emphasis on targeting residents making 80% of AMI for 30% of units created.

Project Costs

The total projects costs are yet to be determined. However, it is anticipated that Hunter and Redmond will work together to come to some reasonable final conclusion on project costs once the final scope of work is complete.

Proposed Public Private Partnership

Notwithstanding the conditions of this LOI stated above, Redmond and Hunter will work together in a quasi public private partnership ("PPP") whereby Redmond will contribute the land and make other possible contributions including, but not limited to, water, sewer, streets and other components relative to the build out of the Project infrastructure. Hunter

will provide its expertise, capital and other sources, and development knowledge to coordinate and complete all aspects of the Project, as well as predevelopment costs needed to bring the Project to fruition.

Timing

To-be-determined and mutually agreed upon by both parties. The overall development will likely be completed in phases and developed as the parties hereto may agree. The phases may arbitrarily agree upon between Redmond and Hunter, and/or be influenced by data collected in a 3rd party market feasibility analysis.

Predevelopment/ Due Diligence Expenses

Subject to a mutually agreed upon limit, Hunter shall be responsible for its own predevelopment costs relative to the build out of the Project.

Tax Credits and Permanent Debt

Hunter will be responsible for sourcing any and all debt and/or tax credit equity required to support the Project.

Attached are various supporting Exhibits:

EXHIBIT A	**Lawnae Hunter - CV**
EXHIBIT B	**Lawnae Hunter Investments, LLC - Sample Projects**
EXHIBIT C	**Recent letter of support from Alice M. Patino, Mayor of Santa Maria, CA sent to Redmond Oregon City Manager Keith Witcosky**
EXHIBIT D	**Recent letter of support from Robert A. Ogden, CPA, CFP sent to Redmond Oregon City Manager Keith Witcosky**
EXHIBIT E	**Keysite 30/ Bradley Village - Santa Maria, CA - Conceptual Site Plan 80-acre site approved for 352 units.**
EXHIBIT F	**Betteravia Business Plaza - Santa Maria, CA - Conceptual Site Plan 32,000 SF Class A Office Building**

Thank you for your consideration.

Lawnae Hunter Investments

By: Lawnae Hunter

Lawnae Hunter

EXHIBIT A

Lawnae Hunter
695 SW Mill View Way
Bend, OR 97702
(541) 388-0404

Lawnae is former Principal Broker/Co-Owner of Windermere Central Oregon Real Estate in Bend, Oregon and Prudential Hunter Reality in Santa Barbara, CA. She has over thirty-five years' experience in general real estate brokerage including land development, new home sales, property management and general resale. She is knowledgeable in all phases of real estate. Lawnae thrives in a dynamic and competitive sales environment with a strong understanding of the market forces affecting Central Oregon. In addition to her development activities she is currently Principal Broker/Owner of PLUS Property Management of two offices in Central Oregon managing over 900 units and four offices in Santa Barbara County, California, managing well over 1,100 units.

Qualifications & Summary of Experience

- Sold in excess of 300 million dollars in land, lots, and subdivisions. A total of 59 projects and subdivisions.
- Residential Resale, Commercial Sales/Leasing.
- Consulting on Troubled Assets.
- Consulting with Builder/Developers in the planning & marketing of new communities.
- Managed & owned multi-office regional real estate firm, recognized for numerous sales awards.
- Creative, problem solving thinking.

Selected Accomplishments

- Developed and owned the largest regional real estate company on the Central Coast, consisting of six offices and 170 sales staff D.B.A. Prudential Hunter Realty. This company was acquired by a Berkshire Hathaway affiliate in 2003.
- Founded Central Oregon Economic Forecast Project in 2009.
- Conference Co-Chair of Center for Economic Forecasting (CERF) Annual Business Meeting Featuring noted economic speakers Andrew Sorkan and Bill Watkins.
- Central Oregon Rental Owners Association- 2009/2010 President.
- Woman of the Year - 2009, 33rd Assembly District.
- 2004 Entrepreneur of the Year, Santa Maria Sun.
- 2011 Woman of the Year, Bend Oregon; The Source Weekly
- Honorary Professor- Kazakh American Free University (Kazakhstan) -Invited to speak to women graduate students at Kazak American University in 2014.
- Founding Chair of Woman's Fund of Santa Barbara County – Raised over a million dollars to date
- Founding Chair of North Santa Barbara Economic Alliance. Emphasizing job creation in the local community and education on vibrant job markets.

Organizations & Boards of Directors

- Rotary International, Past President/Board of Directors of the Santa Maria Rotary South in 2004, current member Greater Bend Rotary.
- 2009/2010 President, Central Oregon Rental Owners Association.
- Secretary & Board Member, Innovation Theatre Works (non-profit, Bend).
- Central Oregon Economic Forecast Project (co-chair) 2009 and 2010.
- City of Santa Maria Planning Commission – 2003 to 2006.
- Board Member and Vice-Chair 2018 of Oregon Real Estate Agency (OREA) – Governor appointed position.
- Co-Founder and Treasurer of Stroke Awareness Oregon (SAO) – 2018

Education & Training

- Graduate Realtor's Institute (GRI)
- Certified Residential Brokerage Manager (CRB)
- California Real Estate Brokers License
- Oregon Real Estate Principal Brokers License

EXHIBIT B

Lawnae Hunter Investments, LLC
Sample Projects

Keysite 30/ Bradley Village - Santa Maria, CA
80-acre site approved for 352 units.
A planned community including senior housing, apartments, and single-family homes.

Old Mill Run - Santa Maria, CA
48 lots

Casa Serena - Lompoc, CA
48 unit tax credit senior apartments

Copperleaf Village- Bend, OR
28 unit lot, multi-family units

Mira Oaks – Lompoc, CA
19 single family custom homes

Sandalwood – Bend OR
40 lot subdivision

Hillside Park – Solvang, CA
Custom homes

Betteravia Business Plaza – Santa Maria, CA
32,000 class A office building

Hunter Commercial Center – Santa Maria, CA
17,000 sq. ft. Hacienda style office building

EXHIBIT C

Recent letter of support from Alice M. Patino, Mayor of Santa Maria, CA sent to Redmond Oregon City Manager Keith Witcosky

Santa Maria
All-America City

CITY OF SANTA MARIA
OFFICE OF THE MAYOR
AND CITY COUNCIL

110 EAST COOK STREET, ROOM 1 • SANTA MARIA, CA 93454-5190 • 805-925-0951 • FAX 805-349-0657 • www.cityofsantamaria.org

October 16, 2017

Keith Witcosky
City Manager
411 SW 9th Street
Redmond, Oregon 97756

Re: Letter of Reference for Lawnae Hunter

Dear Mr. Witcosky:

Lawnae Hunter was very civic-minded and did a lot for our community of Santa Maria during her 30 years here. Beyond being active with civic groups, she developed real estate projects and her buildings are an asset to Santa Maria.

She served four years as an excellent appointee to the City of Santa Maria Planning Commission. Her reputation here was that of including the community in decision-making and working together to find common ground.

Lawnae has an eye for architecture and landscaping. As she branched out from real estate and began to develop her own projects, she built them to high standards.

Sincerely,

Alice M. Patino

ALICE M. PATINO
Mayor of Santa Maria

EXHIBIT D

Recent letter of support from Robert A. Ogden, CPA, CFP sent to Redmond Oregon City Manager Keith Witcosky

Ogden Wealth
MANAGEMENT & PLANNING SERVICES, LLC
A REGISTERED INVESTMENT ADVISOR®

411 East Betteravia Road, Suite 101
Santa Maria, CA 93454
Phone: (805) 739-0455
Toll Free: (866) 533-0455
Fax: (805) 739-5509
www.OgdenWealth.com

Robert A. Ogden, CPA, CFP®
LPL Registered Principal
CA Insurance Lic. #0C58057
David M. Ogden
Financial Advisor
CA Insurance Lic. #0L04761
Steven R. McCone
Financial Advisor

October 10, 2017

Keith Witcosky
City Manager
Redmond Oregon

I am writing this letter in behalf of Lawnae Hunter at her request.

Lawnae has a been a friend of mine for nearly twenty years. She was also a fellow Rotarian in my club in Santa Maria, CA.

Lawnae has been an exceptional business person for as long as I have known her. She has owned multiple real estate offices, continues to own real estate management businesses and continues to own rental properties. In fact, I have been a tenant in a prime office complex owned by Lawnae in Santa Maria for the last fifteen years. This building has been one of the best located and best run complexes in Santa Maria for some time. Lawnae and her management staff have done an exceptional job over the years of maintaining my offices in the property. In addition, the complex as a whole is well maintained and I have always been pleased to be a tenant. I would say that I know of no one who has a greater knowledge of real estate than Lawnae. This comment relates to real estate management, development, sales as well as any other aspect of the real estate business I can think of.

I want to also make an important additional comment regarding Lawnae as a person. For as long as I have known her she has been a very community minded person. One excellent example of this that immediately comes to mind is the primary role she played in the construction of Rotary Park, a very nice public park in Santa Maria. This is only one example.

I will conclude by saying that I have the highest regard for Lawnae, both as a business person and as a person actively involved in her community.

Sincerely,

Robert A Ogden, CPA, CFP®

email: robert.ogden@ogdenwealth.com • david.ogden@ogdenwealth.com • steven.mccone@ogdenwealth.com

The Financial Advisors with Ogden Wealth Management & Planning Services, LLC are
Registered Representatives with, and securities offered through LPL Financial, Member FINRA/SIPC

EXHIBIT E

Keysite 30/ Bradley Village - Santa Maria, CA - Conceptual Site Plan

80-acre site approved for 352 units.

A planned community including senior housing, apartments, and single-family homes.

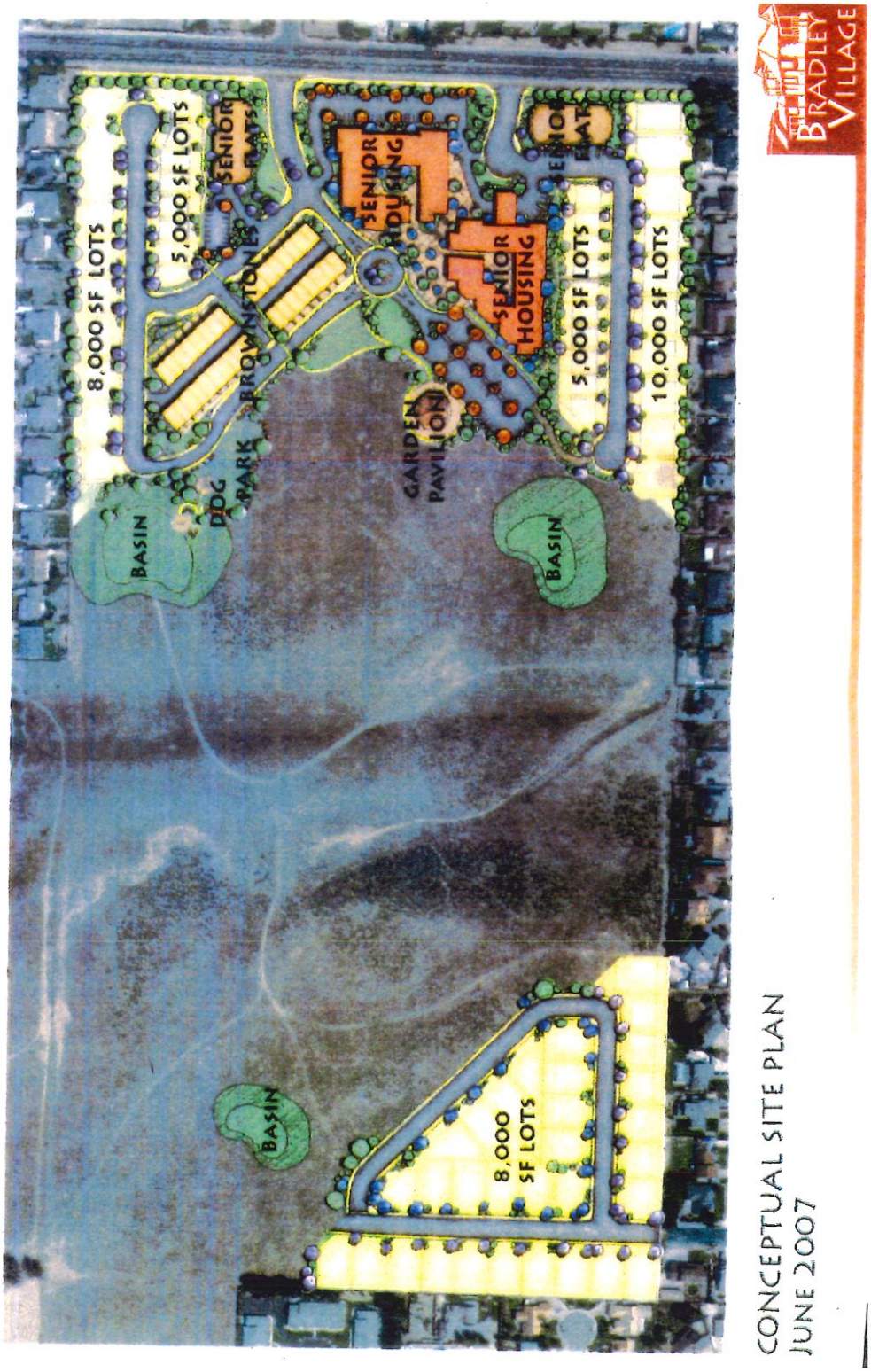


EXHIBIT F

Betteravia Business Plaza - Santa Maria, CA - Conceptual Site Plan
32,000 SF Class A Office Building

Deborah McMahon

From: Geoff Harris <gharris@Hayden-Homes.com>
Sent: Sunday, May 06, 2018 12:16 PM
To: Deborah McMahon
Cc: Deb Flagan
Subject: Hayden Homes HB 4079 draft
Attachments: Acadia slick GH 5-6-18.pdf; Argent slick GH 5-6-18.pdf; Austin slick GH 5-6-18.pdf

Importance: High

Hi Deborah,
Here is our brief statement draft (text below), and I've attached 3 glossy examples of our cottage product with interior photos, floorplans and exterior renderings of each. Please let me know what you think!

I'm happy to hear feedback on the narrative below from both of you; then I can email the Word doc & PDFs again to Deborah for assembly early in the week.

Sound good?

Thanks!
Geoff

Proposed Exhibit A narrative:

EXHIBIT A

Developer supplied letter of interest and experience samples

Hayden Homes, founded in 1989 in Redmond, OR, is now the largest private homebuilder in the Pacific Northwest. We operate in underserved, secondary markets across Oregon, Washington & Idaho. Our primary buyer focus is the "middle market"; that is, homes largely affordable by families earning from 80-120% of Area Median Income.

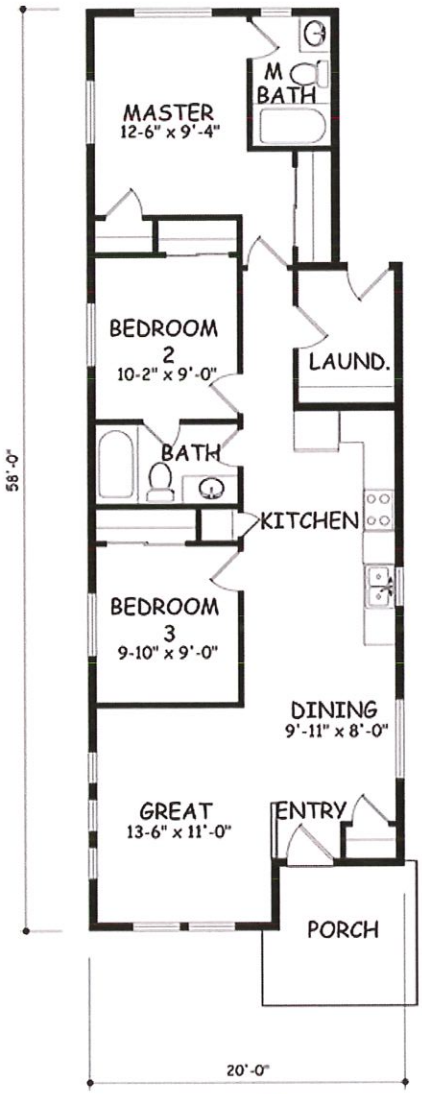
Considering the high cost of housing in Oregon, we are delighted to partner with the City of Redmond on this application. We have direct experience in cottage-style communities, examples of which are attached here in Exhibit A. We offer 400, 600, 880 and 1064 square-foot homes that can be built detached or attached & with or without garages.

Hayden Homes & Simplicity by Hayden Homes are proud to express interest in partnering with the City of Redmond to build the cottage-style portions of the proposed project, and potentially the attached townhomes or "plexes" that can accommodate versions of this unique and affordable product.

Geoff Harris | Regional Director
C: 541-749-0184
HAYDEN-HOMES.COM
Building Better Communities Since 1989

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

The Austin
1064 SF



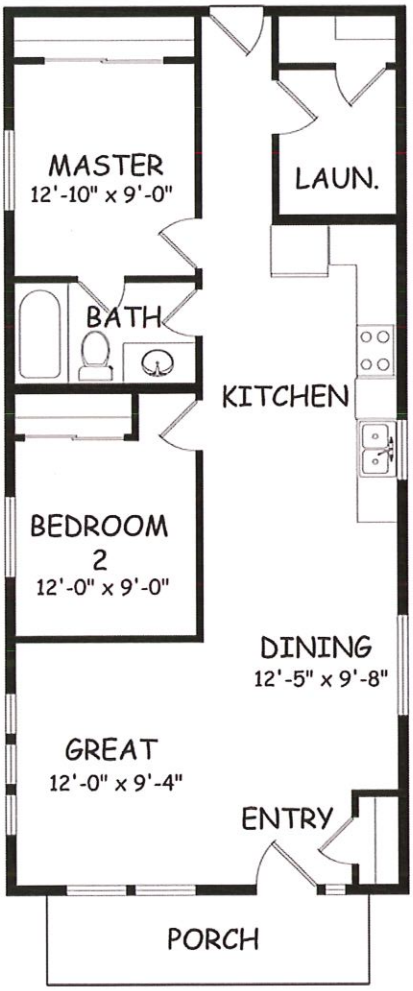
SIMPLICITY
BY HAYDEN HOMES

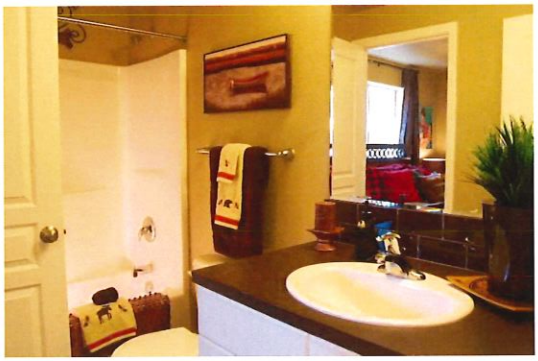
HAYDEN HOMES

© Hayden Homes LLC & Simplicity Homes LLC

EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

The Argent
880 SF



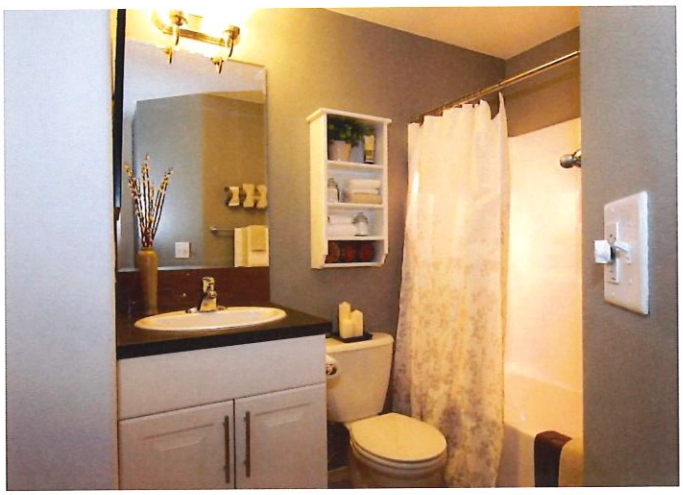


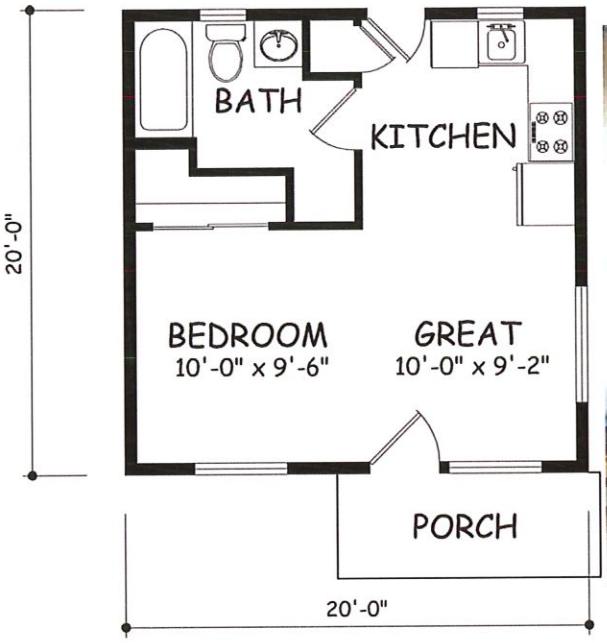
SIMPLICITY
BY HAYDEN HOMES

HAYDEN HOMES

© Hayden Homes LLC & Simplicity Homes LLC

The Acadia
400 SF





SIMPLICITY
BY HAYDEN HOMES

HAYDEN HOMES

© Hayden Homes LLC & Simplicity Homes LLC

HUNTER RENAISSANCE DEVELOPMENT LLC

May 30, 2018

Deborah McMahon
Planning Manager
City of Redmond
City Hall 411 SW 9th Street
Redmond, Oregon, 97756

Re: HB4079, Redmond, Oregon

Dear Ms. McMahon:

As the Managing Member of Hunter Renaissance Development, LLC (HRD), I wish to express our interest in participating with the City of Redmond in providing the most essential market segment of housing; middle income, workforce, multi-family housing. As experienced residential and mixed used developers for the past thirty (30) years, we feel very comfortable that we have the necessary qualifications as well as company structure to be a reliable city partner in creating Redmond's vision.

We have included information on the partners of HRD as well as information on our current townhouse development at 2650 NW Elm Street in Redmond, which is our prototype for a new and exciting workforce rental housing option. We look forward to this exciting and visionary city plan as we continue to work toward addressing the dearth of reasonably priced housing.

Sincerely,

Nancy J Kapp

HUNTER RENAISSANCE DEVELOPMENT LLC

The 27 Elm Townhomes * Redmond, OR

HUNTER RENAISSANCE DEVELOPMENT LLC

HRD Design is a creative concept presented by Hunter Renaissance Development LLC. It marries a creative, fresh approach to housing design and construction with a fundamental belief in containing costs and delivering returns to investors.

It is readily adaptable to market forces, allowing us to provide affordable essential worker developments, mid-priced options, and customized high-end products, as well as focusing on 55+ consumers.

Hunter Renaissance Development LLC is a venture between the principals of Hunter Investments, LLC and The Renaissance Companies, whose combined experiences range from urban infill to small town Main Street resurgence to industrial rail projects. With developments across the Midwest and in the Pacific Northwest, the members bring a depth and variety of knowledge and expertise to HRD Design that is exciting and new. We believe we create neighborhoods, grow communities, and act as the catalyst for a renaissance of design and construction.

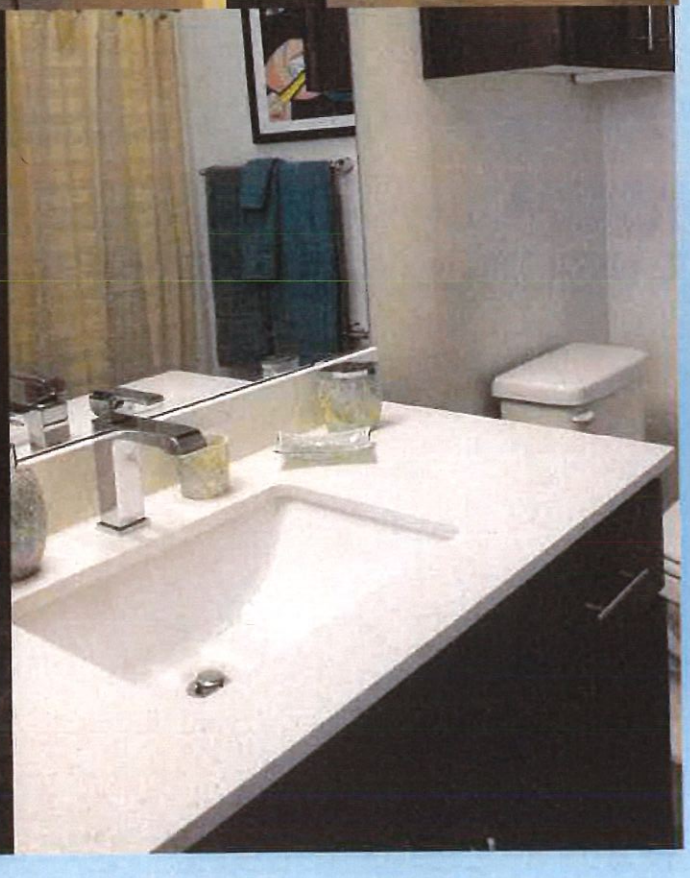
All images are representative of design intent; finishes and floor plans are subject to change and adjustment.

THE MATERIALS CONTAINED HEREIN ARE CONFIDENTIAL AND FOR PRELIMINARY INFORMATION PURPOSES ONLY. NOTHING CONTAINED HEREIN CONSTITUTES AN OFFER TO SELL OR A SOLICIATION OF AN OFFER TO BUY SECURITIES.

EQUAL HOUSING OPPORTUNITY

The 27 Elm Townhomes

Interiors



VENEZIA

BEDROOM
14' x 17'
BATH
BEDROOM
10' x 12'
BATH
KITCHEN
LIVING
ROOM
6' x 14'
LIVING
ROOM
8' x 14'
KITCHEN
BATH
BEDROOM
10' x 12'
BEDROOM
10' x 14'
BATH
BATH
BEDROOM
10' x 14'
LIVING
ROOM
8' x 14'
KITCHEN
BATH
GARAGE
14' x 20'
BATH
BEDROOM
9'-6" x 20'
BEDROOM
10' x 12'

PROJECT SUMMARY

Redmond, Oregon

A total of 58 rental townhomes in fifteen 4-unit buildings, conveniently located just minutes from Redmond city center, just north of Hwy 126, with easy access to the tri-county area

FEATURES & AMENITIES

Three different 2-story floor plans

- two bedroom/two bath
- two bedroom/two & half bath/garage
- three bedroom/three bath

Private patios and decks

Fully-applianced stainless steel kitchens with quartz tops

Matching cabinetry & quarts tops in bathrooms

Vinyl plank flooring in living/dining/kitchen; carpeted bedrooms

In-unit washer/dryer

Energy-efficient design utilizing best practices

High-efficiency individual heat/cool (heat pumps)

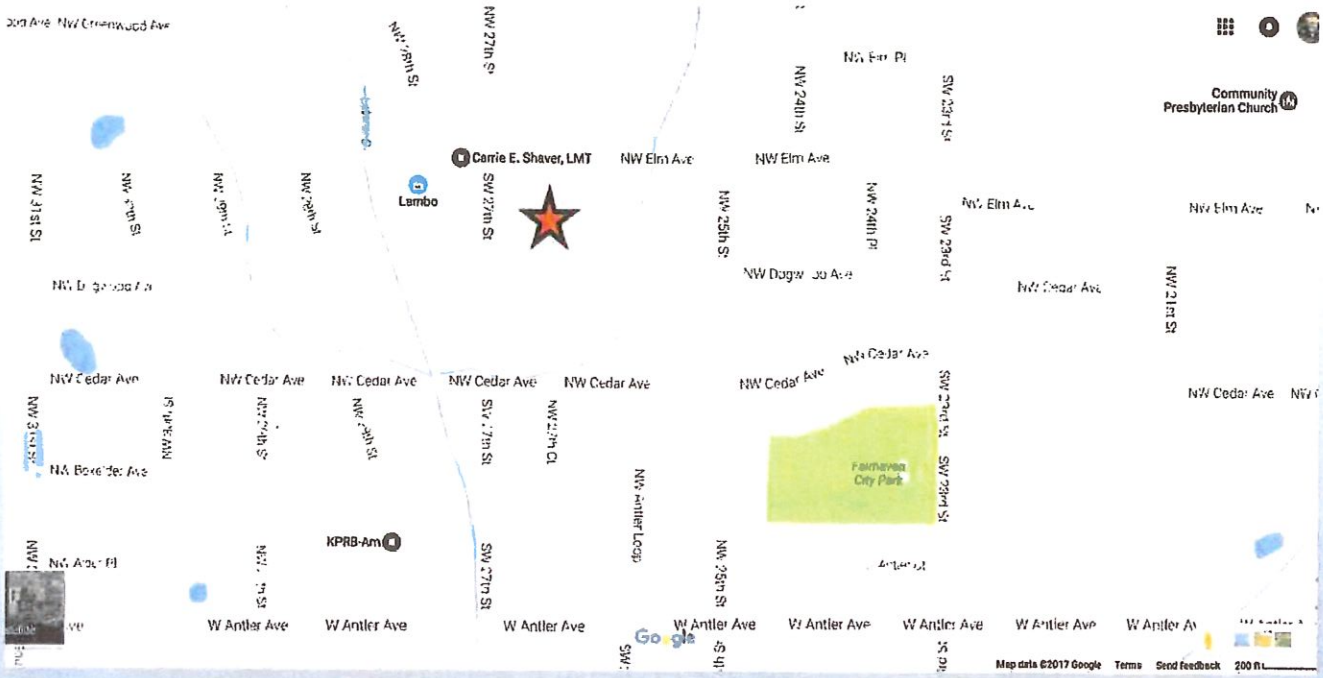
Large windows including blinds throughout

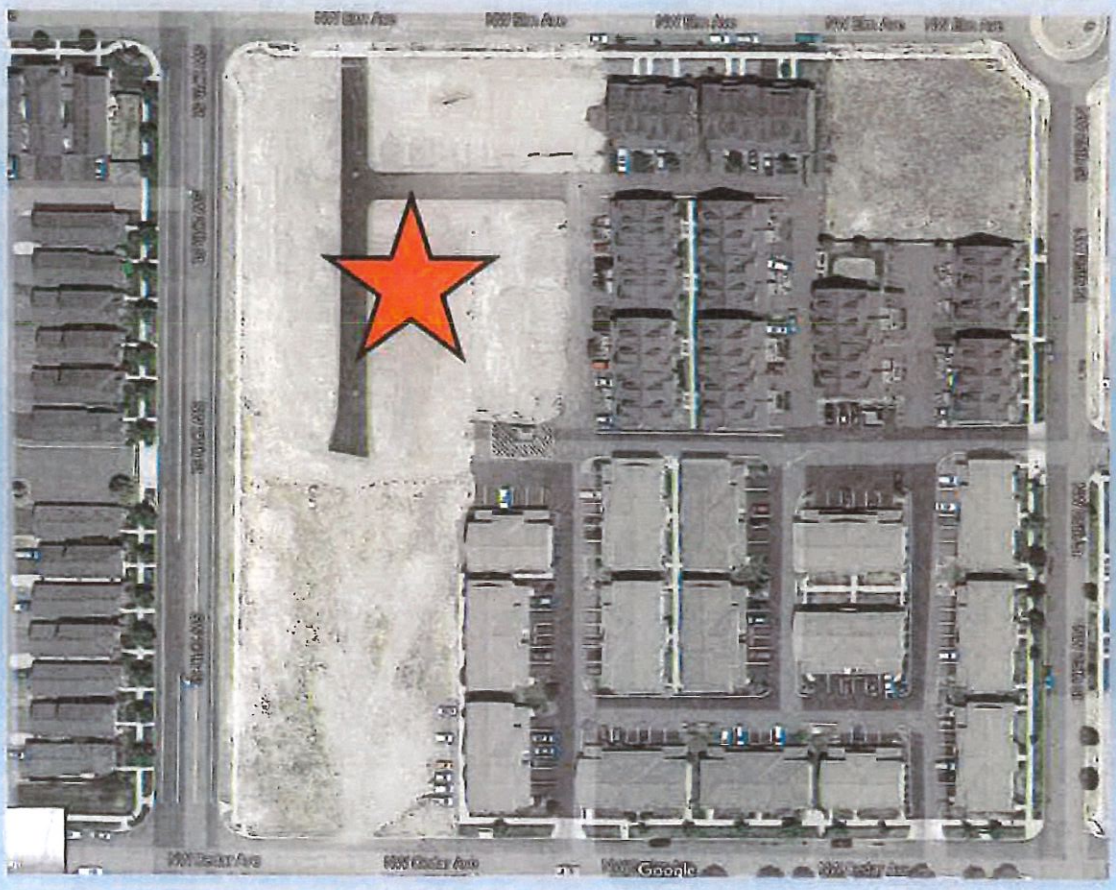
Private off-street driveway parking (in addition to garage units)

Pre-wired with Ethernet cable for phone/data

Water/sewer/trash included in rent

Close to downtown Redmond, and near the Dry Canyon





The Renaissance Companies

We Can Make A Difference In Your Neighborhood

What We Do

We foster the creation of sustainable neighborhoods. Each Renaissance property has an impact that goes well beyond the individual building or site.

We raise the bar with every property we develop. Each one stands apart; it becomes the yardstick against which others are measured.

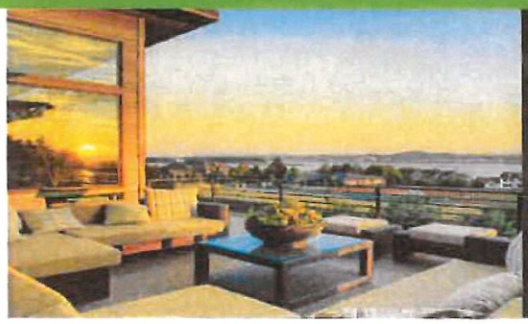
Our name on a project means quality & professionalism

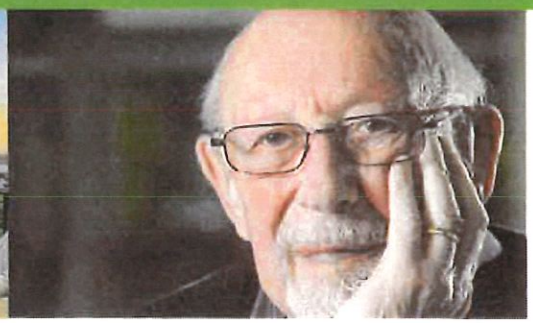
"Nancy & Jeanmarie built in Williston, a place where dreamers and planners can gather and plan for the future of our town. They built this place in the heart of the Bakken. They invested in our town and we have to partner with them to see that their investment succeeds."

Howard Klug, Mayor
Williston, North Dakota

"The Renaissance Companies stay closely in touch with the Chicago real estate apartment market; they are on top of trends and the changing requirements of tenants and react quickly when they see those changes happening."

Bill Hassett, RSM US





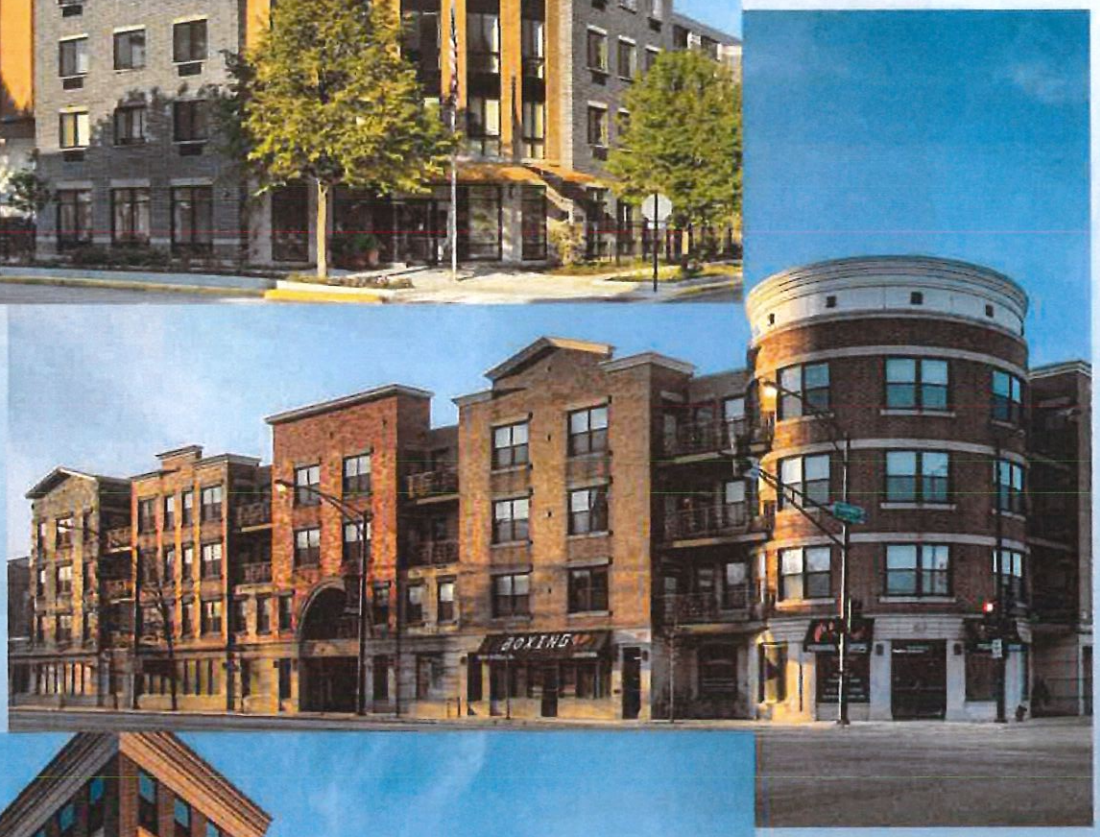
Our rich history includes

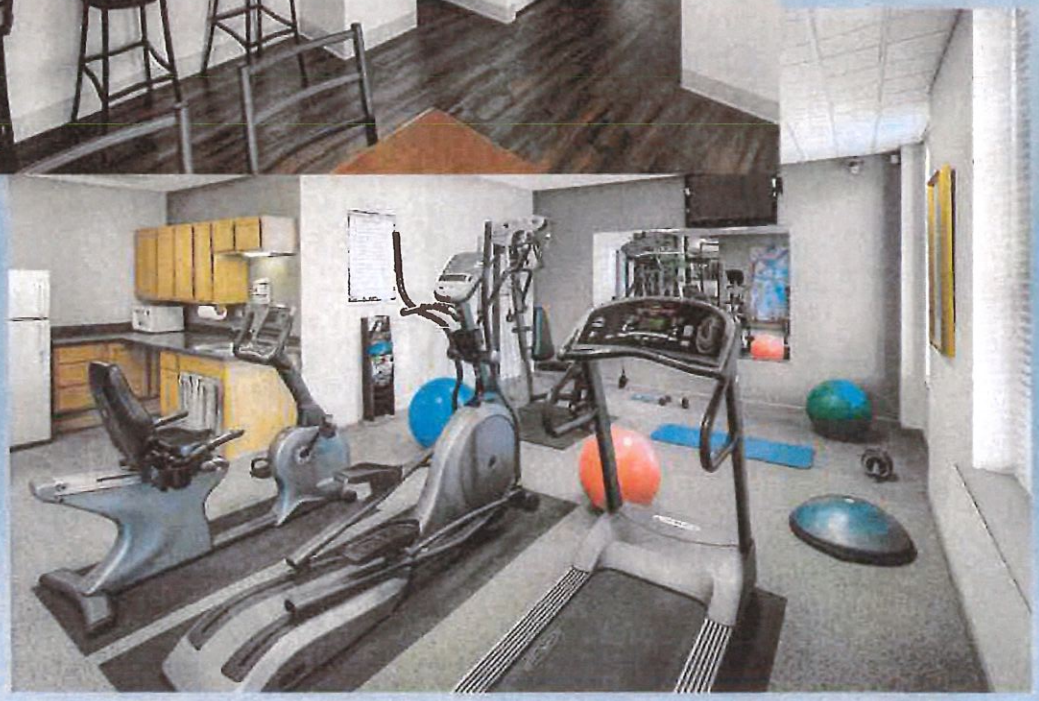
- section 42 affordable housing
- condominium conversion
- condo/townhouse new construction
- mixed-use projects
- property management
- multi-state development

We create our own developments, and we also provide turnkey services for those entities seeking development guidance.

We inspire collaboration and promote individual creativity in the development process, and we bring together our team of experts in architecture and construction to strategize from the moment the spark of an idea hits.

PORTFOLIO SAMPLE





The Renaissance Companies

We Can Make A Difference In Your Neighborhood

Who We Are

Two generations of Kapp women, Nancy and Jeanmarie, lead a diverse team of dedicated people who enjoy being part of the Renaissance family.

"I worked with Nancy and Renaissance for several years. Always no-nonsense, always professional, she was a pleasure to work with. Most importantly, she delivered on time and on budget "

Bill Eager, former Deputy Commissioner, City of Chicago Dept. of Housing

"I have had the pleasure of working with Jeanmarie for over 20 years. Her determination to provide a first class real estate product that maximizes quality and function is unsurpassed in this industry. Her attention to detail makes it extremely easy to work together and create a project that everyone will be proud of."

Bruce Sterling, EVP, Sterling General Corporation

We have employees who've been with us 15-20 years and longer, helping us build, create and operate housing and commercial projects that define neighborhoods.

Hunter Investments,

Delivering Solutions To A Challenging Marketplace

What We Do

We focus on the unique challenges within the real estate development environment. By mitigating market demands with environmental and regulatory policies, equities in the development decisions are created to provide beneficial results.

Services include land assembly, master planning, entitlement management, and more.

Developing Equity In Your Vision

"Something that has always impressed me about Neil is his endless energy and work ethic. He might be wearing several different hats but I always felt that mine was the only one."

WD Kurz, DDS

The Bakken Magazine profiled Neil Amondson and Hunter Investments, in 2014.

"Neil Amondson has the eye of a developer, of someone with the ability to envision future large-scale projects on the huge flat wheat fields of North Dakota that exist today."

"His immersion into the local Bakken scene of Williston and the surrounding communities helped him understand what it would take to build a massive project."

http://tinyurl.com/gp64vn2

With a hands-on understanding of the land-use arena from both a regulatory and developer perspective, we work with business to develop and manage various types of ventures.

Dedicated to positive outcomes, and maximizing investor dollars, we pursue projects that bring value and creative opportunities to corporate, individual and municipal entities.

We move the deal forward.

Our portfolio of success

- industrial park and rail development
- medical/professional buildings
- retail/commercial plazas
- RV park development

We're a regional developer of industrial and commercial real estate properties. Whether you have a project idea or specific land use need, we can help you entitle property for a successful business venture.

We will assist you in developing your vision to garner project equity financing.

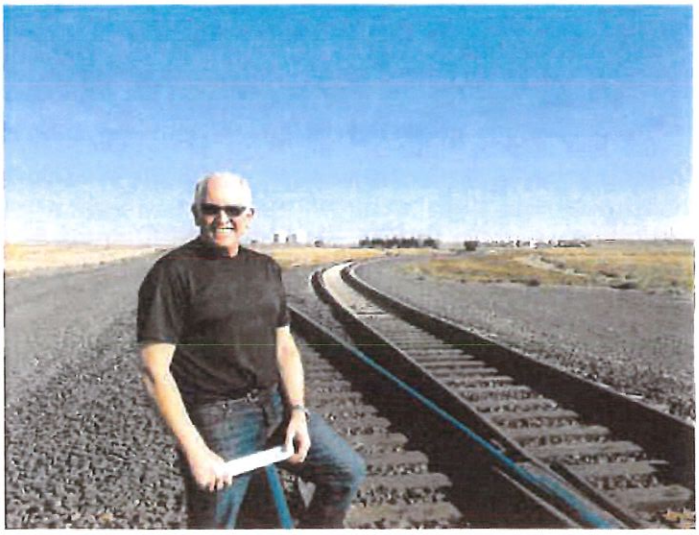
Hunter Investments,

Delivering Solutions To A Challenging Marketplace

Who We Are

"As a result of the catastrophic December 2007 flood event, the city of Chehalis was impacted in many ways, and the community's can-do spirit was evidenced in a development project proposed by Mr. Amondson as Chehalis and the surrounding communities began to recover."

Merlin G MacReynold
Chehalis City Manager



"Because of his knowledge, persistence and positive attitude, he was able to overcome major obstacles in getting shoreline and other permits approved at the county, state and federal level. He's a great tutor and was incredibly patient with my lack of understanding of technical subjects and how to get large scale projects done from bidding to filing the final paperwork. "

Bonnie Knight
Executive Director, Port of Allyn

Neil Amondson, principal and founder of aka Developers and Hunter Investments,, has been involved in all aspects of the real estate development spectrum for more than two decades.

Amondson is a former Washington state senator (1987-1994) and works to bring people together to share in opportunities from the first meeting.

BRUCE STERLING, Construction Manager

Bruce Sterling studied at University of Illinois—Chicago, graduating with a Bachelor of Science in Structural Engineering. He's been in construction since he was a teenager, and has had his own family-run contracting and construction management firm since 1977.

In 2005, Bruce and his family transitioned the firm into an LLC, now called Sterling Renaissance Inc., specializing in multi-family, mixed-use and commercial building projects. With a solid core team working with him, Bruce divides his time between project management and estimating, along with business development and customer relations. The family approach is to ensure each and every Sterling project is successful and exceeds client expectations.

As a trained engineer, Bruce capably integrates his technical abilities with an attention to detail, resulting in an impressive portfolio of success—commercial, industrial and residential. His high level of integrity and vast knowledge add incalculable value, most especially on plan review and in the bidding process. Regardless of the project size, Bruce immerses himself in the job, takes his commitment to everyone on the team very seriously, and conducts himself in a manner that lends credibility to his construction management skills and his firm.

Bruce and his wife, Debbie, co-owners at Sterling, have built systems allowing them to specialize in government-financed projects (requiring certified payrolls, Davis-Bacon wage rules, etc.), as well as privately-financed commercial and residential deals. They're adept at satisfying the various layers of financing requirements, no matter the source.

RRG Development, Inc. (a Renaissance company) is certified as a woman-owned business enterprise in the state of Illinois, Cook County and city of Chicago. Renaissance properties are models for mixed-income, mixed-profile housing developments. The rental portfolio serves people within 30-60% of area median income, and also serves market-rate income levels. One of the Renaissance properties also includes public housing replacement units, side-by-side with market rental units.

Renaissance has successfully worked with housing, zoning and planning departments in Chicago, Davenport, Iowa and Williston, North Dakota, along with the states of Illinois, Iowa and North Dakota. Renaissance has established solid, long-term relationships with regional and national lenders and are long-time clients of well-recognized attorneys and financial advisors.

References

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Neil Amondson (Hunter Investments, LLC) has been involved in all aspects of the real estate development spectrum, with a hands-on understanding of the land use arena from both developer and regulatory perspectives.

Experienced in civil construction throughout the western United States, Amondson also served as manager for Sovran Development Group in providing one of the largest Urban Growth Area expansions in Washington state history.

References

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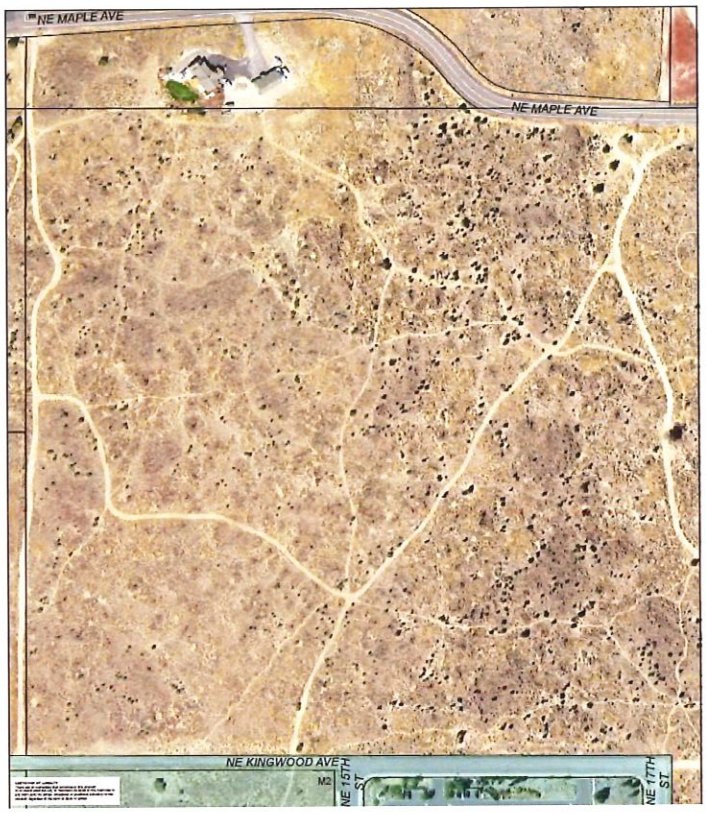
Exhibit 5

No Farm Use/No Irrigation



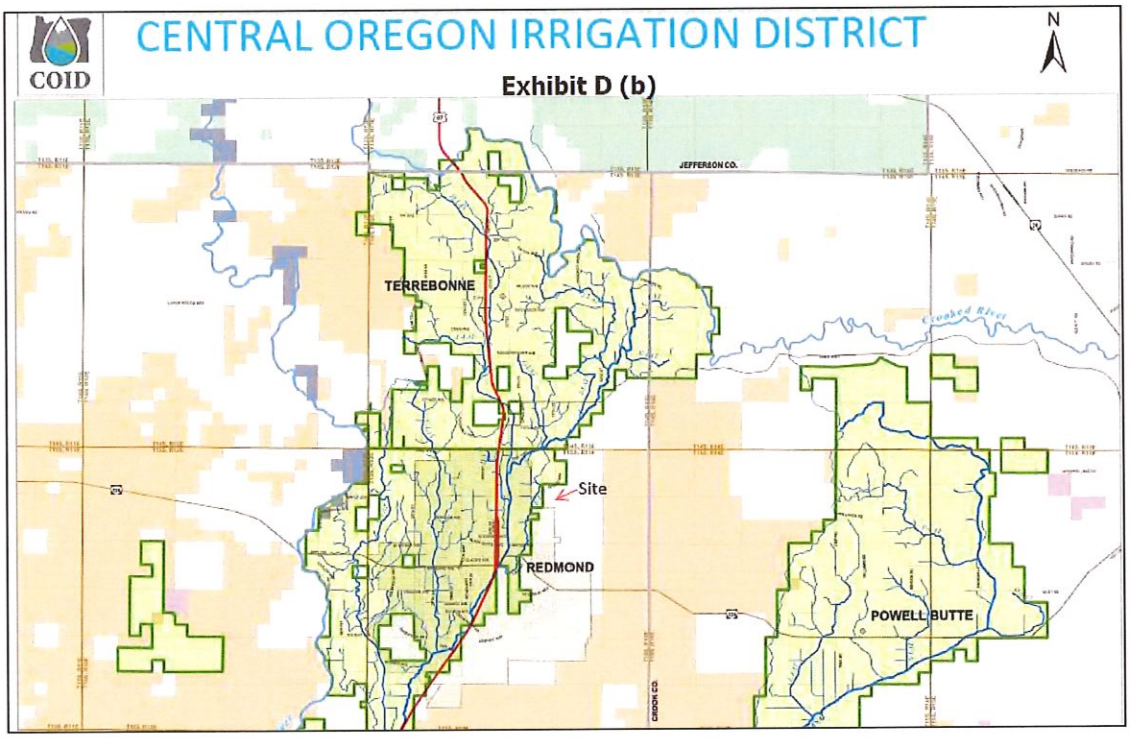


EXHIBIT L - AFFORDABLE HOUSING PILOT PROJECT APPLICATION

Exhibit 6

City of Redmond Development Code (Over 330 pages and not replicated here due to size). Please see http://www.ci.redmond.or.us/home/showdocument?id=3426

Exhibit 7

FY 2018 Income Limits Summary
Effective 04/1/2018

FY 2018 Income Limit Area	Median Income	FY 2018 Income Limit Category	Persons in Household 1	2	3	4	5	6	7	8
Deschutes County	$69,600	Extremely Low Income (30%)	14,650	16,750	20,780	**25,100**	29,420	33,740	38,060	42,380
		Very Low Income (50%)	24,400	27,850	31,350	**34,800**	37,600	40,400	43,200	45,950
		Low Income (80%)	39,000	44,600	50,150	**55,700**	60,200	64,650	69,100	73,550
Crook County	$53,700	Extremely Low Income (30%)	12,140	16,460	20,780	**25,100**	29,420	31,750	33,950	36,150
		Very Low Income (50%)	19,150	21,900	24,650	**27,350**	29,550	31,750	33,950	36,150
		Low Income (80%)	30,650	35,000	39,400	**43,750**	47,250	50,750	54,250	57,750
Jefferson County	$52,800	Extremely Low Income (30%)	12,140	16,460	20,780	**25,100**	29,420	31,750	33,950	36,150
		Very Low Income (50%)	19,150	21,900	24,650	**27,350**	29,550	31,750	33,950	36,150
		Low Income (80%)	30,650	35,000	39,400	**43,750**	47,250	50,750	54,250	57,750

Note: Effective July 1, 2014 the definition of extremely low-income is the greater of 60% of the Section 8 very low-income limit OR the poverty guideline as established by DHS, provided that this amount is not greater than the Section 8 50% very low-income limit. Consequently, the ELI income limits may equal the very low income limits.

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
DESCHUTES COUNTY 40-ACRE PARCEL
NW OF NE 17TH STREET AND NE KINGWOOD AVENUE
REDMOND, OREGON

Wallace Group Project No. 11314 (1)

April 30, 2020

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ONLY THE CITY OF REDMOND OR ITS DESIGNATED REPRESENTATIVES MAY USE THIS DOCUMENT, AND ONLY FOR THE SPECIFIC PROJECT FOR WHICH THIS REPORT WAS PREPARED.

A Report Prepared for:

Mr. Mike Caccavano, P.E., City Engineer
City of Redmond
243 E. Antler Ave, Suite 101
Redmond, Oregon 97756

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
DESCHUTES COUNTY 40-ACRE PARCEL
NW OF NE 17TH STREET AND NE KINGWOOD AVENUE
REDMOND, OREGON

Wallace Group Project No. 11314 (1)

Prepared by:

Stephen M. Woodward, R.G.
Staff Geologist

Shane M. Cochran, R.G.
Project Geologist

THE WALLACE GROUP, INC.
62915 NE 18th Street, Suite 1
Bend, Oregon 97701

EXECUTIVE SUMMARY TABLE

PHASE I ENVIRONMENTAL SITE ASSESSMENT
DESCHUTES COUNTY 40-ACRE PARCEL
NW OF NE 17TH STREET AND NE KINGWOOD AVENUE
REDMOND, OREGON
WALLACE GROUP PROJECT NO. 11314 (1)
APRIL 30, 2020

Report Section	Report Heading	Recommended Action(s)	Have REC*/Potential REC* Been Addressed?
8.1.2	Conditional REC*	None	
8.1.3	Historical REC*	None	
8.1.4	Federal and State Agency Records	None	
8.1.5	On-Site Chemical Storage	None	
8.1.6	ASTs and USTs	None	
8.1.7	Wells, Septic Systems, Stormwater and Wastewater Discharge	None	
8.1.8	Solid Waste	None	
8.1.9	Asbestos-Containing Materials	None	
8.1.10	PCBs	None	
8.1.11	Vapor Intrusion	None	
8.1.12	Lead-Based Paint	None	
8.1.13	Residual Pesticides/Herbicides	None	

*Recognized Environmental Condition

This Executive Summary Table may not be solely relied upon. It is intended for introductory and reference purposes only. A thorough review of the body of the report is necessary to fully understand the conclusions and recommendations contained herein.

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TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

2.0 INTRODUCTION 5
2.1 PURPOSE 5
2.2 DETAILED SCOPE OF SERVICES 6
2.3 ADDITIONAL SERVICES 7
2.4 SIGNIFICANT ASSUMPTIONS 7
2.5 LIMITATIONS & EXCEPTIONS 7
2.6 ENVIRONMENTAL PROFESSIONAL STATEMENT OF QUALIFICATIONS 9
2.7 SPECIAL TERMS & CONDITIONS 9

3.0 SITE DESCRIPTION 10
3.1 LOCATION AND LEGAL DESCRIPTIONS 10
3.2 CURRENT OWNERSHIP AND USE OF THE PROPERTY 10
3.3 DESCRIPTION OF STRUCTURES/IMPROVEMENTS 10
3.4 CURRENT USES OF ADJOINING PROPERTIES 10

4.0 RECORDS REVIEW 11
4.1 FEDERAL ASTM STANDARD RECORDS 12
4.1.1 Superfund National Priority List (NPL) 12
4.1.2 Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List 12
4.1.3 Federal RCRA List 12
4.1.4 RCRA-Non-Generator List 13
4.1.5 Federal Institutional Control/Engineering Control Registries 13
4.1.6 Federal CORRACTS 13
4.1.7 Federal Emergency Response Notification (ERNS) System 13
4.1.8 National Wetlands Inventory (NWI) Database 13
4.2 OREGON STATE RECORDS 13
4.2.1 Environmental Cleanup Site Information System (ECSI) 14
4.2.2 Summary of Confirmed Release List (CRL) 14
4.2.3 Leaking Underground Storage Tank (LUST) Incident Reports 14
4.2.4 Registered Underground Storage Tank (UST) List 15
4.2.5 Registered Aboveground Storage Tank (AST) List 15
4.2.6 State Institutional Control and/or Engineering Control Registries 15
4.2.7 State Landfill and/or Solid Waste Disposal Site Lists 15
4.2.8 Underground Injection Control (UIC) Program 15
4.2.9 Brownfield Site List 16
4.2.10 Orphan Sites 16
4.2.11 Oregon Water Resources Department 16
4.2.12 Oregon State Fire Marshal 17
4.3 PHYSICAL SETTING SOURCE 17

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4.4 AVAILABLE RADON DATA 17
4.5 VAPOR INTRUSION 18
4.6 USER PROVIDED INFORMATION 18

5.0 HISTORICAL USE OF THE PROPERTY AND ADJOINING PROPERTIES 20
5.1 SANBORN FIRE INSURANCE MAPS 20
5.2 HISTORICAL AERIAL PHOTOGRAPHS 20
5.3 CHAIN-OF-TITLE REPORT 21
5.4 PREVIOUS ASSESSMENTS 21

6.0 SITE RECONNAISSANCE 22
6.1 METHODOLOGY AND LIMITING CONDITIONS 22
6.2 GENERAL SITE SETTING 22
6.3 SITE OBSERVATIONS 22
6.3.1 Descriptions of Structures, Roads and On-Site Improvements 22
6.3.2 On-Site Chemical Storage 22
6.3.3 Storage Tanks (ASTs and USTs) 23
6.3.4 Land Conditions 23
6.3.5 Wells, Septic Systems, Stormwater and Wastewater Discharge 23
6.3.6 Indications of Solid Waste Disposal 23
6.3.7 Potential Presence of Asbestos-Containing Materials (ACMs) 23
6.3.8 PCBs 23
6.3.9 Lead Paint 23
6.3.10 Residual Pesticide and/or Herbicide Potential 24

7.0 INTERVIEWS 25
7.1 INTERVIEWS WITH KEY SITE MANAGER/OWNER/OCCUPANT 25

8.0 EVALUATION 26
8.1 FINDINGS 26
8.1.1 Site History 26
8.1.2 Controlled Recognized Environmental Conditions (CREC) 26
8.1.3 Historical Recognized Environmental Conditions (HREC) 26
8.1.4 Federal and State Agency Records 27
8.1.5 On-site Chemical Storage 27
8.1.6 Storage Tanks (ASTs and USTs) 27
8.1.7 Wells, Septic Systems, Stormwater and Wastewater Discharge 27
8.1.8 Solid Waste Disposal 28
8.1.9 ACMs 28
8.1.10 PCBs 28
8.1.11 Vapor Intrusion 28
8.1.12 Lead-Based Paint 28
8.1.13 Residual Pesticide and/or Herbicide 28
8.2 DEVIATIONS AND ADDITIONAL SERVICES 29

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8.3 CONCLUSIONS 29
8.4 DATA GAPS 30

9.0 REFERENCES 31

10.0 PROFESSIONAL AUTHENTICITY 32

FIGURES

1. Vicinity Map
2. Site Map
3a-3d. Site Photographs

APPENDICES

A. EDR First Report (April 9, 2020)
B. EDR Certified Sanborn Map Report (April 9, 2020) and EDR Aerial Photo Decade Package (April 10, 2020)
C. ASTM E1527-13 User and Owner/Occupant Questionnaires

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1.0 EXECUTIVE SUMMARY

This Phase I environmental site assessment (ESA) was conducted for a 40-acre parcel, which is a part of a larger 1,610-acre parcel, located at the northwest corner of NE 17th Street and NE Kingwood Avenue in Redmond, Oregon. (See **Figure 1**, **Vicinity Map**). According to Deschutes County records, the subject site is owned by Deschutes County, is zoned Exclusive Farm Use – Alfalfa Subzone (EFUAL) and is located outside Redmond city limits. The parcel is located within the Eastside Framework Plan area and is slated to be re-zoned as residential and incorporated into Redmond City Limits.

The City of Redmond (Client), commissioned Wallace Group to perform the work as part of the Client's due diligence process in general accordance with the American Society of Testing and Materials International (ASTM) E 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

SITE HISTORY

There are no listed sales of the property which has been owned by Deschutes County for its recorded history. A review of property records and a site visit showed no current or historical development of the property. Based on our historical review, there does not appear to have been any regulatory cleanup or environmental enforcement actions associated with the site.

CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS

A CREC is a controlled REC resulting from a past release of hazardous substances or petroleum products that remains in-place subject to the implementation of required controls and is addressed to the satisfaction of the applicable regulatory agency. Based on Wallace Group's evaluation for this Phase I ESA, no CRECs were identified with respect to the subject site.

HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS

A HREC is a historical REC resulting from a past release of hazardous substances or petroleum products that remains in-place and has been addressed to the satisfaction of the applicable regulatory agency without implementing controls. Based on Wallace Group's evaluation for this Phase I ESA, no HRECs were identified with respect to the subject site.

FEDERAL AND STATE AGENCY RECORDS

Wallace Group conducted a regulatory-database search for the subject property and surrounding areas within the various search radii specified by ASTM standards. There were 19

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surrounding properties identified within the ASTM search parameters; the properties are listed on multiple state agency databases as having documented releases of hazardous substances and/or petroleum products, undertaken or completed environmental remediation, storing or using hazardous materials and/or petroleum products during day-to-day operations, and maintaining environmental permits and/or registration for business purposes. Based on the proximity of the listed properties to the site, the available regulatory information reviewed, the geologic and hydrogeologic conditions underlying the area, investigative actions taken, and the cleanup activities and regulatory oversight (where applicable) conducted to-date, the listed nearby sites do not appear to represent a REC with respect to the subject property at this time.

ON-SITE CHEMICAL STORAGE

Wallace Group personnel did not observe on-site chemical storage. Based on these observations, on-site chemical storage does not appear to represent a REC with respect to the site at this time.

STORAGE TANKS

There was no surface evidence to suggest the presence of ASTs or USTs at the site. Based on these observations, ASTs and USTs do not appear to represent a REC with respect to the site at this time.

WELLS, SEPTIC SYSTEMS, STORMWATER, AND WASTEWATER DISCHARGE

Wallace Group personnel did not observe on-site wells, septic systems, stormwater or industrial wastewater discharge features during our site visit. Based on these observations, wells, septic systems, stormwater and wastewater discharge do not appear to represent a REC with respect to the site at this time.

SOLID WASTE DISPOSAL

Wallace Group personnel observed on-site solid waste disposal that appeared de minimis. Based on these findings, on-site solid waste disposal does not appear to represent a REC with respect to the site at this time.

ASBESTOS-CONTAINING MATERIALS

There were no on-site structural improvements at the time of our site visit. Based on these observations, ACMs do not appear to be present at the site, and do not represent a REC with respect to the site at this time.

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PCBS

Wallace Group did not observe pole or pad-mounted transformers on the subject site. Based on these observations, it does not appear that PCBs represent the potential for a REC with respect to the subject property.

VAPOR INTRUSION

The Deschutes County project site falls within the U.S. EPA Zone 3 designation for Radon levels. This designation correlates to a predicted average indoor radon screening level of less than 2 pCi/L, which is below the U.S. EPA action level of 4 pCi/L. Based on the historical information regarding site and adjacent land use, and the geologic conditions underlying the site (shallow basalt bedrock with regional groundwater depths exceeding 250 feet bgs), there does not appear to be a risk to human health or the environment because of hazardous radon and vapor intrusion onto the site at this time.

LEAD PAINT

Based on the structurally undeveloped nature of the site, lead paint does not appear to represent a REC at the site.

RESIDUAL PESTICIDE AND/OR HERBICIDE

Based on historical information reviewed for this assessment, the site has never been structurally or agriculturally developed. There is no information to indicate that pesticides or herbicides have been used at the site. As such, residual pesticides and/or herbicides do not appear to represent a potential REC at the site.

FINDINGS AND RECOMMENDATIONS

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM E 1527-13, for the 40-acre parcel, located at the northwest corner of NE 17th Street and NE Kingwood Avenue in Redmond, Oregon. The site is currently owned by Deschutes County.

The findings of this environmental assessment did not disclose the presence of potential or RECs regarding soil and groundwater, or the transport, storage, use or disposal of hazardous materials or petroleum hydrocarbons at the subject site. Based on these findings, Wallace Group does not recommend additional environmental assessment or remedial activities with respect to the site at this time.

62915 NE 18th St, Ste 1, Bend, OR 97701 **p |** 541.382.4707 **f |** 541.383.8118 wallacegroup-inc.com

2.0 INTRODUCTION

This report documents the methodology and findings of a Phase I environmental site assessment (ESA) for a 40-acre commercial parcel located at the northwest corner of NE 17th Street and NE Kingwood Avenue in Redmond, Oregon (**Figure 1**). The City of Redmond (Client), commissioned Wallace Group to perform the work in general accordance with the American Society of Testing and Materials International (ASTM) E 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

Environmental Professional Statement: We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess the nature, history, and setting of the subject property. We have developed and performed the "all appropriate inquiries" in general conformance with the standards and practices set forth in 40 CFR Part 312.

Under the ASTM E 1527-13 Phase I ESA standard, the viability of a Phase I ESA has been established as 180 days (approximately six months), following the earliest date listed below and prior to transfer of the subject property.

Table of Critical Dates	
Report Issuance Date	April 30, 2020
Date of Interview(s) of Past and Present Owners and Occupants Identified in Section 10 of ASTM 1527-13	April 29, 2020
Date of Government Record Review	April 9, 2020
Date of Visual Inspection of Subject and Adjoining Properties	April 10, 2020
Earliest Date of Interviews, Record Reviews, and Inspections	April 9, 2020
Report Viability Date	October 6, 2020

2.1 PURPOSE

The purpose of the work described in this report was to identify, to the extent feasible, *recognized environmental conditions* and other environmental issues existing at the subject property in general accordance with ASTM E 1527-13. A *recognized environmental condition* (REC) is defined as, "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of

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a future release to the environment." *De minimis conditions*, conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies, are not *RECs* or *controlled RECs*.

2.2 DETAILED SCOPE OF SERVICES

This Phase I ESA generally follows the methodology set forth in ASTM E 1527-13. The scope of work implemented for the Phase I ESA and report format include the following:

Section 2, **Introduction**, includes a discussion of the purpose/reason for performing the Phase I ESA; additional services requested by the Client (e.g., an evaluation of business environmental risk factors associated with the property); significant assumptions (e.g., property boundaries if not marked in the field); limitations, exceptions, and special terms and conditions (e.g., contractual); and user reliance parameters. This section also includes Wallace Group's "environmental professional" statement.

Section 3, **Site Description**, is a compilation of information concerning the site location, legal description (if available), current and proposed use of the subject site, ownership, and adjoining property use.

Section 4, **Records Review**, is a compilation of Wallace Group's review of several databases available from federal, state, and local regulatory agencies regarding hazardous substance use, storage, or disposal at the subject site; and for off-site facilities within the search distance specified in the ASTM standard. Records provided by the Client are summarized and copies of relevant documents are included in the appendices of this report. Interviews and telephone conversations conducted by Wallace Group with regulatory agency representatives may be included in Section 4 if applicable to a specific investigation file. Physical setting sources (including topography, soil and groundwater conditions) are also summarized in this section, as is Client-provided information (i.e., title records, environmental liens, specialized knowledge, valuation reduction for environmental issues, and owner, property manager, and occupant information). Other interviews with people knowledgeable about the subject site (including the Client) are included in Section 7.

Section 5, **Historical Use of the Property and Adjoining Properties**, summarizes the history of the subject site and adjoining properties. This site history is based on various sources, which may include a review of aerial photographs, Sanborn Fire Insurance Maps, city or suburban directories, historical topographic maps, building department records, and results of previous site assessments.

62915 NE 18th St, Ste 1, Bend, OR 97701 **p |** 541.382.4707 **f |** 541.383.8118 wallacegroup-inc.com

Section 6, **Site Reconnaissance**, describes Wallace Group's observations recorded during the site reconnaissance.
Section 7, **Interviews**, is a summary of telephone and personal interviews conducted with "Key Site Managers" that may include the owner/manager of the property, occupants/tenants, local government officials, and the Client. Additional interview sources may be contacted if "Key Site Managers" are not available prior to production of this report and may include adjacent landowners and people with historical knowledge of the area.
Section 8, **Evaluation**, is a presentation of findings and opinions regarding the information in Sections 3 through 7 and presents our conclusions regarding the presence of recognized environmental conditions connected with the subject site.
Section 9, **References**, includes pertinent references related to documentation provided in this Phase I ESA report.

Supporting documentation is included in the appendices of this report.

2.3 ADDITIONAL SERVICES

This Phase I ESA **does not** incorporate non-scope considerations, such as ***physical testing*** for asbestos-containing materials (ACMs), radon, lead-based paint, lead in drinking water, mold, and indoor air quality. Excluded Phase I ESA non-scope considerations also include wetland assessments (e.g., identification, determinations, or delineations), cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, and high voltage power lines.

This Phase I ESA **includes** the following non-scope considerations: records review of stormwater system regulatory compliance, mapped wetlands, radon gas, and the ***potential for*** lead-based paint and ACMs at the site.

2.4 SIGNIFICANT ASSUMPTIONS

No significant assumptions were made regarding the scope of work for this Phase I ESA.

2.5 LIMITATIONS & EXCEPTIONS

This work was performed in a manner consistent with that level of care and skill ordinarily exercised by other members of Wallace Group's profession practicing in the same locality, under similar conditions, and at the date the services are provided. Wallace Group's conclusions, opinions, and recommendations are based on limited observations and data. It is possible that conditions could vary between or beyond the data evaluated. Wallace Group

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makes no other representation, guarantee, or warranty, expressed or implied, regarding the services, communication (oral or written), report, opinion, or instrument of service provided.

This report may be used only by the Client and only for the purposes stated for this specific engagement. Environmental issues and regulations can change with time, and this report is based on the conditions observed at the time of site visit, the data that were reviewed, and ASTM standards at the time the report was prepared. Our findings remain valid until October 6, 2020, or such time that site conditions change, and/or new environmental sites are identified that could impact the project area. Should conditions change, and/or new environmental sites be identified that could impact the project area, the findings of this report should be updated.

Wallace Group offers various levels of investigative and engineering services to suit the varying needs of different clients. Judgments leading to conclusions and recommendations are generally made with incomplete knowledge of the subsurface conditions present due to the limitations of data from field studies. Although risk can never be eliminated, more detailed and extensive studies yield more information, which may help understand and manage the level of risk. Since detailed study and analysis involve greater expense, our clients participate in determining levels of service that provide adequate information for their purposes at acceptable levels of risk. Acceptance of this report will indicate that the Client has reviewed the document and has determined that they do not need or want a greater level of service than the scope of work provided.

Wallace Group assumes no responsibility or liability whatsoever for any claim, loss of property value, damage, or injury that results from pre-existing hazardous materials being encountered or present on the subject site, or from the discovery of such hazardous materials. Nothing contained in this report should be construed or interpreted as requiring Wallace Group to assume the status of an owner, operator, or generator, or person who arranges for disposal, transport, storage or treatment of hazardous materials within the meaning of any governmental statute, regulation or order. The Client is solely responsible for directing notification of all governmental agencies, and the public at large, of the existence, release, treatment or disposal of any hazardous materials observed at the site, either before or during performance of Wallace Group's services. The Client is also responsible for directing all arrangements to lawfully store, treat, recycle, dispose, or otherwise handle hazardous materials.

62915 NE 18th St, Ste 1, Bend, OR 97701 **p |** 541.382.4707 **f |** 541.383.8118 wallacegroup-inc.com

2.6 ENVIRONMENTAL PROFESSIONAL STATEMENT OF QUALIFICATIONS

Mr. Shane M. Cochran, R.G., project professional for this Phase I ESA report, has been the lead investigator and/or author or reviewer responsible for over 300 Phase I and Phase II ESAs performed in Oregon over his 11-year professional career. He earned a Bachelor of Science degree in environmental geology and is a registered geologist in Oregon. Mr. Cochran meets the criteria for an environmental professional as defined by §312.10 of 40 CFR 312.

Mr. Stephen M. Woodward. R.G., is the staff professional for this Phase I ESA report. He earned a Master of Science degree in geology, is a registered geologist in Oregon, has nine years of professional geologic experience, and is a certified asbestos inspector. Mr. Woodward meets the criteria for an Environmental Professional as defined by §312.10 of 40 CFR 312.

2.7 SPECIAL TERMS & CONDITIONS

No special terms or conditions in addition to those discussed previously, were agreed to by the Client and Wallace Group.

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3.0 SITE DESCRIPTION

This section describes the site and its condition at the time of the Phase I ESA. The site location is shown on **Figure 1, Vicinity Map**.

3.1 LOCATION AND LEGAL DESCRIPTIONS

Site Address:	No site address - Northwest corner of NE 17th Street and NE Kingwood Avenue
City:	Redmond
County:	Deschutes
Size:	40 acres
Tax Lot (TL):	1513 000000 103 (subject site is 40 of 1,xxx acres)
TRS:	T15S, R13E, W.M., NE ¼ of NE ¼ of Section 10, Willamette Meridian
USGS Quad Map:	Redmond, Oregon 1962 (photo revised 1975)

3.2 CURRENT OWNERSHIP AND USE OF THE PROPERTY

According to information provided by the online Deschutes County Property Information (DIAL), the current property owner is Deschutes County. The property is located within Deschutes County, is zoned Exclusive Farm Use – Alfalfa Subzone (EFUAL) and is located outside Redmond city limits. The parcel is within the Eastside Framework Plan area and is slated to be re-zoned as residential and incorporated into the Redmond City Limits.

3.3 DESCRIPTION OF STRUCTURES/IMPROVEMENTS

The site is structurally undeveloped with no on-site improvements. NE Maple Avenue borders the north site boundary from east to west. NE Kingwood Avenue borders the south site boundary from east to west. Adjacent off-site improvements along NE Kingwood Avenue include paved public roads with curbs and paved sidewalks. Site improvements are shown on **Figure 2**.

3.4 CURRENT USES OF ADJOINING PROPERTIES

To the north are NE Maple Avenue and private residences zoned Rural Residential 10-Acre Minimum (RR10) and Exclusive Farm Use -Tumalo/Redmond/Bend Subzone (EFUTRB). To the east is undeveloped Deschutes County land zoned Surface Mining (SM) and a county a solid-waste transfer station. To the south are businesses zoned Heavy Industrial (M2) along NE Kingwood Avenue. To the west are private residences zoned EFUTRB.

62915 NE 18th St, Ste 1, Bend, OR 97701 p | 541.382.4707 f | 541.383.8118 wallacegroup-inc.com

4.0 RECORDS REVIEW

A key component of the Phase I ESA is a regulatory agency record review for references to industrial activity, environmental permits, spills, fines, complaints, and other indications that a recognized environmental condition relative to the subject site may exist. Federal and state governments have developed legislation within the past 25 years relating to environmental issues. Because of this legislation, regulations that govern the storage, handling, control and disposal of hazardous materials have been promulgated. Numerous agencies collect and disseminate information for use in evaluating potential environmental conditions.

Wallace Group reviewed information from several environmental databases obtained through Environmental Data Resources, Inc. (EDR) to evaluate whether activities on or near the subject site have the potential to create a recognized environmental condition on the site. EDR reviews databases compiled by federal, state, and local governmental agencies. The complete list of databases reviewed by EDR is provided in their regulatory report, which is included as **Appendix A** of this report.

It should be noted that this information is reported as Wallace Group received it from EDR, which, in turn, reports information as it is provided in various governmental databases. It is not possible or within the authorized scope of work for either Wallace Group or EDR to verify the accuracy or completeness of all the information contained in these databases. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence.

The following agencies, companies, and individuals were contacted for records concerning the subject property:

- U.S. Environmental Protection Agency (U.S. EPA): National Priority List (NPL), Delisted NPL, Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), Superfund Enterprise Management System (SEMS), Corrective Action Cleanup Enforcement (CORRACTS), Land Use Control Information System (LUCIS), Emergency Response Notification System (ERNS), and Resource Conservation and Recovery Act (RCRA) databases, National Wetland Inventory (NWI);
- Oregon Department of Environmental Quality (DEQ): Underground Storage Tank (UST) facilities, Leaking USTs, Aboveground Storage Tank (AST) facilities, Institutional Control and/or Engineering Control Registries (INST/ENG), Underground Injection Control (UIC) Program, Confirmed Releases List (CRL), Environmental Cleanup Site Information (ECSI) database, Brownfields database, and Solid Waste Active Disposal Permits database;

62915 NE 18th St, Ste 1, Bend, OR 97701 p | 541.382.4707 f | 541.383.8118 wallacegroup-inc.com

- State Fire Agencies; and
- Oregon Water Resources Department, Well Logs.

Information obtained from these sources is presented in Sections 4.1 through 4.2.

4.1 FEDERAL ASTM STANDARD RECORDS

4.1.1 Superfund National Priority List (NPL)

Under Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the EPA established an NPL of Superfund sites. Inclusion on the NPL reflects a significant risk to public health and the environment and indicates a Federal Priority to remediate the site. This database is provided by the EPA and searched to identify records of NPL sites located on or within an approximate 1.0-mile search radius of the subject site. There were no NPL facilities listed within 1.0 mile of the subject site.

4.1.2 Superfund Delisted NPL

Under Section 300.425(e) of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), an NPL site can be deleted from the NPL list if no further response actions are required. This database is provided by the EPA and searched to identify records of delisted NPL sites located on or within an approximate 1.0-mile search radius of the subject site. There were no delisted NPL facilities listed within 1.0 mile of the subject site.

4.1.3 Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List

The CERCLIS list contains sites that are either proposed to be or are on the NPL of Superfund sites and sites that are in the screening and assessment phase for possible inclusion on the NPL. This database is provided by EPA and was searched for records of facilities located on or within an approximate 0.5-mile search radius of the subject site. There were no Federal CERCLIS facilities located within 0.5 mile of the subject site.

4.1.4 Federal Superfund Enterprise Management System (SEMS) Archived Site Inventory

The SEMS Archived Site Inventory contains sites that the EPA has determined to be complete in their assessment and a no further action (NFA) determination is planned. A federal NFA determination documents EPA-approval for the remedial work performed and that the property is suitable for redevelopment in accordance with applicable land-use criteria. This database is provided by EPA and was searched for records of facilities located on or within an

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approximate 0.5-mile search radius of the subject site. There were no SEMS facilities located within 0.5 mile of the subject site.

4.1.5 Federal CORRACTS

The Corrective Action Report (CORRACTS) developed by U.S. EPA identifies hazardous waste handlers with RCRA corrective action activity. There were no CORRACTS facilities listed within 1.0 mile of the site.

4.1.6 Federal RCRA List

The RCRA list identifies facilities that have obtained identification numbers from the U.S. EPA, which designates these businesses as generators, transporters, or storers/disposers of hazardous waste. Obtaining an identification number does not mean that hazardous materials have been improperly handled at these facilities.

RCRA large quantity generators (LQGs) generate over 2,200 pounds of hazardous waste per month; generate or have onsite more than 2.2 pounds of acute hazardous waste per month; or generate more than 220 pounds of spill cleanup debris containing acute hazardous waste. Small quantity generators (SQGs) generate between 220 and 2,200 pounds of hazardous waste per month. Very small quantity generators (VSQG) generate 2.2 pounds or less of acute hazardous waste and less than 220 pounds of hazardous waste per month. The generator's list was reviewed for the site and a 0.25-mile radius, and the Treatment, Storage, and Disposal (TSD) list was reviewed for facilities within 0.5 mile of the site. There were no LQG, SQG, VSQG, or TSD facilities identified within their respective search radii.

4.1.7 Federal Institutional Control and/or Engineering Control Registries

The U.S. Land Use Control Information System (LUCIS) database is a listing for facilities recorded as having federal institutional and/or engineering (Inst/Eng) controls associated with contamination of hazardous wastes, petroleum products, and other hazardous substances. This database was reviewed for facilities on or within 0.5 mile of the site. There were no federal facilities recorded as having Inst/Eng controls within the search radius.

4.1.8 Federal CORRACTS

The Corrective Action Report (CORRACTS) developed by U.S. EPA identifies hazardous waste handlers with RCRA corrective action activity. There were no CORRACTS facilities listed within 1.0 mile of the site.

62915 NE 18th St, Ste 1, Bend, OR 97701 **p |** 541.382.4707 **f |** 541.383.8118 wallacegroup-inc.com

4.1.9 Federal Emergency Response Notification (ERNS) System

The ERNS database records and stores information on reported releases of oil and hazardous substances for the target property. The database was checked for records of emergency responses for the subject site. No listings were found for the site.

4.1.10 National Wetlands Inventory (NWI) Geodatabase

The NWI maps and digitizes wetlands to illustrate the distribution of wetlands across the nation, with the goal to protect wildlife species and their habitats. The geodatabase was reviewed for the target property. There were no on-site mapped wetlands.

4.2 OREGON STATE RECORDS

The following summarizes the information obtained from the State of Oregon. Specified search distances are those identified in the ASTM E 1527-13 standard.

4.2.1 Environmental Cleanup Site Information System (ECSI)

The ECSI system includes facilities entered into the Department of Environmental Quality (DEQ) database pursuant to the site discovery requirements of ORS 466.560. The list includes facilities where there has been a confirmed release of hazardous substances, facilities where investigation or cleanup has been initiated, and facilities suspected of a release of hazardous substances. The search radius for facilities listed in this database is 1.0 mile. There were 16 ECSI facilities identified within the search radius and are included in **Appendix A**.

Based on information generated as part of this record review, the ECSI-listed facilities have either been issued an NFA determination by the DEQ or remain listed for further assessment. A DEQ NFA determination documents DEQ-approval for the remedial work performed and that the property is suitable for redevelopment in accordance with applicable land-use criteria.

4.2.2 Summary of Confirmed Release List (CRL)

The CRL database is a listing by DEQ of facilities that are contaminated with hazardous wastes, petroleum products, and other hazardous substances. This database was reviewed for facilities within 1.0 mile of the site. There were no CRL facilities listed within the search radius.

4.2.3 Leaking Underground Storage Tank (LUST) Incident Reports

This DEQ database is a listing of below-ground releases from underground petroleum storage tank systems or reportable surface spills. The list also includes aboveground releases to water which result in a sheen. The search radius for facilities listed in this database is 0.5 mile. There

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was one LUST facility identified within the search radius, which has reportedly completed clean up related to its site:

- Redmond Veterinary Clinic, 1785 N 6th St., 0.49-mile WNW.

4.2.4 Registered Underground Storage Tank (UST) List

This DEQ database lists facilities with registered USTs in operation and decommissioned USTs. The search radius for facilities listed in this database is 0.25 mile. There was one UST facility identified within the search radius:

- Jim and Linda Wilson, 1686 NE Negus Way., 0.09-mile N.

DEQ's database did not include violation or incident records with respect to the listed UST facility.

4.2.5 Registered Aboveground Storage Tank (AST) List

This database is maintained by the Oregon State Fire Marshal and lists facilities with registered ASTs in operation. The search radius for facilities listed in this database is 0.25 mile. There were no AST facilities identified within the search radius.

4.2.6 State Institutional Control and/or Engineering Control Registries

The state Inst/Eng control database is a listing by DEQ for ESCI facilities recorded as having such controls associated with contamination of hazardous wastes, petroleum products, and other hazardous substances. This database was reviewed for facilities on or within 0.5 mile of the site. There were no state facilities recorded as having Inst/Eng controls within the search radius.

4.2.7 State Landfill and/or Solid Waste Disposal Site Lists

DEQ maintains a list of permitted landfills and transfer stations. No permitted solid waste disposal facilities were located within 0.5 mile of the subject site.

The Negus Transfer Station, while not listed as a state landfill, is present east of the site on Deschutes County property and is listed in the ECSI database.

4.2.8 Underground Injection Control (UIC) Program

This DEQ database lists facilities with registered stormwater UICs in operation. The database was reviewed for the target property. The subject site was not listed in the UIC database.

62915 NE 18th St, Ste 1, Bend, OR 97701 **p |** 541.382.4707 **f |** 541.383.8118 wallacegroup-inc.com

4.2.9 Brownfield Site List

This DEQ database lists state and tribal facilities that have undergone Brownfield redevelopment within a 0.5-mile radius of the site. There was one Brownfield facility identified within the search radius:

- Redmond Opportunity Site, NE Antler Ave. and NE 11th St. (NE Intersection), 0.35-mile S.

The Redmond Opportunity site was added to the Brownfield Site list for receiving assistance from public agencies for historic contamination resulting from use as a log chipping operation, possible off-site impacts from an asphalt plant, and possible off-site impacts from an automotive salvage yard. Site contamination documented by the DEQ included diesel, heavy oil, metals and VOCs. The analytes tested were below their respective Risk Based Concentrations (RBCs), and the site received a DEQ NFA determination in March 2005.

4.2.10 Orphan Sites

EDR maintains a listing of Orphan (unmappable) sites, which cannot be mapped due to inaccurate or incomplete information. Orphan sites reside in the respective search radius of the applicable program, list or database. There were two Orphan sites listed in the EDR report:

- Chet's Electric, 1049 S 15th Street, Databases: LUST, UST; and
- Redmond Texaco Corner Store CC#83, 712 S 5th Street, Database: LUST.

Based on the limited information provided, the unmapped facilities appear to have a registered UST(s) and completed cleanup related to a LUST(s).

4.2.11 Oregon Water Resources Department

The Oregon Water Resources Department (OWRD) maintains records of well logs installed in the state of Oregon. The Department's well log records are extensive; however, they do not necessarily reflect the actual number of water wells within the state. The OWRD database was queried for water wells located within an approximate 1.0-mile radius of the subject site. This search revealed 18 water wells with completed depths ranging from 285 to 860 feet below ground surface (bgs). Static water levels reportedly range from 250 to 698 feet bgs.

Based on this well data and our knowledge of regional hydrogeologic conditions in the upper Deschutes Basin, groundwater near the site typically occurs in relatively deep basalt flows and interbedded weathered zones and pyroclastic deposits. Regional groundwater flow is to the northeast (Gannett, et al., 2001). The depth to groundwater in the vicinity combined with the type of materials underlying the site (multi-layered basaltic bedrock), suggests that

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groundwater is an unlikely media for potential contaminant migration in the event of a surface or near-surface release.

4.2.12 Oregon State Fire Marshal

According to the State Fire Marshal's searchable online database of emergency responses to hazardous materials incidents, there was no response records associated with the site address.

4.3 PHYSICAL SETTING SOURCE

The site is located at the western margin of the High Lava Plains Physiographic Province of Central Oregon. This region is characterized by semi-arid high desert vegetation along the eastern foothills of the High Cascade Mountain Range. Annual precipitation in the Redmond area is approximately ten inches, most of which falls in the form of snow during the winter months. The site and surrounding areas are composed of relatively thin volcanic soils overlying Pleistocene age Newberry basalt flows (Sherrod et al., 2004). With exception of talus deposits, lake sediments, and fluvial debris, most of the rocks in the province are volcanic, and thick accumulations of basaltic lava are common. The average site elevation ranges from 3,020 to 3,030 feet above mean sea level (msl).

4.4 AVAILABLE RADON DATA

Radon is a radioactive gas, which occurs naturally in the environment and cannot be seen, smelled, or tasted. The human health effect associated with prolonged exposure to elevated levels of radon is an increased risk of lung cancer. The U.S. EPA and U.S. Centers for Disease Control are concerned about the increased risk of lung cancer developing in individuals exposed to above-average levels of radon in their homes or offices. To address these concerns, the U.S. EPA conducted a radon survey and presented the results for all counties of the United States in 1990.

U.S. EPA's map of Radon Zones assigns each of the counties in the United States to one of three zones. The zone designations were determined by assessing five factors that are known to be important indicators of radon potential: indoor radon measurements, geology, aerial radioactivity surveys, soil parameters, and foundation types.

The U.S. EPA's map of Radon Zones was search for Deschutes County, which falls within the U.S. EPA Zone 3 designation for Radon levels. This designation correlates to a predicted average indoor radon screening level of less than 2 picocuries per liter (pCi/L), which is below the U.S. EPA action level of 4 pCi/L.

62915 NE 18th St, Ste 1, Bend, OR 97701 p | 541.382.4707 f | 541.383.8118 wallacegroup-inc.com

4.5 VAPOR INTRUSION

Based on the historical information regarding site and adjacent land use and the geologic conditions underlying the site (shallow basalt bedrock with local groundwater depths exceeding 250 feet bgs), there does not appear to be a risk to human health or the environment because of hazardous vapor intrusion at or onto the site.

4.6 USER PROVIDED INFORMATION

Wallace Group's "User" contact was Mr. Mike Caccavano. Mr. Caccavano represents the User of this Phase I ESA report. Mr. Caccavano's responses to the User Questionnaire are shown in bold (**Appendix C**).

1. Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law? **No, none exist.**
2. Are you aware of any activity and land use limitations (AULs), such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? **No, none exist.**
3. As a "user" of this Phase I ESA, do you have any specialized knowledge or experience related to the site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? **No.**
4. Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property? **Property is (sic) a donation.**
5. Are you aware of commonly known or reasonably ascertainable information about the site that would help Wallace Group identify conditions indicative of releases or threatened releases? For example, as the User:

   - Do you know the past uses of the property? **Vacant, non-farmed.**
   - Do you know of specific chemicals that are present or once were present at the property? **Unknown, likely none.**
   - Do you know of spills or other chemical releases that have taken place at the property? **No**ne
   - Do you know of environmental cleanups that have taken place at the property? **None.**

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6. As the user of this Phase I ESA, based on your knowledge and experience related to the property, are there obvious indicators that point to the presence or likely presence of contamination at the property? **Unknown, likely none.**

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5.0 HISTORICAL USE OF THE PROPERTY AND ADJOINING PROPERTIES

The following information regarding past and current uses of the site and adjoining properties was obtained from various public and private sources. Information available through these sources is usually incomplete but may provide a general overview of the site's historical uses.

5.1 SANBORN FIRE INSURANCE MAPS

Sanborn Maps were drawn by the Sanborn Fire Insurance Company to assist in underwriting properties from the late 1800s to the mid-1900s. For certain time intervals, the maps show much detail of buildings, improvements, and land uses. The coverage of this resource is typically limited to older districts in established towns and cities. There were no Sanborn Maps available for review (**Appendix B**).

5.2 HISTORICAL AERIAL PHOTOGRAPHS

A review of historical aerial photography may indicate past activities at a property not documented by other means or observed during a property visit. The effectiveness of this technique depends on the scale and quality of the photographs and the available coverage. Available aerial photographs providing coverage of the site were obtained from EDR (**Appendix B**). The following is a tabulation of the aerial photographs reviewed:

HISTORICAL AERIAL PHOTOGRAPHS REVIEWED

Date	Aerial Photo Source	Scale	Color	Stereo
6/3/1938	USDA	1” =500’	B&W	No
7/28/1951	USDA	1” =500’	B&W	No
9/17/1953	USGS	1” =500’	B&W	No
6/28/1973	USGS	1” =500’	Infrared	No
8/2/1980	USGS	1” =500’	B&W	No
7/29/1982	USDA	1” =500’	Infrared	No
1994	USDA/DOQQ	1” =500’	B&W	No
2006	USDA/NAIP	1” =500’	Color	No
2009	USDA/NAIP	1” =500’	Color	No
2012	USDA/NAIP	1” =500’	Color	No
2016	USDA/NAIP	1” =500’	Color	No

The results of our aerial photography review are presented below:

1938 The subject site and surrounding areas appear to be undeveloped high desert rangeland. NE Maple Avenue and Negus Way are present to the northwest. Dirt paths transect the site.

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1951 There are no appreciable changes to the site or surrounding areas compared to the 1938 photograph.

1953 There are no appreciable changes to the site or surrounding areas compared to the 1951 photograph.

1973 NE Maple Avenue has been widened along the north site boundary. Residential development has begun west and south of the site. There are no other appreciable changes to the site or surrounding areas compared to the 1953 photograph.

1980 There is residential development north of the site. There are no other appreciable changes to the site or surrounding areas compared to the 1973 photograph.

1982 The High Desert Sports Complex is present northeast of the site. NE Maple Avenue appears to have been paved and improved. There are no other appreciable changes to the site or surrounding areas compared to the 1980 photograph.

1994 There are no appreciable changes to the site or surrounding areas compared to the 1982 photograph.

2006 Industrial development has begun to the south, along NE Hemlock Avenue, NE 11th Street and NE 15th Street. There are no other appreciable changes to the site or surrounding areas compared to the 1994 photography.

2009 NE Kingwood Avenue and NE 17th Street are present to the south with associated industrial development. There are no other appreciable changes to the site or surrounding areas compared to the 2006 photography.

2012 There are no appreciable changes to the site or surrounding areas compared to the 2009 photography.

2016 There are no appreciable changes to the site or surrounding areas compared to the 2012 photography.

NOTE: Aerial photographs only provide information on indications of land use and no conclusions can be drawn from the photographs alone.

5.3 CHAIN-OF-TITLE REPORT

A chain-of-title was not provided for review within the time frame of this project.

5.4 PREVIOUS ASSESSMENTS

No previous assessments were provided for review as part of this Phase I ESA.

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6.0 SITE RECONNAISSANCE

Wallace Group's assessment activities included a site reconnaissance. This section summarizes the observations and findings from our site visit.

6.1 METHODOLOGY AND LIMITING CONDITIONS

A site visit was conducted on April 10, 2020, by Wallace Group environmental staff. The purpose of the site visit was to look for obvious visual indications of historical or current operations that may have resulted in possible soil and/or groundwater contamination. The site visit included a visual evaluation of the grounds for indications of hazardous-waste storage, use, and disposal areas, storm drainage, and underground and aboveground storage tank locations. Refer to **Figure 2, Site Map**, for locations of features referenced in this section.

6.2 GENERAL SITE SETTING

The subject site is located approximately 1.5-miles northeast of downtown Redmond, Oregon. The site and adjacent properties are located at the eastern boundary of the Redmond city limits, with industrial properties to the south, residential properties to the west and north, and undeveloped rural land to the east. Near-surface soils consist of volcanic silty-sand with varying amounts of basaltic gravel, cobble and boulders, less than ten feet thick. The near-surface soils are underlain by multiple flows of hard, basaltic bedrock that extend laterally across the site to depths of several hundred feet below surface grade.

6.3 SITE OBSERVATIONS

Site observations made during our reconnaissance activities are described in Sections 6.3.1 through 6.3.10. Photographs of site features and surrounding areas observed during our site visit are included for reference on **Figure 2** and **Figures 3a-3d.**

6.3.1 Descriptions of Structures, Roads and On-Site Improvements

The site is structurally undeveloped with no on-site improvements (**Figure 3a**). NE Maple Avenue borders the northern site boundary from east to west. NE Kingwood Avenue borders the southern site boundary (**Figure 3a**) from east to west. NE Maple Avenue borders the northern site boundary (**Figure 3b**) from east to west. Adjacent off-site improvements include paved public roads with curbs and paved sidewalks (**Figure 2**). Numerous dirt-drive and -foot paths transect the site and are blocked with boulders at the property boundaries to impede access (**Figure 3b**).

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6.3.2 On-Site Chemical Storage

Wallace Group personnel did not observe on-site chemical storage at the time of our site visit.

6.3.3 Storage Tanks (ASTs and USTs)

There was no surface evidence to suggest the presence of ASTs or USTs at the site.

6.3.4 Land Conditions

As referenced in section 6.3.1, the site is undeveloped. The site slopes down to the southeast. Dirt drive and foot pathways transect the site, mainly connecting NE Maple Avenue to NE Kingwood Avenue. The site was vegetated with Western Juniper, wax currant, native bunch grass, sage and rabbit brush at the time of our site visit. There are numerous small basalt ridges and outcrops around the property (**Figure 3c**).

6.3.5 Wells, Septic Systems, Stormwater and Wastewater Discharge

Wallace Group personnel did not observe surface evidence of water wells, septic systems, stormwater or wastewater discharge structures.

6.3.6 Indications of Solid Waste Disposal

Wallace Group personnel observed solid waste disposal along the drive paths consisting of discarded tires (**Figure 3c**), wood (**Figure 3d**), plastic and concrete (**Figure 3d**). The observed waste was considered de minimis and appeared inert with no signs of staining or contamination.

6.3.7 Potential Presence of Asbestos-Containing Materials (ACMs)

There were no on-site structural improvements at the time of our site visit. Based on these observations, ACMs do not appear to be present at the site.

6.3.8 PCBs

Wallace Group did not observe pole or pad-mounted transformers on the subject site.

6.3.9 Lead Paint

Wallace Group personnel did not observe on-site structural improvements during our site visit. Therefore, there does not appear to be a potential for lead-based paint surfaces at the site.

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6.3.10 Residual Pesticide and/or Herbicide Potential

Based on historical information reviewed for this assessment, the site has never been structurally or agriculturally developed. There is no information to indicate that pesticides or herbicides have been used at the site.

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7.0 INTERVIEWS

7.1 INTERVIEWS WITH KEY SITE MANAGER/OWNER/OCCUPANT

On April 29, 2020, Ms. Kristie Bollinger, property manager and Deschutes County employee, was interviewed by the Wallace Group. Ms. Bollinger was not aware of any historical development, and no on-site improvements have been performed since Deschutes County's ownership. Deschutes County has owned the property since approximately 1960, when it was purchased or deeded from the Bureau of Land Management (BLM). The property is being donated to the City of Redmond by Deschutes County, and is currently being separated from the larger 1,600-acre parcel. Ms. Bollinger was not aware of any environmental issues or unresolved regulatory enforcement actions related to the project site.

On April 20, 2020, Wallace Group received an ASTM E1527-13 Owner/Occupant Questionnaire, completed by Ms. Bollinger (**Appendix C**).

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8.0 EVALUATION

The following sections describe Wallace Group's findings and provide general background information about the subject site. This evaluation includes our professional opinion about recognized environmental conditions, *historical* and *potential* RECs, and *de minimis* quantities, as applicable to the subject site. The following conclusions are based on Wallace Group's knowledge of the subject property from our site observations and information gathered during our review. These conclusions are subject to the limitations presented in Section 2.5 and may change if additional information becomes available. Wallace Group performed this Phase I ESA of the subject site in general conformance with the scope and limitations of ASTM E 1527-13.

8.1 FINDINGS

8.1.1 Site History

There are no listed sales of the property which has been owned by Deschutes County for its recorded history. A review of property records and a site visit showed no current or historical development of the property. Based on our historical review, there does not appear to have been any regulatory cleanup or environmental enforcement actions associated with the site.

8.1.2 Controlled Recognized Environmental Conditions (CREC)

A CREC is a controlled REC resulting from a past release of hazardous substances or petroleum products that remains in-place subject to the implementation of required controls and is addressed to the satisfaction of the applicable regulatory agency. Based on Wallace Group's evaluation for this Phase I ESA, no CRECs were identified with respect to the subject site.

8.1.3 Historical Recognized Environmental Conditions (HREC)

A HREC is a historical REC resulting from a past release of hazardous substances or petroleum products that remains in-place and has been addressed to the satisfaction of the applicable regulatory agency without implementing controls. Based on Wallace Group's evaluation for this Phase I ESA, no HRECs were identified with respect to the subject site.

8.1.4 Federal and State Agency Records

Wallace Group conducted a regulatory-database search for the subject property and surrounding areas within the various search radii specified by ASTM standards. There were 19 surrounding properties identified within the ASTM search parameters; the properties are listed on multiple state agency databases as having documented releases of hazardous substances and/or petroleum products, undertaken or completed environmental remediation, storing or

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using hazardous materials and/or petroleum products during day-to-day operations, and maintaining environmental permits and/or registration for business purposes. Based on the proximity of the listed properties to the site, the available regulatory information reviewed, the geologic and hydrogeologic conditions underlying the area, investigative actions taken, and the cleanup activities and regulatory oversight (where applicable) conducted to-date, the listed nearby sites do not appear to represent a REC with respect to the subject property at this time.

8.1.5 On-site Chemical Storage

Wallace Group personnel did not observe on-site chemical storage. Based on these observations, on-site chemical storage does not appear to represent a REC with respect to the site at this time.

8.1.6 Storage Tanks (ASTs and USTs)

There was no surface evidence to suggest the presence of ASTs or USTs at the site. Based on these observations, ASTs and USTs do not appear to represent a REC with respect to the site at this time.

8.1.7 Wells, Septic Systems, Stormwater and Wastewater Discharge

Wallace Group personnel did not observe on-site wells, septic systems, stormwater or industrial wastewater discharge features during our site visit. Based on these observations, wells, septic systems, stormwater and wastewater discharge do not appear to represent a REC with respect to the site at this time.

8.1.8 Solid Waste Disposal

Wallace Group personnel observed on-site solid waste disposal that appeared de minimis. Based on these findings, on-site solid waste disposal does not appear to represent a REC with respect to the site at this time.

8.1.9 ACMs

There were no on-site structural improvements at the time of our site visit. Based on these observations, ACMs do not appear to be present at the site, and do not represent a REC with respect to the site at this time.

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8.1.10 PCBs

Wallace Group did not observe pole or pad-mounted transformers on the subject site. Based on these observations, it does not appear that PCBs represent the potential for a REC with respect to the subject property.

8.1.11 Vapor Intrusion

The Deschutes County project site falls within the U.S. EPA Zone 3 designation for Radon levels. This designation correlates to a predicted average indoor radon screening level of less than 2 pCi/L, which is below the U.S. EPA action level of 4 pCi/L. Based on the historical information regarding site and adjacent land use, and the geologic conditions underlying the site (shallow basalt bedrock with regional groundwater depths exceeding 250 feet bgs), there does not appear to be a risk to human health or the environment because of hazardous radon and vapor intrusion onto the site at this time.

8.1.12 Lead-Based Paint

Based on the structurally undeveloped nature of the site, lead paint does not appear to represent a REC at the site.

8.1.13 Residual Pesticide and/or Herbicide

Based on historical information reviewed for this assessment, the site has never been structurally or agriculturally developed. There is no information to indicate that pesticides or herbicides have been used at the site. As such, residual pesticides and/or herbicides do not appear to represent a potential REC at the site.

8.2 DEVIATIONS AND ADDITIONAL SERVICES

There were no deviations, deletions, or additional services to the originally authorized Phase I ESA scope of services between the Client and Wallace Group.

8.3 CONCLUSIONS

We have performed this Phase I ESA in conformance with the scope and limitations of ASTM E 1527-13, for the 40-acre parcel, located at the northwest corner of NE 17th Street and NE Kingwood Avenue in Redmond, Oregon. The site is currently owned by Deschutes County. Any exceptions to, or deletions from, this practice are described above in Section 8.2 above.

The findings of this environmental assessment did not disclose the presence of potential or RECs regarding soil and groundwater, or the transport, storage, use or disposal of hazardous materials or petroleum hydrocarbons at the subject site. Based on these findings, Wallace

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Group does not recommend additional environmental assessment or remedial activities with respect to the site at this time.

8.4 DATA GAPS

Wallace Group was not able to contact previous site owners at the time this report was prepared to obtain information regarding site use and/or history prior to the current owner. This data gap is not considered to be significant and is unlikely to affect or change the findings and conclusions set forth in Sections 8.1 and 8.3 of this report.

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9.0 REFERENCES

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10.0 PROFESSIONAL AUTHENTICITY

This report has been authored and reviewed by the undersigned. This report is void if the original seal(s) and signature(s) are not included.

Stephen M. Woodward, R.G.
Staff Geologist

Shane M. Cochran, R.G.
Project Geologist

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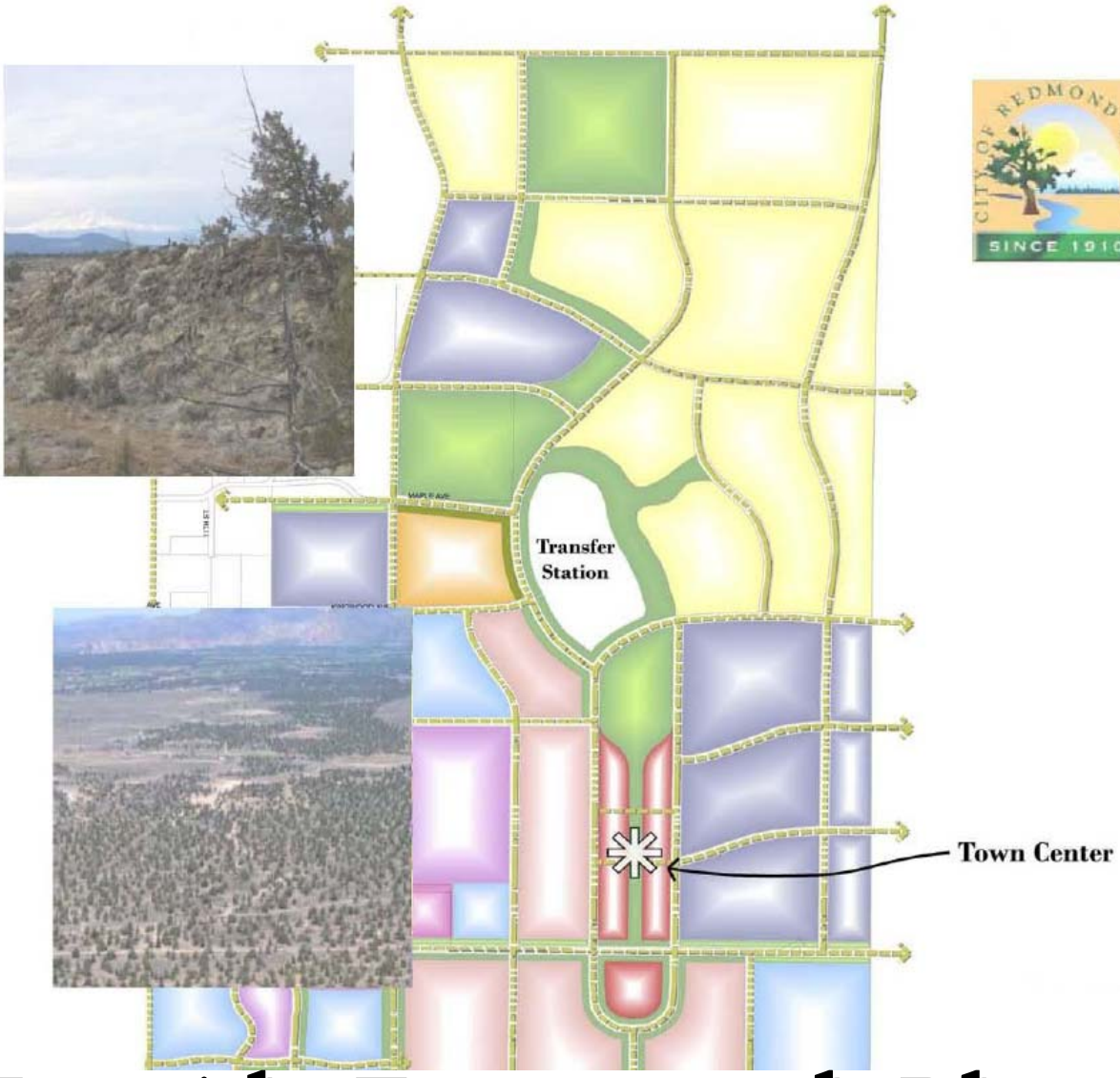
EXHIBIT N - EASTSIDE FRAMEWORK PLAN



Eastside Framework Plan

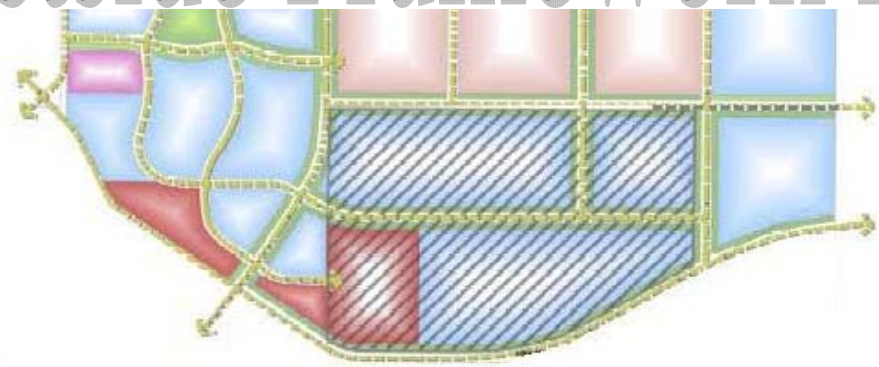


EXHIBIT N - EASTSIDE FRAMEWORK PLAN

Eastside Framework Plan
Summary

Table of Contents

I. INTRODUCTION 1

II. PLAN 6

III. IMPLEMENTATION 12

IV. SUMMARY 15

Figures

1. Framework Plan Location 1

2. County Property Features 3

3. Access and Land Use 4

4. Framework Plan 11

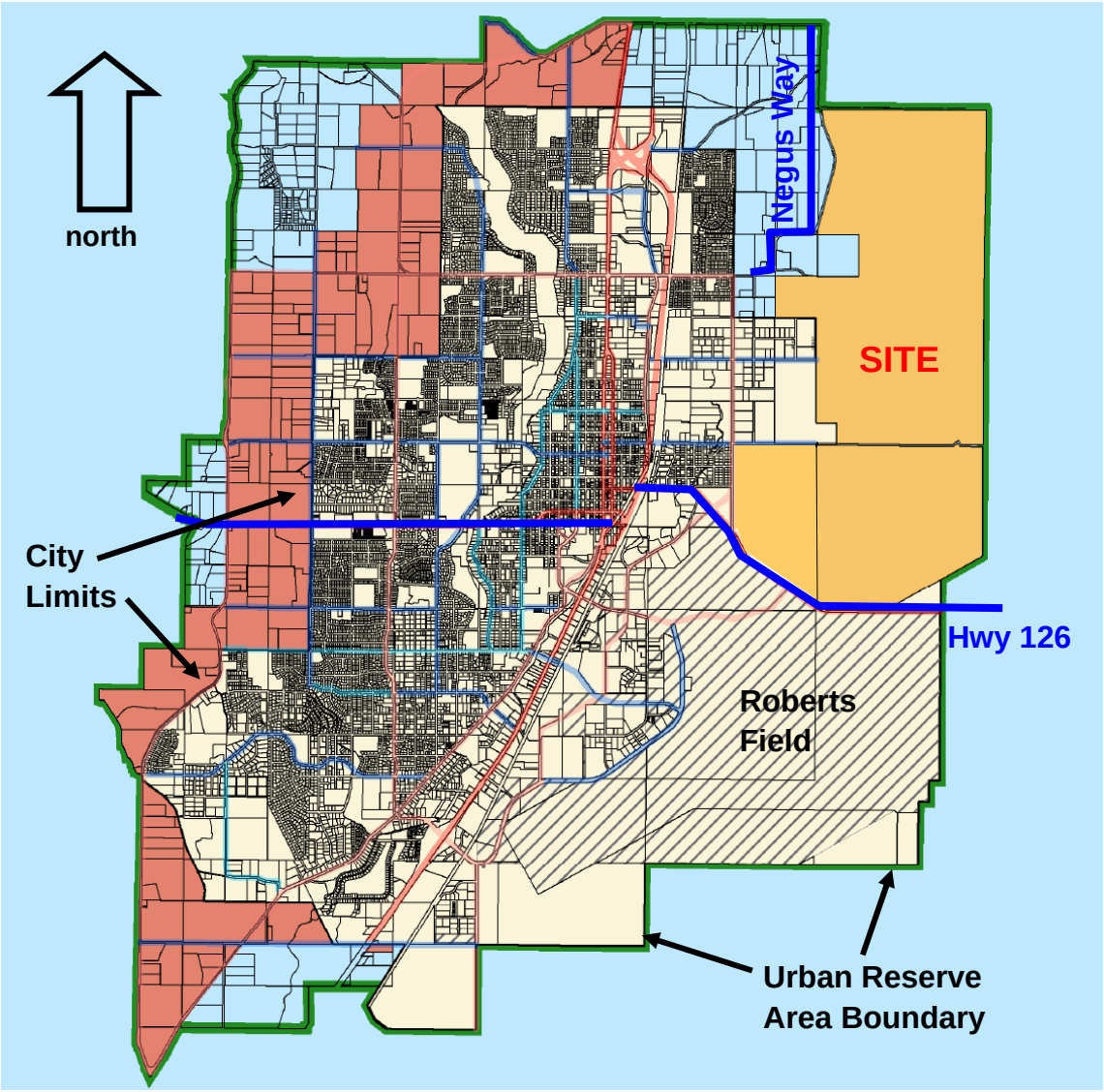
5. Future Planning Issues 13

I. Introduction

Proposal

The Eastside Framework Plan (Plan) is a general land use plan identifying a development pattern for a 1,800-acre area within the City of Redmond Urban Reserve Area (URA). It is located north of the Roberts Field Airport and Oregon Highway 126, and generally east of Negus Way and its southerly extension. All of the Plan area except for the southwesterly 266 acres and ten acres north of Antler Avenue on the west Plan area boundary are outside of the present City Limits and Urban Growth Boundary (UGB). About 250 acres of land is owned by the Central Oregon Irrigation District (COID) and has been added to this project.

Figure 1. Framework Plan Location



The Plan envisions a mixed use community, providing basic services and activities within a short travel distance of each other. The mixed-use pattern reflects that of adjacent urban land, with residential development toward the north and east, and industrial and employment activities to

the south and southwest. Rock features extend in a southwest-to-northeast pattern from Antler to Upas Avenues, and could be used as a primary open space design element to separate and buffer potentially incompatible land uses or to provide passive and active recreational opportunities. This design element could also form the backbone for an open space corridor network that extends through the site, encouraging pedestrian and bicycle travel between home, employment, shopping, school, cultural, and recreational areas. The separated bicycle and pedestrian network connects to the City transportation network, providing direct and efficient access to the rest of Redmond and surrounding area.

Following is a chart summarizing general land use allocations. It should be noted that these percentages are approximate, do not consider rights-of-way dedication, and will vary as more precise road alignments are made, rock formations are mapped, and boundaries are delineated.

General Land Allocation

Uses	Approximate Allocation (percent)
Residential (low, medium, and high-density)	35%
Mixed Use Employment (business center)	12%
Industrial (light and heavy)	31%
Commercial (C-1, C-2 and MUN)	6%
Open Space	16%

Purposes of the Plan are to:

- **Be a Vision** for the area, giving guidance to property owners and service providers.
- **Be a Framework** for more detailed master plans that will be prepared with each development phase.
- **Be a Resource** for future planning efforts to ensure an ample supply of land for future development.

Surrounding Area

The surrounding area reflects the Redmond urban periphery. To the south is the Roberts Field Municipal Airport (Airport), the major commercial airport serving Central Oregon. West, between the extension of Kingwood Avenue and Antler Avenue, is an area being developed with industrial activities. South of Antler Avenue is vacant, although proposals have been submitted for future industrial development. North of the Kingwood Avenue extension along the west site boundary, land is generally undeveloped or low-density residential, with a small public golf course north of Maple Avenue. North of the Plan area, bordering Upas Avenue, is a residential subdivision on acreage tracts, and land to the east is undeveloped and managed by the Bureau of Land Management (BLM).

Site

The Plan area is approximately 1,800 acres of County land and 250 acres of COID land, located generally north and east of the Redmond city limits; however, the COID land and 216 acres of County land are inside the City limits. Existing uses are relatively small, and are located toward the site periphery. They include:

- **Deschutes County Waste Transfer Station.** The waste transfer station is located south of the easterly extension of Maple Avenue, toward the center of the site.

- **Redmond Rod and Gun Club.** The shooting range is located north of Highway 126 toward the southeast corner of the site and in a portion of the site that is within the Redmond city limits.

- **Deschutes County Sheriff Shooting. Range** The Sheriff's shooting range is located approximately 800 feet east of the Redmond Rod and Gun Club.

- **Central Oregon Park and Recreation District Sports Fields.** A 40-acre site including several sports fields and other recreational activities is located north of Maple Avenue along the west site boundary.

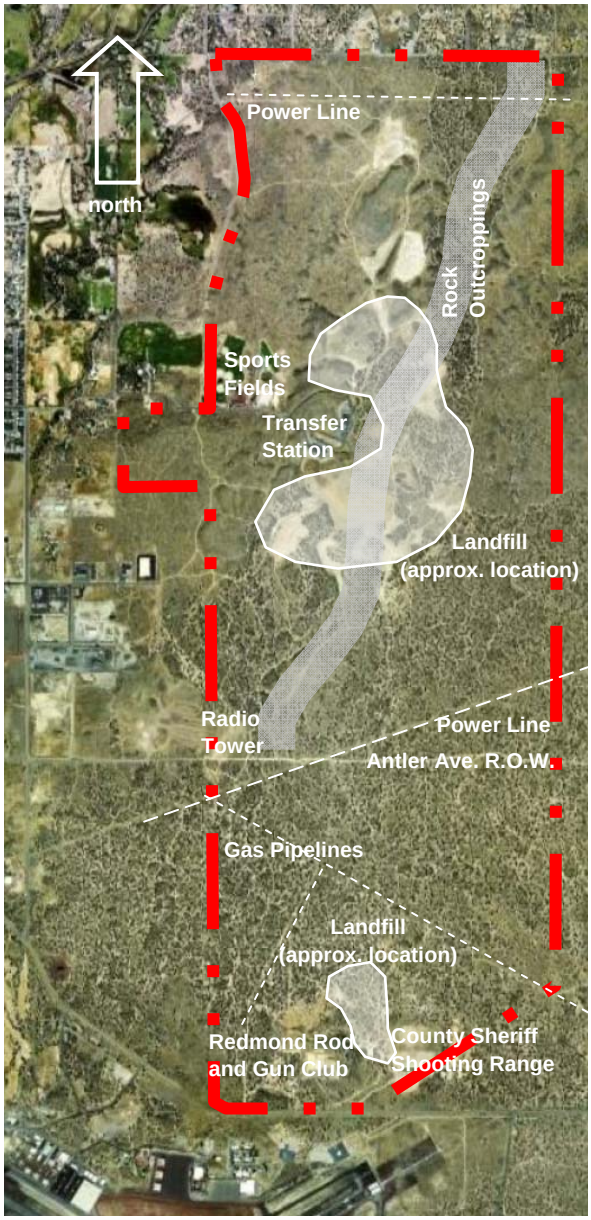
- **Radio Transmission Tower.** The tower is located along the west site boundary and north of the unimproved Antler Avenue right-of-way.

- **Natural Gas Pipelines.** Two pipelines forming a "T" are located on the south portion of the site, within the city limits. They are within utility easements.

- **High Voltage Power Lines.** Two power lines cross the site. The first is located approximately 700 feet south of and paralleling Upas Avenue along the north site boundary. The second extends diagonally across the site, crossing Antler Avenue at approximately midpoint.

- **Landfill Sites (no longer in use).** Two landfills are present. The larger one is a

Figure 2. County Property Features



- **Antler Avenue Right-of-Way.** The unimproved right-of-way extends across the site in a west-east direction, connecting to Antler Avenue and the city limits on the west, and terminating at the east site boundary where it abuts undeveloped Federal land.

The remainder of the site is unimproved, primarily a sagebrush prairie with juniper scrub. The land is generally level with a series of low-lying rock outcroppings (approximately 30 feet in height) extending from Antler Avenue to the northeast corner of the site at Upas Avenue.

Services and Access

The Plan area has no sewer or water services. A sewer interceptor is planned to be extended from the northwest, and will be able to serve the north and east portions of the Plan area. The south and southwest segments can be served through extensions of existing sewers serving industrial development to the west. Water services can be extended from the existing water main network.

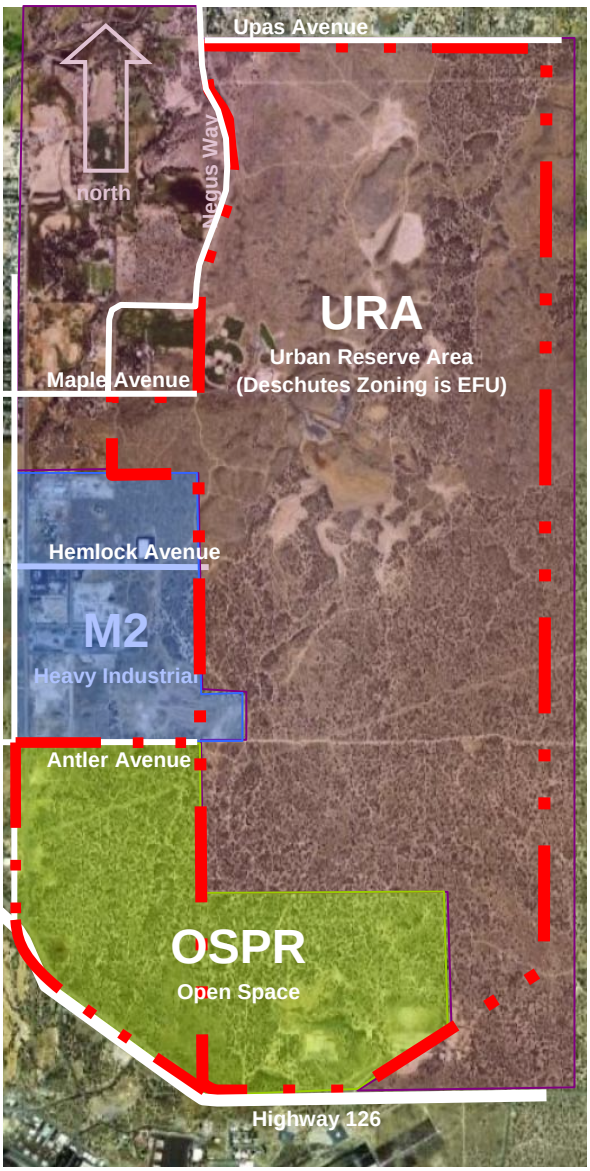
The Plan area is bordered on the north by Upas Avenue, on the northwest by Negus Way, and on the south by Highway 126. Other access points from the west are Hemlock, Maple, and Antler Avenues. However, only Maple Avenue and Highway 126 will be able to provide connections to the City of Redmond west of the Highway 97 Bypass.

Ninth Avenue is the only existing north-south collector street east of the Highway 97 Bypass, limiting traffic flow.

Land Use Designations

All but approximately 266 acres of the Plan area is within the Redmond URA but outside of the city limits, and is located in the City's Urban Reserve Area (URA).

Figure 3. Access and Land Use



Other Planning Activities

There are several other planning projects underway that will impact future development of the site.

- **Roberts Field Municipal Airport Master Plan.** The Airport Master Plan for Roberts Field has been prepared, and implementation will begin in the near future. It includes extension of Runway 4-22 to the northeast, along the southeast boundary of the Plan area boundary, requiring realignment of Highway 126 around the runway extension and approach.

- **Open Space Park Reserve (OSPR) Rezoning and 50-Year Buildout Analysis for the Urban Reserve Area.** There are major offsite traffic impacts that are associated with Plan area development. The City is undertaking two studies to determine potential impacts and mitigation measures. The OSPR Rezoning Analysis considers development impacts of the DesertScape Industrial Area to the west (approximately 250 acres) and the 216 acres of the Plan area abutting Highway 126 that are now in the city limits. Both of these sites are zoned OSPR, Open Space Park Reserve, and will be considered for rezoning to an industrial designation. The 50-Year Buildout Analysis for the URA considers impacts of full urbanization of the site and other property within the URA, and identifies necessary long-term transportation improvements. The Transportation Study has been completed.

- **Master Plan for the DesertScape Industrial Development.** A Comprehensive Plan amendment and master plan review for the DesertScape Industrial Area abutting the Plan area and south of Antler Avenue has been submitted to the City of Redmond. Approval of it by the City is dependent upon funding traffic mitigation measures identified in the OSPR Rezoning analysis previously described. The property is included in the Eastside Framework Plan.

II. Plan

Plan Goal

The Eastside Framework Plan subscribes to the Great Neighborhood Principles adopted by Redmond and is a visionary document that reflects Redmond's role as a dynamic Central Oregon community that promotes the best life possible for its citizens. It serves as a general guide for property owners and service providers to meet the long-term (i.e. 50+ years) development needs for the City and Deschutes County, and integrates the various uses both within the site and with the surrounding community, taking full advantage of the surrounding natural landscape.

In order to achieve compliance with the Great Neighborhood Principles, the Eastside Framework Plan has been developed as mixed community, reflecting surrounding industrial and employment development to the south and southwest, transitioning into residential development toward the northeast and north. Land uses are generally most intense on the west boundary, the east boundary borders land outside of the URA and managed by the BLM. An open space network forms a major design feature for the site. To address existing limited access and offsite transportation impacts of future development, internal circulation includes dedicated pedestrian and bicycle corridors connecting employment areas with residential neighborhoods, and the creation of neighborhood commercial centers within walking distance.

Assumptions

A number of assumptions regarding access, services extension, land use commitments or needs for support services, and other planning activities were necessary.

- **Major North-South Connections.** The Plan will provide at least two major north-south collector streets through the site to augment 9th Street. The western street will be an extension of Negus Way to the south (17th Street). The eastern street will be near the east Plan area boundary.

- **Highway 126 Realignment.** Highway 126 will remain in its present location but will be relocated as necessary to avoid the Airport Runway Clearance zones.

- **Highway 126 Access.** Direct access to Highway 126 from abutting private property will be discouraged. Direct access from the Plan area will be restricted to street intersections.

- **OSPR Rezone Traffic Analysis and 50-Year Buildout Analysis for the Urban Reserve Area.** These two studies will be completed prior to any development and traffic mitigation measures will be funded.

- **Desert Rise Industrial Area.** The City-owned Desert Rise Industrial Area that encompasses the ten-acre parcel containing the radio tower will expand east into the site.

- **Affordable Housing.** The 40-acre portion of the site at the southwest intersection of 17th Street and Maple Avenue will include medium and high-density housing, to provide affordable housing.

- **Sports Fields Relocation.** The sports fields at the northeast corner of the future intersection of 17th Street and Maple Avenue will be relocated to a more centralized park area within the Plan area.

- **Negus Transfer Station.** The County waste transfer station will remain at its present location.

- **Central Landfill.** Prior to development of the phase in which it is located, an accurate landfill boundary determination, an assessment of landfill material, and any necessary remediation will be completed. The landfill will be incorporated into a central park.

- **Southern Landfill.** Prior to development of the southern 216 acres of the Plan area within the city limits, an accurate landfill boundary determination and an assessment of landfill material will be completed, along with any necessary remediation.

- **Federal Land.** The Federal land abutting the east Plan area boundary and managed by BLM will remain in open space use and access limited until a management plan is adopted.

- **DesertScape.** The DesertScape Industrial Area abutting the Plan area on the west will be developed as an industrial area with supportive commercial uses.

- **Shooting Ranges.** The Redmond Rod and Gun Club and Deschutes County Sheriff shooting ranges will be relocated, and any required reclamation will be completed prior to development of the first phase.

- **School Needs.** The school needs generated by the residential development in the Plan area and surrounding land are two elementary and one middle school. A high school may also be needed.

- **Gas Utility Pipelines.** The pipelines will remain in their present location.

- **Electrical Transmission Lines.** The high voltage transmission lines crossing the site can be relocated as needed.

- **Sewer Extension.** A sewer interceptor will be extended from the northwest to serve the north and eastern portions of the Plan area. Sewer service to the south and southwest portions of the Plan area can be served by extension of nearby sewers to the west.

- **Offsite Improvements.** Major offsite improvements include transportation mitigation and sewer interceptor.

Great Neighborhood Principles

The Great Neighborhood Principles are incorporated into the Plan. Following is a brief summary of how each of the Principles is achieved.

- **Walkable and Bikable.** The internal circulation includes a series of pedestrian/bicycle pathways within green spaces and corridors, augmenting the street system and supporting the use of nonmotorized transportation in a pleasant setting. Neighborhood commercial centers are located within convenient walking distance in residential neighborhoods. Landscaped boulevards are strategically placed in areas of intense employment, encouraging outdoor activities and pedestrian use.

- **Interconnected Streets.** Two new major north-south streets (17th and 33rd Streets) extend the full length of the site to augment 9th Street, the only existing north-south collector street east of the Highway 97 Bypass. There is also a Central Parkway that serves the northern residential area, and a central Park Blocks and boulevard with a high school, community/recreation center, and town center south of the Central Park. Major east-west streets providing access the full width of the site are Upas Avenue along the north site boundary, existing Highway 126 along the south site boundary, and extensions of Highland, Antler, and Maple Avenues to the center of the site from the west. Quince Avenue connects to the Central Parkway in the center of the site, and the future realigned Highway 126 (which may replace Antler or Highland Avenues) will provide an east-west connection, although access to the Plan area will be limited to major intersections. Future potential access to the BLM-managed land is shown at Antler, Hemlock, and Maple Avenues. Local streets will be identified with Master Plans as each development phase occurs.

- **Variety of Housing Choices.** A full spectrum of housing densities and locations are provided. The most intense housing is toward the center of the site, between the Central Park and the industrial area. Other high-density residential development is allowed throughout, particularly along the west site boundary and around neighborhood parks. Lower-density housing is found throughout the site where it interfaces with non-urban lands and open spaces.

- **Diverse Mix of Activities.** As noted above, the Plan provides for a full range of land uses with major employment areas on the southern portion of the site, open space and recreational areas throughout with the Central Park in the middle, and residential development north of the industrial lands. Schools, parks, and neighborhood commercial uses are located where they can take advantage of nearby open areas and bicycle/pedestrian corridors.

- **Open Spaces.** The major open space element incorporates the rock features that extend diagonally across the site from 17th Street and Antler Avenue to 33rd Street and Upas Avenue, and includes the solid waste landfill site. The southern terminus at 17th Street and Antler Avenue provides the opportunity for an open space connection to Antler Avenue,

which in turn could be developed as a major boulevard and pedestrian connection to the west. Seventeenth Street south of Antler Avenue is a landscaped boulevard with a median, becoming a unifying design element and open space corridor for the Plan area industrial district and the proposed DesertScape development to the west. Open space corridors connect schools and activity centers, encouraging walking and bicycling. They also extend to the east site boundary, allowing future access to the BLM-managed land when a management plan is completed. In summary, open spaces are provided primarily on either land that has severe development constraints (landfill, rock features) or that functions to enhance the transportation network and merge the site with surrounding development. Overall, the open space features become a major identity feature and landmark for the Plan area.

- **Canals.** There are no canals on the site, but two are located to the east and west. Both the east-west grid streets and open space network provide numerous opportunities for bicycle/pedestrian connections between them.

- **Public Art.** Because this is a framework plan, specific public art locations are not identified. Rather, the opportunities for future public art are provided. Most prominent of these is the gateway into the site and City of Redmond from the east on Highway 126. Other potential art locations include roundabouts at major intersections, boulevards, parks, and the community/recreation/civic center.

- **Scenic Views.** The general level nature of the site provides potential panoramic views from the low-lying rock features that extend diagonally across the site. Additionally, the major street system, augmented by the open space network, allows distant views of Smith Rock to the north and Powell Butte to the east. Within the site, incorporation of rock features into open space calls attention to this nearby natural feature, giving local identity.

- **Environmentally-Friendly Design.** A major environmentally-friendly feature of the Plan is creation of a transportation network of separated bicycle/pedestrian pathways connecting major employment areas, commercial nodes, and residential neighborhoods. A full range of land uses are arranged so they are within walking and bicycling distance, reducing traffic levels. They also encourage internal trips rather than traveling outside of the Plan area for working, shopping, recreation, schools, or residences. This reduces traffic impacts on the street network outside of the site.

- **Urban-Rural Interface.** The site abuts the eastern URA boundary and a large parcel of BLM-managed land. There is no management plan in place, so access must be restricted at this time. The Plan recognizes the edge of the URA by placing a meandering landscaped parkway along the edge with landscaping, open spaces, and low-density residential development separating the roadway and BLM land. A number of potential future access points to the east are shown, which can be used as appropriate when the management plan is developed.

- **Integrated Design Elements.** Major design elements of the Plan are included under each of the Great Neighborhood Principles described previously. In combination they:

  - **Establish** a unique neighborhood character that reflects Central Oregon and the City of Redmond.
  - **Integrate** the Plan area into the existing City development pattern and take advantage of surrounding commercial and industrial development.
  - **Identify** neighborhood centers and activity nodes.
  - **Create** edges and boundaries for the neighborhood through design.
  - **Create** efficient transportation pathways to and through the site in a manner that connects the neighborhood to the rest of the City and reinforces neighborhood activities and livability.
  - **Identify and Emphasize** natural landmarks, both within and beyond the Plan area, which provide identity of individual neighborhoods and orientation within them.

Figure 4. Framework Plan

III. Implementation

The Eastside Framework Plan is a generalized land use plan. As additional land is needed for growth of Redmond, more detailed plans and land use reviews will be required prior to development. Except for land already within the city limits, the following steps are generally required:

- **Inclusion into the Redmond Urban Growth Boundary.** The URA identifies land anticipated as needed for urban development over the next 20 to 50 years. Land within the UGB is that which services can be extended to within ten to 15 years and which is eligible for annexation.

- **Annexation into the City of Redmond.** Annexation into Redmond allows the extension of City services including sewer and water, which will support urban development.

- **Comprehensive Plan Amendment in Conformance with the Framework Plan.** Land use designations within the broader Framework Plan categories are applied, allowing more accurate assessment of compatibility with adjacent land and service needs.

- **Resolution of Outstanding Issues.** There are several outstanding land development issues which must be resolved prior to development of the Plan area or certain portions of it. These issues are discussed in a separate section below.

- **Zone Map Amendment in Conformance with the Comprehensive Plan and Master Plan Adoption.** Application of specific land use zones and adoption of a development master plan provides a more accurate idea of access and service needs, and allows an assessment of the functioning of the area relative to the Framework Plan area and nearby development.

- **Subdivision or Development Review.** This is the final land use review stage prior to development. It creates ownership parcels, provides assurances that access and utilities can serve the site, and ensures that the proposed development meets land use requirements relating to use and design.

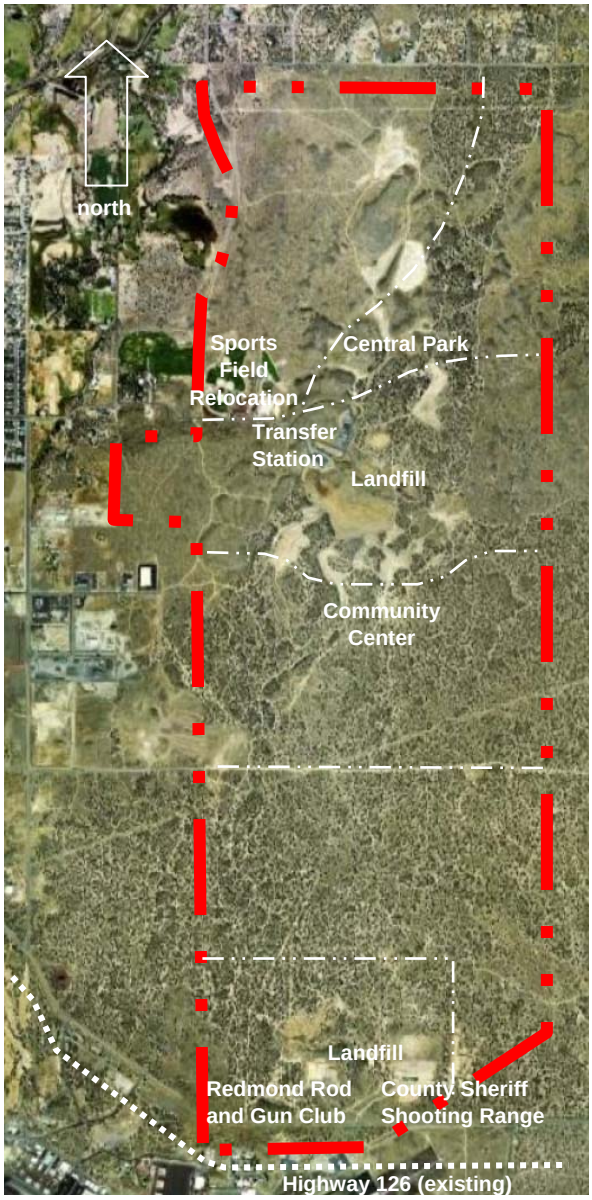
Future Planning Issues

Several plan design elements have yet to be resolved for full development of the site to occur. These future decisions and actions, along with identification of the point in time at which they must be made, are part of the overall Plan.

- **Phasing.** The major property owner, Deschutes County, wishes to rezone and prepare a Master Plan for the 216 acres within the City Limits and zoned OSPR as a first phase of Plan area development. This will be followed by development phases ranging from approximately 250 to 500 acres as needed for urban expansion. Phase boundaries can coincide with major streets and phased development can occur as services are extended to the site, offsite traffic

mitigation measures are completed, other identified issues are resolved, and the market needs support the urban development. Although phases are numbered in Figure 5, development does not need to occur in this order. Rather, services availability, transportation, and land use needs should determine the future development schedule.

Figure 5. Future Planning Issues



- **Highway 126 Realignment.** Two major decisions must be made prior to rerouting Highway 126 to a more efficient and safe alignment. The first is to identify a suitable location across both the Plan site and abutting land. The second decision is to identify a funding source for its construction and right-of-way acquisition. Affected property owners and jurisdictions will determine a corridor location for Highway 126 during 2008.

- **Highway 126 East Gateway.** This includes the location and design of a significant entry into Redmond. Funding also needs to be identified and land acquired.

- **Negus Transfer Station.** At present there are no plans for terminating this operation at the present site. All Plan alternatives require its relocation when the development phase east of Maple Street. A long-range relocation plan must be prepared and implemented.

- **County Sanitary Landfill.** Although approximate landfill limits are identified, a more precise determination must be made, along with an assessment of the type of material it contains and what, if any, hazard it may present. Depending on the site assessment and future use of the site, remediation may be required. These items, coupled with questions relating to future subsidence and stability, prevent designating the landfill for a use other than open space.

- **Air Field-Related Landfill.** The location may be in the first development phase, and both its boundaries and waste material are unknown. Full site assessment and remediation should be made.

- **Central Park.** Precise location and design of the Central Park depends on a thorough analysis of landfill boundaries, rock formation location, and desired recreational activities.

- **Community/Recreation/Civic Center.** A visioning process should be undertaken to identify the types of activities to be undertaken in order to determine the amount of land, general design, and approximate cost of the facility.

- **Sports Field Relocation.** The intersection of 17th Street and Maple Avenue is identified for a mixed-use neighborhood center with high-density residential development. Retaining the sports fields at their present location is an underutilization of this area. A more appropriate location is within the Central Park, where fields can be arranged in a more efficient manner. Discussion with the County about relocation should be completed prior to Central Park design.

- **Shooting Ranges.** The Redmond Rod and Gun Club shooting range is located in the first development phase, with the County Sheriff shooting range immediately east (identified as Phase II). Notice to relocate, site assessment, and remediation must be made.

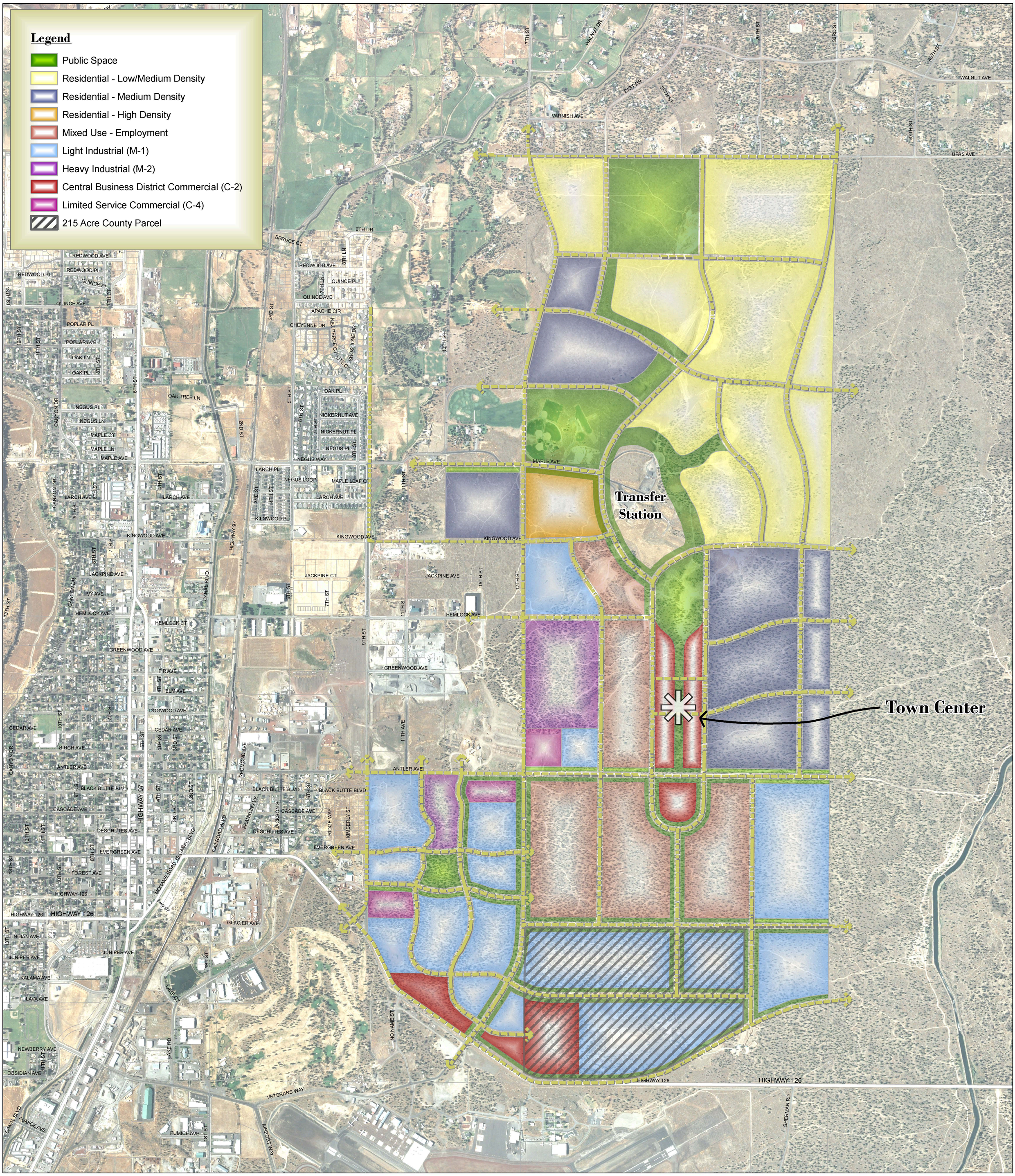
- **Railroad Alignment.** A study has recently been initiated to determine the feasibility of relocating the main railroad line that passes through Redmond further east. There is the possibility that it will be extended through a portion of the site. If this occurs, modification of the Framework Plan will be required.

Unresolved Issues

Issue	Time of Resolution
Phasing	Phase I boundaries are already established. Other phase boundaries may be established prior to Master Plan approval for each phase.
Highway 126 Realignment	Highway 126 will be realigned so it does not conflict with the Airport Runway Approach Zone
Solid Waste Transfer Station	The Negus Transfer Station will stay at it's present location.
Sanitary Landfill Delineation and Remediation (both locations)	The airfield site needs to be surveyed before the property is sold. Development phase that includes the area between Maple and Hemlock Avenues for the northern site.
Central Park Location, Design	Development phase that includes the area between Maple and Hemlock Avenues
Community/Recreation Center Location	Development phase that includes the area between Hemlock and Antler Avenues
Sports Field Relocation	Development phase that includes the area between Quince and Maple Avenues
Relocation of Shooting Ranges	Prior to sale of property, this should be resolved with the operators of the shooting ranges.

III. Summary

The Eastside Framework Plan incorporates the Great Neighborhood Principles adopted by the City of Redmond and promotes an attractive and inviting development climate. It provides a unique identity for the Plan area, while at the same time connecting it to and merging it with surrounding development and land use activities. The mixed-use community minimizes offsite traffic impacts by reducing motor vehicle trips for shopping, employment, and recreation. Open space is located on land with major development limitations or in a manner that maximizes its function for recreation, pedestrian and bicycle transportation, visual impact and enhancement, and district identity. In summary, the Plan provides a framework for long-range development of a mixed land use community that will become a hallmark for Redmond as it grows in both size and stature in Central Oregon.



Eastside Framework Plan

Redmond, Oregon

Alternative A

Date:	October 12, 2020
To:	Mike Caccavano, PE & David Pilling, City of Redmond
From:	Joe Bessman, PE
Project Reference No.:	1446
Project Name:	Skyline Village Master Plan Transportation Planning Rule Analysis

This memorandum provides a transportation assessment for the proposed Skyline Village Master Plan to assess compliance with the Transportation Planning Rule and identify an overall improvement strategy to support the affordable housing pilot project. This report was prepared in compliance with Redmond Development Code 8.2815 and the specific House Bill requirements. The overall intent of this project is to address a critical shortage of Needed and Affordable Housing in Redmond.

EXECUTIVE SUMMARY

The intent of Oregon House Bill 4079 and 2036 was to reduce the regulatory barriers in addressing the critical affordable housing supply within the State. The Cities of Redmond and Bend were awarded the Pilot Project to expand their Urban Growth Boundaries by 50 acres, bringing in additional lands that could support these needs. The overall Pilot Project application detailed the specific site location, mix of uses, and transit supportive infrastructure that would occur with the project. In exchange, the project was exempted from documenting compliance with Statewide Planning Goals, including Goal 12 (Transportation Planning Rule). While exempted, there is a functional need remaining to support this new community with safe and accessible transportation infrastructure, and to appropriately prioritize supporting projects necessary for urbanization and supportive of affordable housing. Key findings of this assessment are as follows:

- The northeast side of Redmond generally has available capacity within its roadway system but will require the extension and completion of the grid network to support the new neighborhood.
- Direct pedestrian connections to the NE 9th Street and NE Maple Avenue corridor will be a high priority near-term need. Improvements along the Kingwood Avenue right-of-way could support this connectivity within the initial phases of development.
- When connected, Maple Avenue will provide a critical linkage from Skyline Village to goods and services located toward the west. Urbanization of this corridor, including modification to the alignment of its intersection with Negus Way, will eventually be required. A sidewalk or pathway system should be extended from the project to the existing sidewalks west of NE 9th Street when the Maple Avenue connection is made.
- The Eastside Framework Plan shows a conceptual realignment of Maple Avenue as a direct east-west alignment. There is no indication that relocation and dedication of right-of-way would provide any benefits to the transportation system and it is recommended that the current alignment be retained
- NE 17th Street is identified within the Eastside Framework Plan as a critical north-south *Collector,* providing a parallel and supportive role with the NE 9th Street corridor. The Skyline Village project will extend this street north to connect directly with NE Maple Avenue.

- A transit plaza is proposed near the southern edge of the site to support the City's commitment to provide fixed-route transit service with eight or more stops per day as identified within the Pilot Project application.
- Adjacent to the transit plaza is supportive convenience commercial uses. These are intended to serve the new neighborhood but may also have the trip-reducing benefit of providing basic goods and services within the largely industrial portion of the City that surrounds this site.

Overall, the project shows consistent transportation needs as previously identified within area plans, and the site benefits from the City's current plans to extend the NE 9th Street corridor between Veteran's Way and OR 126. Additional details of this analysis are provided in this report.

PROJECT OVERVIEW

The Skyline Village Affordable Housing Project was authorized under House Bill 4079, in which the Department of Land Conservation and Development (DLCD) provides a mechanism for the rapid annexation and development of lands outside the Urban Growth Boundary to fulfill the urgent need for Affordable Housing. Lands identified within the City's application to the DLCD are located in northeast Redmond, between NE Maple Avenue and NE Kingwood Avenue, with NE 17th Street at the eastern parcel boundary. The location of this 40-acre parcel is illustrated in Figure 1.

The subject property was previously identified as a residential site within the joint City/County Eastside Framework Plan, as shown in Figure 2. While the affordable housing project will comply with the land use goals within this plan, the project will need to address the transportation corridors that are planned to bisect or extend along the property frontage. NE 17th Street is identified as a critical north-south corridor that supports the overall Eastside Framework Plan, and the Maple Avenue corridor is a critical east-west route that this Framework Plan has identified as a direct realignment along the northern property boundary. Accordingly, planning efforts for this project will need to incorporate these elements or provide adequate justification and coordination with affected stakeholders to revise the roadway network.

A scoping memorandum dated June 10, 2020 was prepared and submitted to City of Redmond, Deschutes County, and ODOT for review and comment prior to the preparation of this Transportation Impact Analysis. This memorandum detailed the development assumptions and critical analysis issues as contained within this report.

The project is exempt from the Transportation Planning Rule requirements as specified by the DLCD's interpretation of the rule with ODOT (see attached). However, there are several requirements for the project to meet to ensure that adequate transportation facilities are available to support the future residents along with practical considerations to complement existing area planning efforts of the City and County. Specific to the House Bill this includes a requirement to provide fixed-route transit service with at least 8 weekday stops per day to serve the site. This provision alone is expected to help accelerate a Citywide fixed-route transit system that Redmond has been contemplating for the past decade.

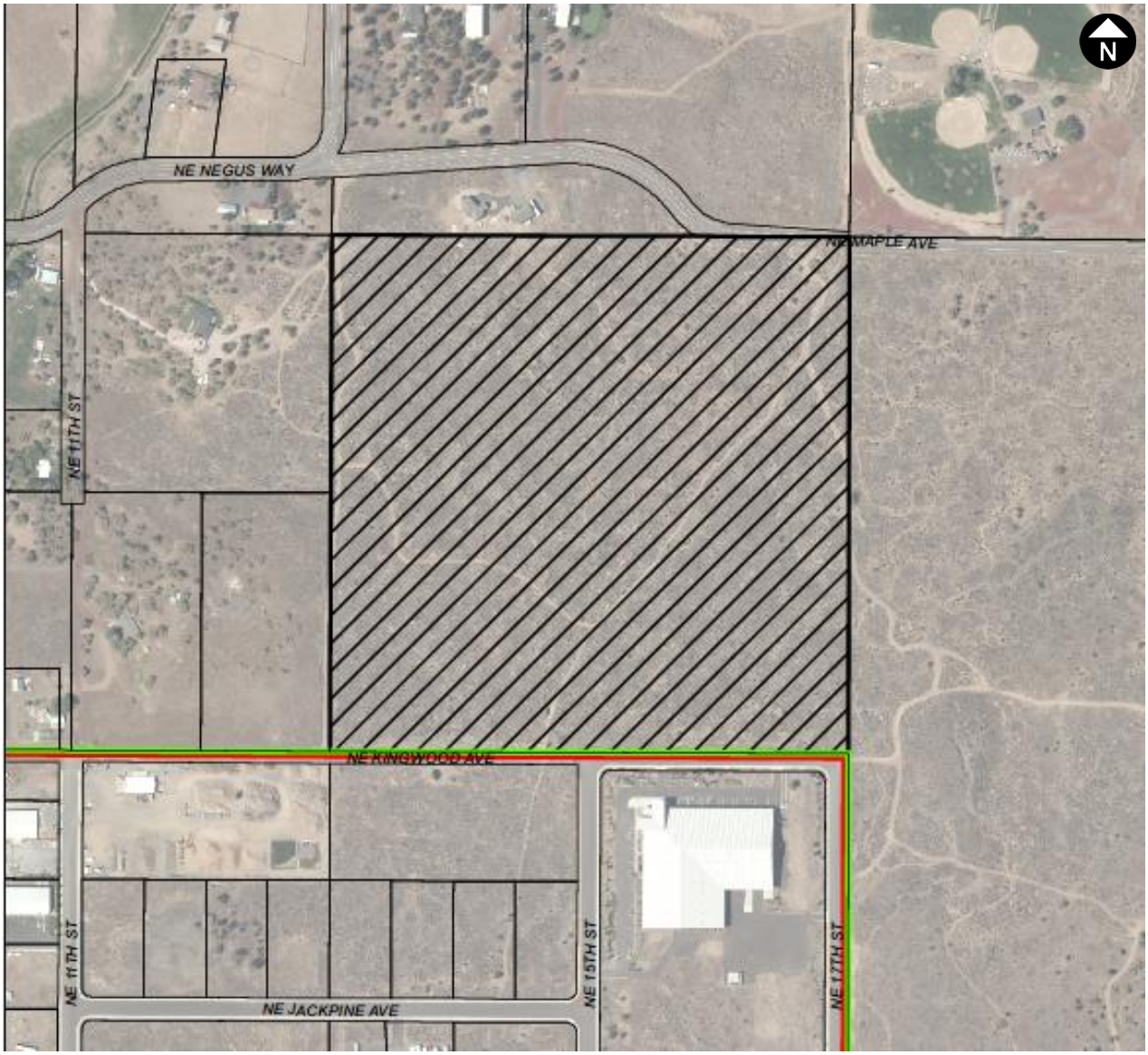


Figure 1. Site Vicinity Map.

The City of Redmond is currently finalizing an update to its Transportation System Plan that should be formally approved by the Department of Land Conservation and Development in the fall of 2020. The City of Redmond's currently adopted Transportation System Plan identifies the NE 17th Street corridor as a *Major Collector* from its connection with the Airport Way/Veteran's Way intersection to the Urban Growth Boundary (UGB). Outside of the UGB, NE Maple Avenue – Negus Way maintains a similar *Rural Collector* County designation. No changes to these prior classifications or alignments are included within the City's Draft Transportation System Plan that would impact the subject property. The County is in the process of making improvements throughout the Negus Way corridor, including a reduction in the curve radius at the Negus Way/Maple Avenue intersection and more perpendicular approach from the Negus Transfer Station. These are minor safety improvements that will not change the overall role of either corridor.

There are, however, transportation projects in the area within the Draft TSP that will further support connectivity to Skyline Village. Within the City's draft Transportation System Plan project *S17* identifies

roadway section improvements along NE 17th Street from OR 126 to Kingwood Avenue, stopping on the southeast corner of the property (these do not extend to Negus Way as the subject property is currently located outside of the Urban Growth Boundary and therefore subject to Deschutes County jurisdiction). This project includes a $9.6M cost for improvements to this 1.7-mile section to bring the roadway into compliance with the City of Redmond's *Collector* standards.

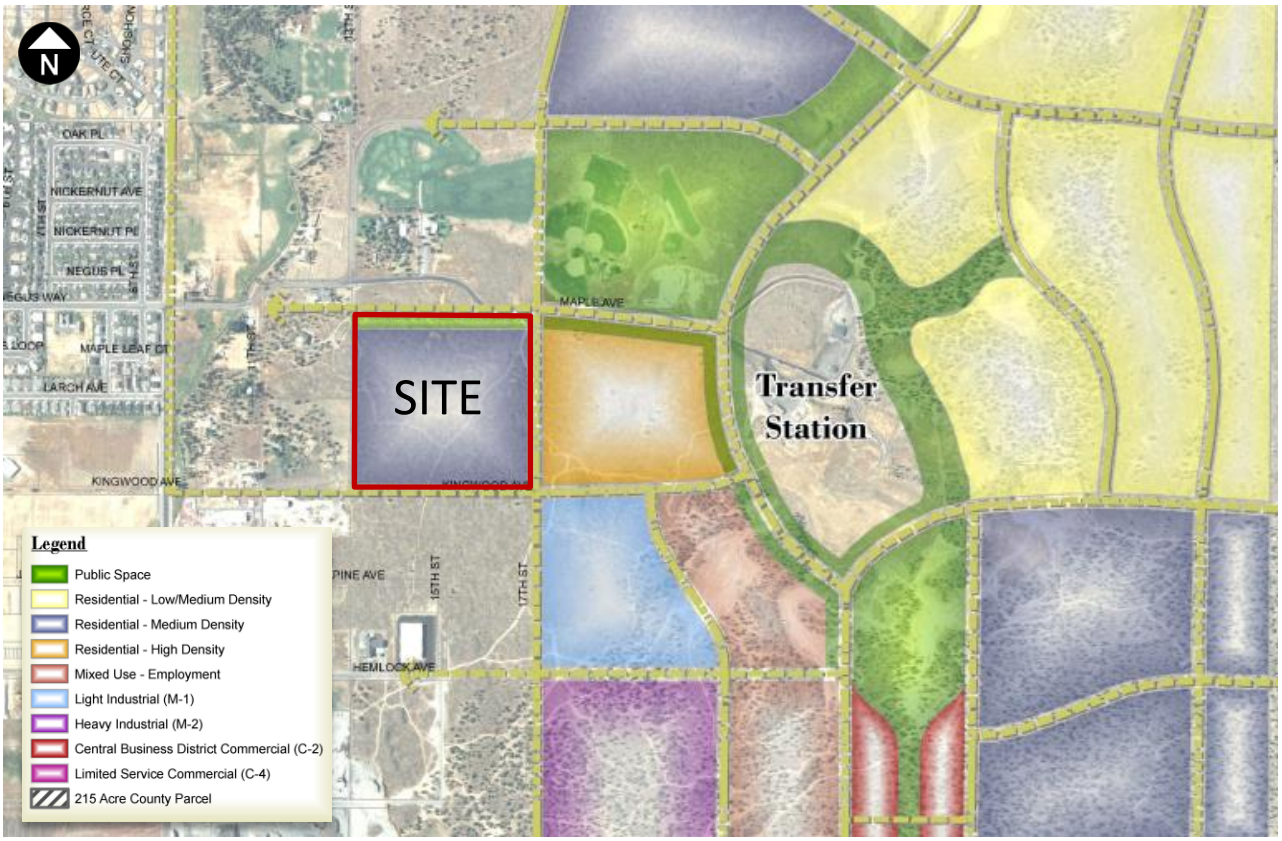


Figure 2. Eastside Framework Plan Planned Land Uses.

While not immediately adjacent to the site, the draft Transportation System Plan also shows a series of capacity improvements throughout the length of the Maple Avenue corridor (see Figure 3) and along the OR 126 corridor. This series of improvements at every major intersecting street is symptomatic of the east-west constraints that are associated with the limited number of railroad, US 97, canal, and Dry Canyon crossings, and the resulting reliance and traffic consolidation on the available routes. These issues were identified within the current Transportation System Plan, and the City is contemplating new overcrossings of the US 97 corridor to help address east-west connectivity to better link the western residential areas with the City's eastern employment lands.

Figure 3. Identified improvements within the Draft TSP along the NW Maple Avenue corridor.
Source: Draft Transportation System Plan.

PROPOSED DEVELOPMENT PLAN

The preliminary layout concept of the Skyline Village development is shown in Figure 4. This conceptual layout includes a total of 485 residential units (12.12 units/gross acres) with a mix of cottages, townhomes, apartments, parks/open space, and mixed-use buildings along the southern boundary. With annexation the property will be rezoned from *Exclusive Farm Use – Alfalfa Subzone* (EFU-AL) to *General Residential* (R4). Development of the site would follow the extension of utilities from the south toward the north, with initial phases served by NE Kingwood Avenue through a central extension of NE 15th Street that would bisect the property and allow access to various designations of residential lands.

The site is separated from the adjacent rural Exclusive Farm Use lands with 100-foot buffers along the northern, eastern, and western boundaries. Negus Way separates the northeastern corner from the RR10 lands to the north (and nearby parks and the Negus Transfer Station), but curves around a property designated for Exclusive Farm Use directly north of the site.

The conceptual layout also includes parks and open space that are located throughout the development to provide convenient access and multimodal connections to surrounding areas. Within the southwestern quadrant a north-south greenway connects to a centralized park. This greenway separates the various housing types and would serve as a trail corridor.

A new transit plaza is proposed on the east side of NE 15th Street adjacent to a park. The location of the transit plaza within the first development phase would allow the project to meet the transit requirements within the house bill and support access to the affordable housing project. The placement of the mixed-use buildings by this transit hub will also provide convenient access to goods and services for transit patrons while waiting for connections.

While there are a limited number of complete transportation routes to the arterial system today, the planned extension of roads will improve over time as the surrounding area builds out. Near term, connections west to the 9th Street corridor will be critical, with Hemlock providing this connection along with a right-in, right-out connection farther west at its terminus with US 97. Maple Avenue also serves in this critical east-west role, but with development being initiated in the south the site will rely on 9th Street for access to this corridor near-term. The planned extension of NE 17th Street to connect to the Maple Avenue corridor will likely occur

with the later project phases. Specific phasing and development plans are not yet known for this site, but will require subsequent review and submittal of site plan applications.

Figure 4. Preliminary Skyline Village Layout. *Source: City of Redmond, June 24, 2020*

Assumed Land Use Densities

Land use densities for the Skyline Village project were included within the submitted application materials to the Department of Land Conservation and Development (DLCD) within the Pilot Project application. The breakdown of the unit quantities proposed within the application is illustrated in Figure 5. This shows 195 apartment units, 149 townhomes, 75 cottages, 56 4-plex units, and 10 studio units within the commercial buildings. These specific numbers may fluctuate slightly as additional details are developed and a master plan developer is selected.

Skyline Village Unit Types

Units	Bedrooms and Baths	Low Rise Apt.	4-Plex 56 units	Townhome	Cottage	Studio above Commercial	Mixed-Income
10	1/1					Yes	Yes
50	1/1	Yes					Yes
75	2/1	Yes					Yes
40	2/2	Yes					Yes
30	3/2	Yes					Yes
75	2/1				Yes		Yes
14 (x4)	2/1.5		Yes				Yes
149	2/2			Yes			Yes

Figure 5. Preliminary Dwelling Unit Classification. *Source: Affordable Housing Pilot Project Application*

In addition to the residential units described above, the two mixed-use buildings located along the southern border are planned to contain approximately 3,000 square-feet of office/commercial space. This space is intended to serve the new neighborhood, similar to a community center, offering neighborhood meeting space and limited retail services supporting the surrounding residents and transit patrons. Due to the scale and types of uses allowed, this commercial area is expected to serve as a trip reducing measure, and so all associated trips are assumed to be internal to the neighborhood (or immediately surrounding businesses). The impacts of deliveries and employees is expected to be negligible and would be limited to the City's transportation system.

Existing Transportation Facilities

Primary transportation corridors in the site vicinity are comprised of a grid of *Major Collector* roads supported to the west by the NE 9th Street *Minor Arterial*. The *Major Collectors* include E Antler Avenue, NE Hemlock Avenue, and NE 17th Street. The surrounding street grid is limited within this developing industrially-zoned portion of Redmond, with NE 17th Street currently only extending south to NE Greenwood Avenue and north to Kingwood Avenue. Figure 6 illustrates the site location within the City's *Functional Classification* map and

Figure 7 summarizes the City's cross-section standards as contained within the adopted Transportation System Plan and the draft 2020 Transportation System Plan.

- NE 17th Street is classified as a *Major Collector* within the City's Functional Classification Plan. The road has been constructed with a 36-foot pavement width in a 60-foot right-of-way (which supports a two-lane cross-section and on-street bicycle lanes) and curb-tight sidewalks along the property frontage, as illustrated in Figure 6. Within the Eastside Framework Plan this corridor is planned to form a critical north-south route along Redmond's east side. There is no striping in place along this facility today.
- NE Hemlock Avenue provides an east-west connection from NE 17th Street to the west, intersecting with the NE 9th Street corridor at an all-way stop-controlled intersection then extending across the BNSF mainline with an at-grade active crossing and terminating with a right-in, right-out connection to US 97. The frontage provides a built-out street section with sidewalks along both sides of the road, a 36-foot pavement section, and is within a 60-foot right-of-way (which is consistent with the corridor from NE 17th Street west to the ODOT right-of-way prior to the BNSF crossing). Striping is not provided along the property frontage but begins on the west side of the adjacent tax lot.
- NE Kingwood Avenue separates the residential lands within the Skyline Village from the industrial lands to the south. The current design is a half street section that currently includes an approximately 46-foot wide right-of-way section with 27 feet of pavement. The standard *Industrial Street* includes a 38-foot pavement width within a 72-foot right-of-way. Curbs and sidewalks are constructed only along the southern side of Kingwood Avenue.
- NE Maple Avenue is designated as a Rural Collector to its connection with the NE 9th Street corridor. This facility will continue to serve the High Desert Sports Complex and transfer station to the east of Skyline Village (which is undergoing plans for expansion), and the right-of-way will continue to extend outside of the UGB following annexation of the Skyline Village Master Plan. The facility includes a 60-foot right-of-way today with two travel lanes and narrow shoulders today with no sidewalks.

As summarized, both NE 17th Street and NE Hemlock Avenue contain a narrower right-of-way than is standard for this facility type but provide a consistent width throughout both corridors. The lack of striping makes it unclear that bicycle lanes are planned to extend along these facilities, with field observations identifying some on-street parking (to include RVs parked along the east side of NE 17th Street that are not associated with area businesses). The rural nature of the Maple Avenue corridor will also need to be addressed when this route is connected to Skyline Village, as it will provide a critical access west across the US 97 corridor toward goods and services.

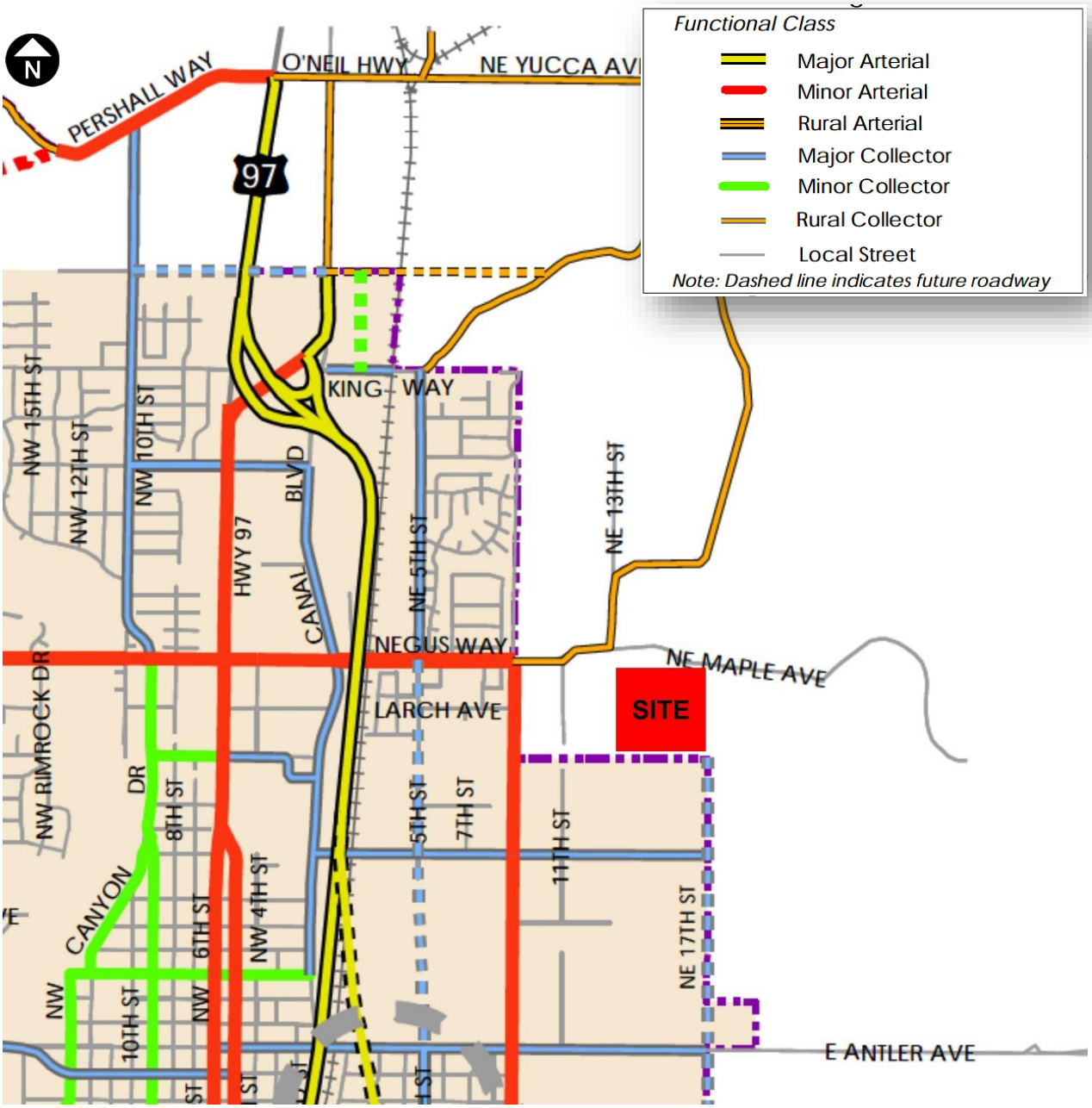


Figure 6. Functional Classification of Surrounding Roads.
Source: City of Redmond Transportation System Plan.

Table 9-1: City of Redmond Roadway Cross-Section Standards

Functional Class	Width (ft) Pavement (standard)	Pavement (minimum)*	Right of Way*	Travel Lanes	Sidewalks	Bike Lanes**	Parking**
Local Residential Grid	36 ft	28/32 ft	60 ft	2***	5 ft.	shared	both sides (unstriped)
Local Industrial	40 ft	38 ft	60 ft	2***	5 ft.	shared	optional (unstriped)
Industrial Collector	40 ft	38 ft	80 ft	2	5 ft.	6 ft.	none
Minor Collector	40 ft	36 ft****	60 ft	2	5 ft.	shared	both sides (8 ft)
Major Collector	36-50 ft	36 ft****	80 ft	2	5 ft.	6 ft.	none
Minor Arterial (3-lane)	50 ft	48 ft	100 ft	3	7 ft.	6 ft.	none
Minor Arterial (5-lane)	74 ft	72 ft	100 ft	5	7 ft.	6 ft.	none

Notes:

**The standard paved width for a residential street in the local grid is 36' in 60' ROW. Two reduced cross-sections that can be approved through an annexation agreement only. These are:*

Reduced Local 1: 32' in 50' ROW (with 5' utility easements on each side)

Reduced Local 2: 28' in 40' ROW (with 10' utility easements on each side - used in conjunction with alleys adjacent to single family residential only)

*** In certain cases, bike lanes may be reduced to 5 ft, parking may be reduced to 7 ft, and travel lanes to 11 ft at the discretion of the City Engineer*

**** unstriped travel lanes*

***** 36 ft in existing built-out areas*

Figure 7. City of Redmond adopted roadway cross-section standards.

Figure 8. NE 17th Street facing north.

Pedestrian and Cyclist Network

The existing pedestrian and cyclist network is somewhat limited within this developing portion of the City. Streets, sidewalks, and bicycle lanes are being extended as development occurs, the pace of which has increased over the past few years.

Existing Transit Service

The City of Redmond does not have its own fixed route transit system within City boundaries but is actively working with Cascades East Transit to initiate a limited number of routes (including east side service to support this HB 4079 affordable housing project). Currently, on-demand transit services are provided to the site with 24-hour advance notice, though this service is limited to weekdays between 6:30 a.m. and 6:00 p.m.

Regional (inter-community) transit service is provided through Cascades East Transit's *Community Connector* system, with service to Madras, Prineville, Sisters, and Bend. Buses travel to and from Bend at approximately 90-minute headways, with service only provided on weekdays. Service to Madras, Sisters, and Prineville is more limited throughout the day, and generally only available during the commute periods. Regional transit service is provided from the corner of Deschutes Avenue and SW 9th Street, next to the Redmond Deschutes Public Library.

Fares within Zones 2 and 3 (see Figure 9) are $1.50 for a single ride without transfers. Multizone fares are $3.75 per ride without transfers. Discounted fares are available for disabled riders and senior citizens. Monthly passes are also available and provide a lower per-ride cost.

Regional transit service is available outside of Central Oregon to Portland, Eugene, Ontario, Chemult, Salem, and Prairie City through RIDE daily. These services are available from the Bend Hawthorne station.

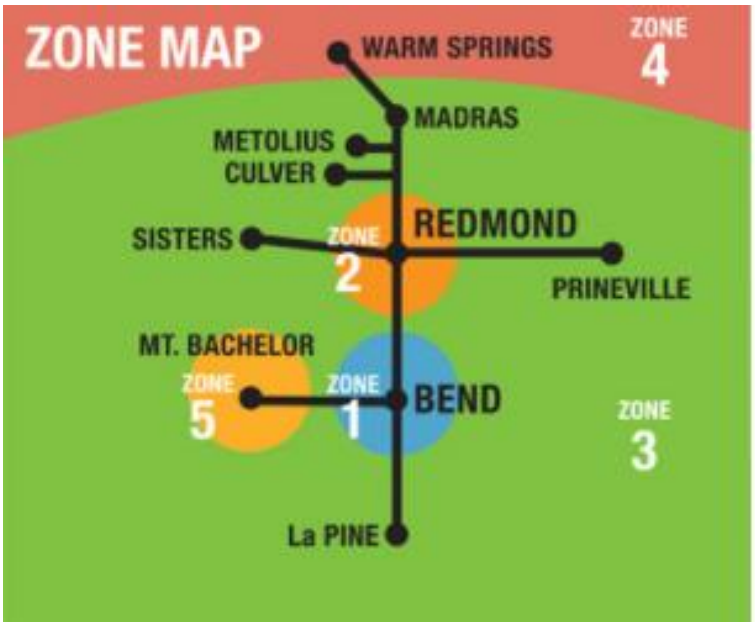


Figure 9. Cascades East Transit Zone Map

Ride Sharing

Ride sharing is available within Central Oregon through online providers such as UBER and LYFT. The service boundary for LYFT is more limited, providing on-demand service throughout Bend, Redmond, Prineville, Terrebonne, and Sisters. Uber service boundaries include Warm Springs, Madras, and La Pine. These on-demand ride sharing services are available all days and hours, with ride costs based on distances.

ROADWAY SAFETY

This section provides a safety review of the transportation infrastructure within the study area based on review of historical crash records submitted through the DMV and maintained by ODOT, as well as field review of area conditions, roadway and intersection geometrics, and available sight lines.

Historical Crash Review

Historical crash records were obtained through ODOT Crash Analysis and Reporting System (CARS) from the period between January 2013 and December 2017. This reflects the most recent (complete) five-year period available. Crashes that are required to be reported during this period include those that involve at least one motor vehicle, involve any level of personal injury, or that result in $1,500 or more in property damage.

Table 1. Reported Crash Summary (January 2013 through December 2017)

Intersection	Number of Crashes	Crash Severity			Crash Rate per MEV	> ODOT Critical Crash Rate?*
		Fatal	Injury	Non-Injury		
1: NW 6th St / NW Maple Ave	30	0	18	22	0.79	No
2: NE 5th St / NE Maple Ave	4	0	0	4	0.29	No
3: NE 9th St / NE Maple Ave	2	0	1	1	0.51	No
4: NE Negus Way – NE 13th St / NE Maple Ave	0	0	0	0	0	No
5: NE 17th St / NE Maple Ave	n/a					
6: NE 9th St / NE Kingwood Ave	0	0	0	0	0	No
7: NE 13th St / NE Kingwood Ave	n/a					
8: NE 15th St / NE Kingwood Ave	0	0	0	0	0	No
9: NE 17th St / NE Kingwood Ave	0	0	0	0	0	No
10: US 97 / NE Hemlock Ave	4	0	2	2	0.09	No
11: NE 5th St / NE Hemlock Ave	0	0	0	0	0	No
12: NE 9th St / NE Hemlock Ave	1	0	0	1	0.10	No
13: NE 9th St / E Antler Ave	3	0	3	0	0.33	No
14: US 97 / Evergreen Ave	42	0	29	13	0.69	No
15: SE 9th St / OR 126	2	0	0	2	0.11	No

*Critical Crash Rate calculation based on "weighted average crash rate for reference population" from June 2011 *Assessment of Statewide Intersection Safety Performance*.

The crash rate per million entering vehicles is often used to assess whether a geometric or traffic control deficiency is present. At higher-volume signalized intersections this is typically indicated when the crash rate is greater than 1.0 per million entering vehicles. ODOT also maintains a listing of crash rate more specific to intersection control type and the number of intersection approaches.

Table 2. Reported Collision Types (January 2013 to December 2017)

Intersection	Turning	Rear-End	Angle	Fixed Object	Side-swipe	Backing	Other
1: NW 6th St / NW Maple Ave	9	17	1	1	0	2	0
2: NE 5th St / NE Maple Ave	1	1	2	0	0	0	0
3: NE 9th St / NE Maple Ave	2	0	0	0	0	0	0
4: NE Negus Way – NE 13th St / NE Maple Ave	0	0	0	0	0	0	0
5: NE 17th St / NE Maple Ave	**n/a**						
6: NE 9th St / NE Kingwood Ave	0	0	0	0	0	0	0
7: NE 13th St / NE Kingwood Ave	**n/a**						
8: NE 15th St / NE Kingwood Ave	0	0	0	0	0	0	0
9: NE 17th St / NE Kingwood Ave	0	0	0	0	0	0	0
10: US 97 / NE Hemlock Ave	0	1	0	1	0	0	2
11: NE 5th St / NE Hemlock Ave	0	0	0	0	0	0	0
12: NE 9th St / NE Hemlock Ave	0	0	0	0	0	1	0
13: NE 9th St / E Antler Ave	1	0	2	0	0	0	0
14: US 97 / Evergreen Ave	1	34	1	3	1	0	0
15: SE 9th St / OR 126	0	1	0	1	0	0	0

NW 6th Street / NW Maple Avenue Intersection

The NW 6th Street/NW Maple Avenue intersection had 30 crashes reported over the five-year study period. This intersection is controlled by a traffic signal with protected-permissive phasing on all approaches. The majority (17) of the reported crashes were rear-end collisions. Nine of these occurred on the northbound approach, four on the southbound approach, three on the eastbound approach, and one on the westbound approach. The pattern of rear-end crashes by approach appears to generally relate to the volume of traffic on each approach and is not indicative of any specific operation or safety deficiencies. Similarly, the nine reported turning collisions were distributed among the approaches without any identifiable pattern. The overall crash rate for this intersection is less than the ODOT critical crash rate. No deficiencies were noted based on the crash data.

US 97 / Evergreen Avenue Intersection

The US 97/OR 126 intersection had 42 reported crashes between the years 2013 and 2017 with the vast majority (34) reported as rear-end collisions. Sixteen rear-end crashes occurred on the southbound approach, 13 occurred on the northbound approach, and very few occurred on the east and west approaches. Most of the crash causes were reported as “followed too closely” or “careless driving.” The number of rear-end collisions on each approach is consistent with the volume trends at this intersection, with US 97 being the major roadway. This intersection is signalized with protected left-turn phasing and the posted speed on US 97 is 40 mph. A review of the signal timing parameters shows that an all-red time of 1.5 seconds is provided for the northbound and southbound through movements. The overall crash rate is less than the ODOT critical crash rate. No safety patterns or deficiencies were identified at this time based on the crash history.

Based on the limited information, no safety patterns or deficiencies were observed. August 2020 field observations throughout the study area also did not identify any deficiencies, with clear sight lines and intersection control available at all of the study intersections. It was noted that as urban development occurs east on Maple Avenue that traffic control and the configuration of the current "T" intersection on the apex of the curve will need to be reconfigured.

Intersection Sight Distance

Intersection sight distance was reviewed at the planned street connection locations to ensure that adequate intersection sight distance will be available when the roads are extended. Intersection sight distance information and requirements in the City of Redmond are based on the standard reference *A Policy on Geometric Design of Highways and Streets, 6th Edition,* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2011 and commonly referred to as the *Green Book.*

The locations reviewed include the NE Kingwood Avenue frontage at NE 13th Street, NE 15th Street, and NE 17th Street. Sight lines were also reviewed along NE Maple Avenue in the vicinity of the NE 17th Street connection.

Intersection Sight Triangles

Near-term connections for the future street extensions will be provided at two-way stop-controlled intersections. Given the minor-street stop-control, intersection sight triangles were developed based on guidance cited within Conditions B1 (left-turn from minor road) and B2 (right-turn from minor road) of the *Green Book*. All distances are measured from a vertex point located 14.5 feet from the major-road travel way along the center of the approaching travel lane, accounting for comfortable positioning distance from the travel way (6.5 feet) and the distance from the front of the vehicle to the driver eye (8.0 feet). The assumed eye height is 3.5 feet above the departing road for passenger vehicles. The object height is also 3.5 feet above the major road, providing enough space on the approaching vehicle to recognize it.

A posted speed was not observed on Kingwood Avenue, but as a *Local Industrial* street it is assumed to be 25 miles per hour. The topography of the area is generally flat with straight gridded roadways intersecting at perpendicular angles. Each of the proposed access locations intersect the public roadway system on roadways with two-lane cross-sections. Accordingly, the minimum recommended sight distance measurements at all of the connections onto NE Kingwood Avenue are subject to the dimensions in Figure 10.

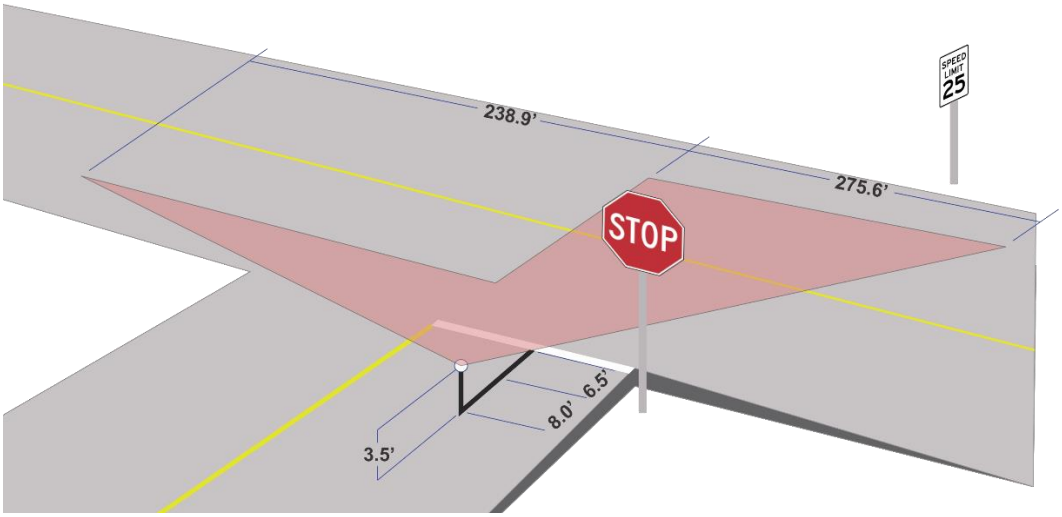


Figure 10. Minimum Recommended AASHTO Intersection Sight Distance Measurements onto NE Kingwood Avenue

There were no sight line obstructions or topographic features observed in the vicinity of Kingwood Avenue that would preclude the connections as planned. Figure 11 illustrates the view facing north into the property along this future connection to highlight the flat topography.

Figure 11. View north along NE 17th Street/Kingwood Avenue into the subject property.
Photo date: August 12, 2020.

The planned extension of NE 17th Street into Maple Avenue provides a connection onto a rural local street. There are no posted speeds along this section east of Negus Avenue, and with the curvature to the west of the future connection it is assumed that the road will be built to support an urban 35 mph design speed. Currently the road only serves the transfer station, driving range/sports complex, and a limited number of residences. Intersection sight distance dimensions are shown in Figure 12 assuming that Maple Avenue is ultimately widened to a three-lane cross-section.

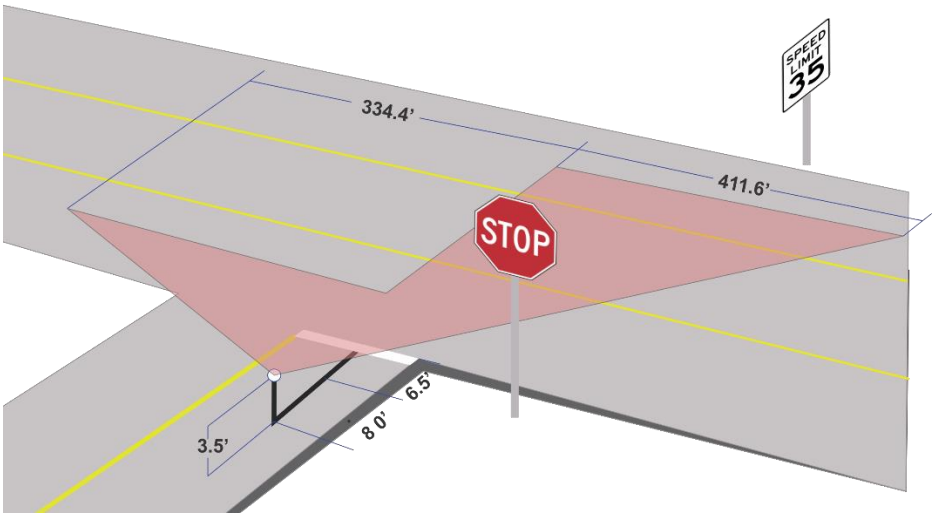


Figure 12. Minimum Recommended AASHTO Intersection Sight Distance Measurements onto Maple Avenue assuming future three-lane roadway section.

Field review of the Maple Avenue connection with NE 17th Street shows that sight lines can be provided of approximately 565 feet toward the west and more than 800 feet toward the east, easily exceeding the minimum AASHTO recommendations. Figures 13 and 14 illustrate the current sight lines.

Figure 13. Maple Avenue/NE 17th Street intersection facing east.
Photo date: August 12, 2020.

Figure 14. Maple Avenue/NE 17th Street intersection facing west.
Photo date: August 12, 2020.

TRAFFIC OPERATIONS

This section of the report describes the current and future transportation system conditions along with the impacts of the Skyline Village on the transportation system at build-out.

TRIP GENERATION ESTIMATES

This section describes the trip generation impacts of the project.

ITE Land Use Categories

The current industry standard method for estimating trip generation is outlined within the Institute of Transportation Engineers' (ITE) published reference *Trip Generation*, 10th Edition. This manual contains cordon-area trip surveys of other similar uses within suburban areas. Separate land use classifications are available in the manual to distinguish between various types of multifamily housing. ITE land use categories applicable to the proposed development include the following:

- **Land Use 210***:* **Single-Family Detached Housing** - *Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.*

- **Land Use 220: Multifamily Housing (Low-Rise) -** *Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).*
- **Land Use 221: Multifamily Housing (Mid-Rise)** - *Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).*
- **Land Use 223: Affordable Housing -** *Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age.*

In contrast to the first three well-established categories, *Land Use 223 – Affordable Housing*, is a new land use category, first included in the February 2020 Supplement to the 10th Edition of the *Trip Generation Manual*. The new category applies only to multifamily housing and so would not be applicable to the cottage housing component.

More limiting is the fact that the data for the new *Affordable Housing* land use is only based on 2 trip surveys. In contrast, land use categories 210, 220, and 221 are supported by data from 190, 50, and 60 studies, respectively. The manual itself suggests caution in the application of data due to 'small sample size'.

The limited data presented for this classification is also lacking both a weekday daily trip rate and a directional distribution for the weekday p.m. peak hour. The directional distribution during the weekday a.m. commute period shows 70% of vehicle trips arriving and 30% leaving, which is a highly unusual pattern for residential uses. For these reasons, the *Affordable Housing* land use category was discarded for use as a predictor of the trip generation potential of the Skyline Village and the more established land use categories were instead applied.

The Skyline Village unit types presented within the Pilot Project application were translated to the ITE Land Use categories shown in Table 3. Both Low-Rise Apartment and Townhome could fall into two different categories depending upon the number of floors, so these quantities were evenly divided between the two applicable categories assuming an even mix of two- and three-story structures.

Table 3. ITE Land Use Classification of Preliminary Unit Types

Pilot Project Unit Types	ITE Land Use Category		Number of Dwelling Units
Low-Rise Apartment (2-story)	220	Multifamily Housing (Low-Rise)	98
Low-Rise Apartment (3-story)	221	Multifamily Housing (Mid-Rise)	97
Four-Plex	221	Multifamily Housing (Mid-Rise)	56
Townhome (2-story)	220	Multifamily Housing (Low-Rise)	75
Townhome (3-story)	221	Multifamily Housing (Mid-Rise)	74
Cottage	210	Single-Family Detached Housing	75
Studio above Commercial	220	Multifamily Housing (Low-Rise)	10
Total Units			485 Units

While a limited amount of retail uses are proposed, based on the scale and allowable uses within this zoning these were considered part of a trip mitigation measure. The intent of these basic goods and services in close proximity to the transit plaza is to provide critical items that will avoid longer-distance travel. It is assumed that all trips associated with this use will remain internal to the site.

Modal Split and Internalization

The ITE trip rates identify the driveway impact of each land use without any account for internalization between compatible uses or modal splits. The design of Skyline Village is specifically focused on creating a multimodal transportation system, incorporating greenways, multiuse paths, bicycle lanes, and parks throughout the development. The City of Redmond does not currently have a fixed-route transit system, but the House Bill 4079 requirement for transit service to serve Skyline Village has fast-tracked the implementation of this service. Cascades East Transit service is developing a plan to provide service to the Skyline Village, and the location of the transit hub will support the neighborhood and nearby industrial uses.

Within developments that strongly support multimodal trip options, a reduction in vehicle trips is appropriate; however, there is limited data on the actual benefits of these provisions particularly in application to a smaller urban area like Redmond. The DLCD Transportation Planning Rule provides a method to quantify the trip reductions seen in such developments, as detailed within Section 6 of OAR 660-12-0060:

> *In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;*
>
> > *(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;*
> >
> > *(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;*
> >
> > *(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and*
> >
> > *(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from*

> *case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.*

Section 8(b) of the TPR further defines a "pedestrian friendly mixed-use neighborhood" as an area with a concentration of a variety of land uses with more than 12 residential units per acre, offices, retail, restaurants, public open space, buildings with street orientations, and a well-connected network of streets. This density level is exceeded with the proposed plan, qualifying for this reduction per the TPR. The requirement for transit service with the Pilot Project conforms with subsection (c).

Accordingly, Table 4 summarizes the site trip generation estimates and includes a 10% internal trip reduction as provided within the TPR both to account for and to incentive this type of higher-density mixed-use development that incorporates transit provisions and the limited commercial uses.

Table 4. Trip Generation Estimates, ITE 10th Edition (Suburban Setting)

ITE Land Use	ITE Code	Metric (Units)	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Single-Family Detached Housing	210	75 Units	708	74	47	27
Internal Trips (10%)			*-71*	*-7*	*-4*	*-3*
Multifamily Housing (Low-Rise)	220	183 Units	1,340	102	64	38
Internal Trips (10%)			*-134*	*-10*	*-6*	*-4*
Multifamily Housing (Mid-Rise)	221	227 Units	1,235	100	61	39
Internal Trips (10%)			*-123*	*-10*	*-6*	*-4*
Total Trips			3,283	276	172	104
Internal/Multimodal Trips			*-328*	*-27*	*-16*	*-11*
Net New Trips			**2,955**	**249**	**156**	**93**

Table 4 shows that the net impact of the development is approximately 2,950 weekday daily trips, with 249 trips during the critical weekday p.m. peak hour (156 inbound and 93 outbound).

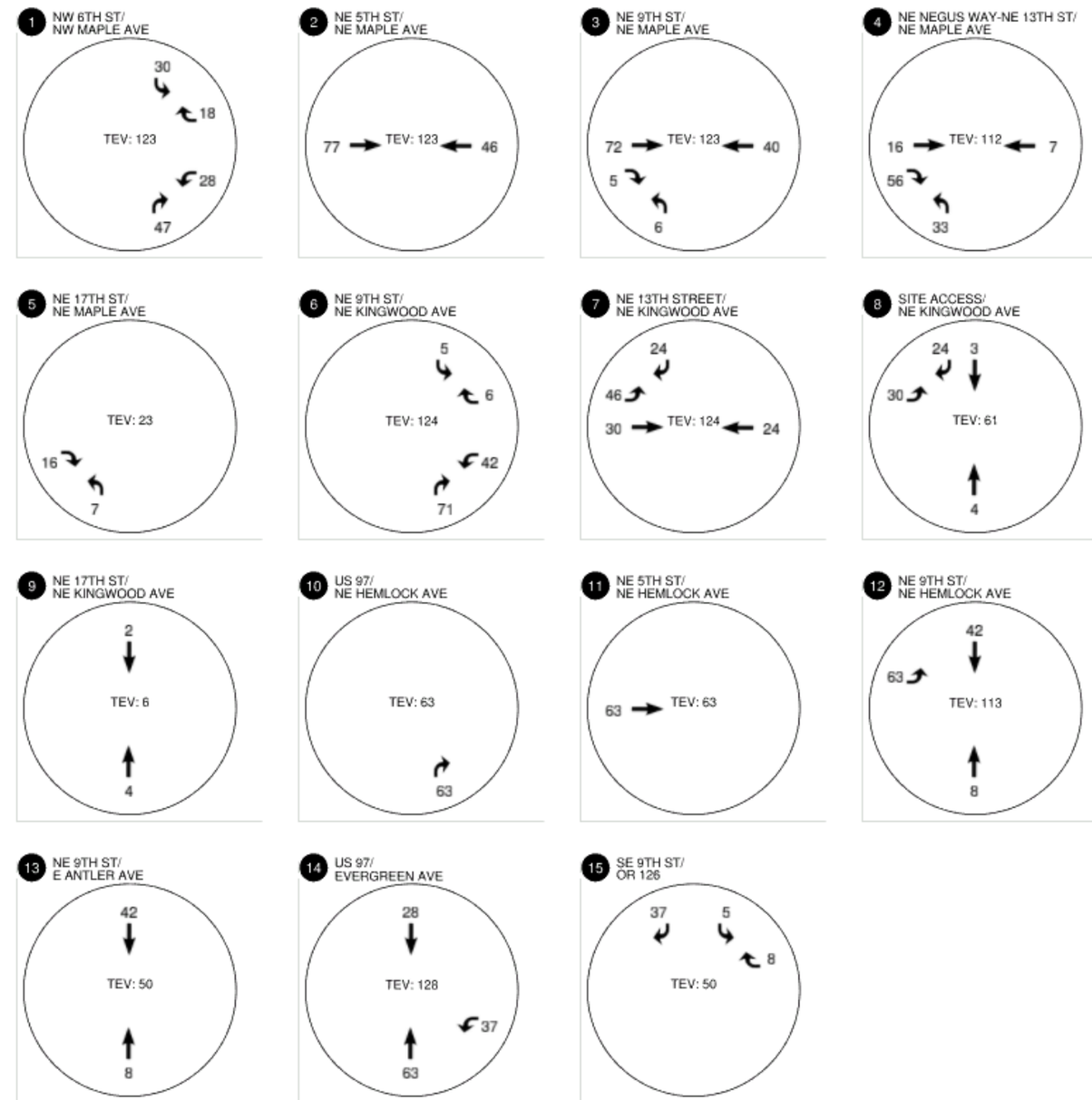
Project Phasing

The pilot program application to the DLCD indicated plans for the project to be completed in three phases, with the potential for various Phases to be developed concurrently. Initial site development will be limited by the availability of nearby sewer service, requiring that development be initiated from the NE Kingwood Avenue, NE 15th Street, or NE 17th Street. The first development phase can support up to 150 residential units, but the specific phasing boundaries are not defined. Additional review of phasing plans will be prepared as additional details become known within a site-specific development application.

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The trip distribution plan for the site was estimated based on the location of nearby area attractions, historical traffic counts, and planned connections. This distribution pattern is premised on horizon-period (2040) impacts, with full build-out of the roadway infrastructure throughout the site, connections to the NE Maple Avenue – Negus Way corridor, NE 15th Street, and NE 17th Street. The pattern reflects a residential draw with travel to regional destinations for work, recreation, education, or commercial/support services.

Figure 15. Estimated Trip Distribution and Assignment, Weekday PM Peak Hour.



STUDY INTERSECTIONS

The previously submitted scoping memorandum proposed a study area, and was submitted to the City of Redmond, Deschutes County, and to ODOT for comment. Discussions resulted in confirmation of a study area consisting of the intersections identified in the trip assignment in Figure 15 above, including:

1. NW 6th St / NW Maple Ave
2. NE 5th St / NE Maple Ave
3. NE 9th St / NE Maple Ave
4. NE Negus Way-NE 13th St / NE Maple Ave
5. NE 17th St / NE Maple Ave
6. NE 9th St / NE Kingwood Ave
7. NE 13th ST / NE Kingwood Ave
8. NE 15th St / NE Kingwood Ave
9. NE 17th St / NE Kingwood Ave
10. US 97 / NE Hemlock Ave
11. NE 5th St / NE Hemlock Ave
12. NE 9th St / NE Hemlock Ave
13. NE 9th St / E Antler Ave
14. US 97 / Evergreen Ave
15. SE 9th St / OR 126

ANALYSIS YEARS

The master plan is intended to inform long-range system connectivity and capacity needs. Future site plan applications will provide additional details on the specific access points that will serve individual development phases, and how the individual phases can be supported with the surrounding infrastructure. For purposes of compliance with Redmond, Deschutes County, and ODOT requirements only a long-range analysis of the draft Transportation System Plan horizon (2040) was prepared.

OPERATIONAL ANALYSIS

Traffic operations analysis were prepared using Synchro 10 software and implementing the *Highway Capacity Manual, 6th Edition and* 2000 Edition operations methods for stop-controlled and signalized intersections. All traffic operations within this report reflect peak fifteen-minute conditions. The study intersections are under the various jurisdictions of the City of Redmond, Deschutes County, and ODOT and each has varying operation standards.

The City of Redmond Development Code 8.2815(1) contains the City operational requirements for intersections. Performance standards in the City of Redmond vary based on intersection control type as summarized below:

- LOS "E" or better during the peak fifteen minutes of the peak hours of the average weekday.
- Unsignalized minor street approaches should operate with a volume-to-capacity ratio of 0.90 or less and with a 95th percentile queue of less than four vehicles during the peak hour.

The Deschutes County Transportation System Plan identifies the performance standard for unsignalized and signalized intersections of county roads to be LOS "D" or better.

Intersections under ODOT jurisdiction require compliance with the Oregon Highway Plan mobility targets based on Action 1F. Table 6 of the OHP summarizes the relevant ODOT mobility targets outside the Portland Metropolitan area; ODOT performance standards vary by location of the facility (urban vs. rural), State Functional Classification, and posted speed. Based on this table, the study intersections on US 97 and OR 126 have a target v/c ratio less than or equal to 0.80.

Alternative mobility targets were authorized for the US 97/Evergreen Avenue and US 97/Veterans Way intersection as part of the Senate Bill 1544 project and Intergovernmental Agreement #28621 to the

south. These alternative targets were not formally approved by the Oregon Transportation Commission as they were planned to be amended within the City's Transportation System Plan Update. This issue was not directly addressed within the TSP, but new east-west connections are contemplated along the Hemlock Avenue alignment that "may" extend as a US 97 overcrossing. Study intersections, traffic control, roadway jurisdiction, and operational standards/mobility targets throughout the study area are summarized in Table 5.

Table 5. Study Area Intersection Operational Standards and Mobility Targets

Intersection	Traffic Control	Jurisdiction	Performance/ Mobility Standard
1: NW 6th St / NW Maple Ave	Signalized	City of Redmond	LOS "E" or Better
2: NE 5th St / NE Maple Ave	Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
3: NE 9th St / NE Maple Ave	Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
4: NE Negus Way – NE 13th St / NE Maple Ave	Minor-Street Stop-Control	Deschutes County/ City of Redmond*	LOS "D" or better/ v/c < 0.90 95th % Queue < 100 ft
5: NE 17th St / NE Maple Ave	Future Minor-Street Stop-Control	Deschutes County/ City of Redmond*	LOS "D" or better/ v/c < 0.90 95th % Queue < 100 ft
6: NE 9th St / NE Kingwood Ave	Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
7: NE 13th St / NE Kingwood Ave	Future Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
8: NE 15th St / NE Kingwood Ave	Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
9: NE 17th St / NE Kingwood Ave	Uncontrolled/Minor-Street Stop-Control**	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
10: US 97 / NE Hemlock Ave	Minor-Street Stop-Control	ODOT	v/c < 0.80
11: NE 5th St / NE Hemlock Ave	Minor-Street Stop Controlled	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
12: NE 9th St / NE Hemlock Ave	All-Way Stop-Control	City of Redmond	LOS "E" or Better
13: NE 9th St / E Antler Ave	Minor-Street Stop-Control	City of Redmond	v/c < 0.90 95th % Queue < 100 ft
14: US 97 / Evergreen Ave	Signalized	ODOT	v/c < 1.00
15: SE 9th St / OR 126	Minor-Street Stop-Control	ODOT	v/c < 0.80

*Intersection is currently within Deschutes County, but is expected to be annexed into the City as part of the Skyline Village project.

**Existing intersection is uncontrolled. With development NE 17th Street will be extended and NE Hemlock Avenue will be stop-controlled.

Year 2020 Existing Traffic Conditions

With the current COVID-19 closures it was assumed that any new traffic counts would not be reflective of typical conditions. Accordingly, historical counts were collected throughout the study area to approximate 2020 travel volumes. Count dates ranged from 2017 to 2019 for most intersections. Several intersections did not have any recent historical counts on file. These locations were counted in August 2020 to identify the travel patterns, with segment volumes based either on these current counts or on adjacent intersection flow rates. During this review it was found that the current intersection volumes appeared consistent with adjacent intersections from historical counts and could therefore be included as 2020 volumes in the analysis without further adjustment. Table 6 summarizes each study intersection and the source of the count data.

Table 6. Study Intersection Counts

Intersection	Count Date	Years of Growth	Source
1: NW 6th St / NW Maple Ave	1/17/2019	1	Counts collected for Surf-Thru Carwash TIA
2: NE 5th St / NE Maple Ave	5/17/2017	3	City of Redmond Transportation System Plan
3: NE 9th St / NE Maple Ave	n/a	n/a	Volumes estimated based on adjacent intersections.
4: NE Negus Way – NE 13th St / NE Maple Ave	8/13/2020	0	Counts collected to verify travel patterns. Resulting volumes consistent with adjacent intersections; used in analysis.
5: NE 17th St / NE Maple Ave	n/a	n/a	Intersection will be constructed with project development.
6: NE 9th St / NE Kingwood Ave	n/a	n/a	Volumes estimated based on adjacent intersections and the application of ITE trip generation rates to existing building.
7: NE 13th St / NE Kingwood Ave	n/a	n/a	Intersection will be constructed with project development.
8: NE 15th St / NE Kingwood Ave	n/a	n/a	Volumes estimated based on the application of ITE trip generation rates to existing buildings.
9: NE 17th St / NE Kingwood Ave	n/a	n/a	Volumes estimated based on the application of ITE trip generation rates to existing buildings.
10: US 97 / NE Hemlock Ave	8/13/2020	0	Counts collected to verify travel patterns. Resulting volumes consistent with adjacent intersections; used in analysis.
11: NE 5th St / NE Hemlock Ave	8/13/2020	0	Counts collected to verify travel patterns. Resulting volumes consistent with adjacent intersections; used in analysis.
12: NE 9th St / NE Hemlock Ave	4/19/2017	3	Historical counts are available from 2017 and 2018. While the 2018 counts are more recent, the 2017 counts encompass an extended timeframe from 2:00 - 6:00 p.m. and indicate an afternoon peak hour between 3:10 and 4:10 p.m. that reflects higher traffic volumes than the peak commute period in 2018. This earlier peak hour is typical of the industrial setting and was chosen as the more appropriate and conservative data to use for analysis purposes.

(Continued)

Table 6 (Continued). Study Intersection Counts

Intersection	Count Date	Years of Growth	Source
13: NE 9th St / E Antler Ave	4/18/2017	3	Counts collected for TSP update
14: US 97 / Evergreen Ave	7/16/2019	1	Counts collected for Remington Ranch TIA
15: SE 9th St / OR 126	7/16/2019	1	Counts collected for Remington Ranch TIA

These adjusted base year 2020 volumes were then increased by a 2-percent annual growth rate to account for growth that occurred since the data collection. This is consistent with regional planning efforts in the site vicinity, as shown in Table 7.

Table 7. Forecast Growth (2017 to 2040) based on TSP Volumes

Intersection	Year 2017 Base Entering Volumes Weekday PM Peak Hour	Year 2040 Future Entering Volumes Weekday PM Peak Hour	Annual Growth
NE 9th St / NE Hemlock Ave	473	695	2.0%
US 97 / Evergreen Ave	3,338	4,401	1.4%
SE 9th St / OR 126	888	1,309	2.1%
		Average	**1.8%**

The existing year 2020 traffic conditions reflect the current operations throughout the study area during the weekday p.m. peak hour. This analysis is used to calibrate operational models to field conditions, and in conjunction with historical safety information, is intended to help understand and prioritize transportation system improvement needs.

Historical traffic counts employed within this analysis were collected between the hours of 4:00 and 6:00 p.m. (unless noted otherwise) on their respective collection dates. Figure 16 depicts the adjusted year 2020 traffic volumes during the weekday p.m. peak hour for each intersection. All the study area intersections and roadways were visited and inventoried in August 2020 to observe current traffic control and intersection configurations. Results of the existing conditions analysis with these current traffic counts are presented in Table 8. This shows that all the study area intersections are currently operating acceptably during the weekday p.m. peak hour.

Year 2040 Planning Analysis

The 2040 future operations analysis with and without the proposed annexation was assessed in accordance with Transportation Planning Rule requirements. This provides the same horizon year as the City's draft Transportation System Plan that is expected to be adopted in the fall of 2020.

EXHIBIT O - SKYLINE TIA

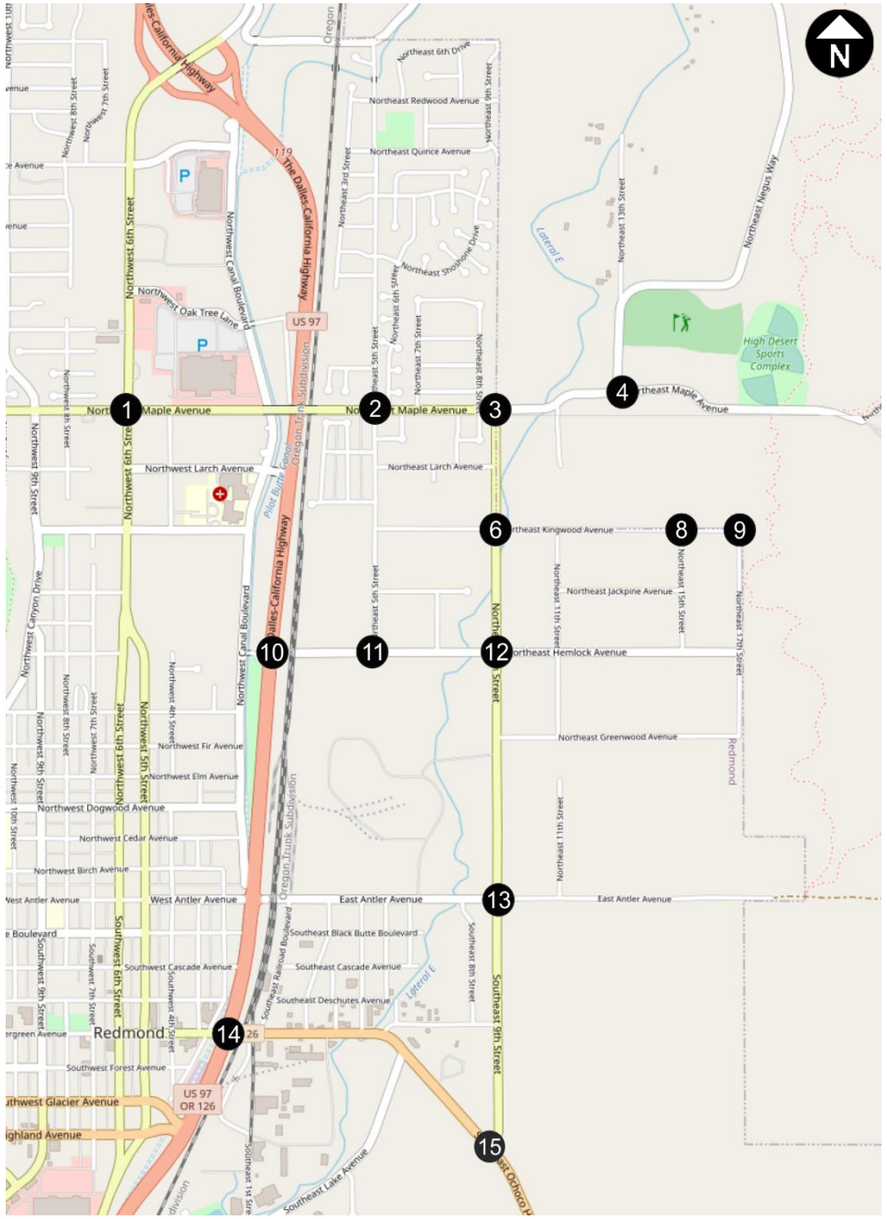


Figure 16. Adjusted Year 2020 Traffic Volumes, Weekday PM Peak Hour.

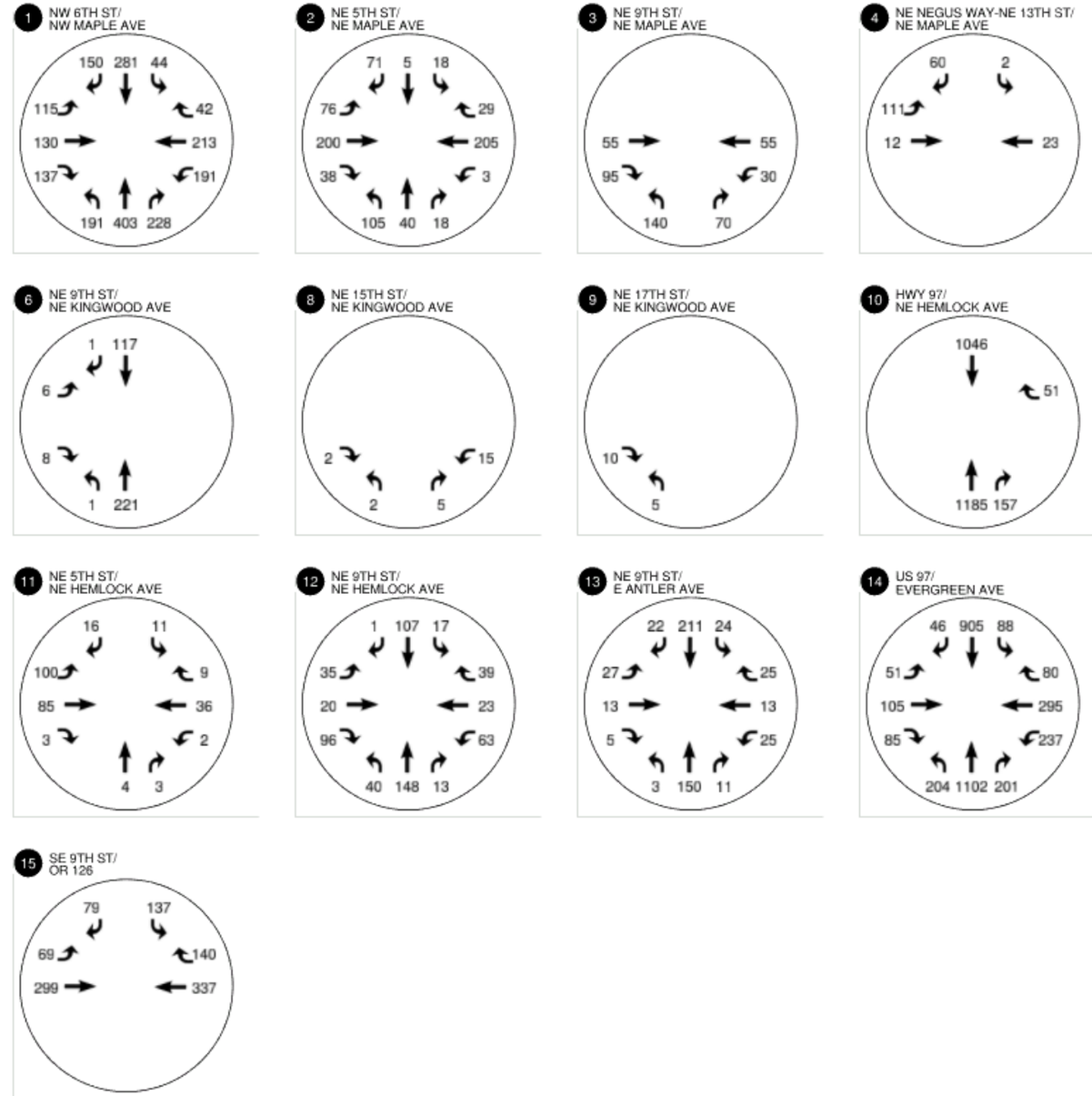


Table 8. Summary of Existing Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	LOS	v/c Ratio	Delay (s)	95th % Queue	Acceptable?
1: NW 6th St / NW Maple Ave	LOS "E" or Better	C	0.50	22.1	EB L: 90 ft EB T: 135 ft EB R: 45 ft WB L: 145 ft WB TR: 235 ft NB L: 115 ft NB TR: 185 ft SB L: 35 ft SB TR: 145 ft	Yes
2: NE 5th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft	NB LTR: D SB LTR: B	NB LTR: 0.53 SB LTR: 0.18	NB LTR: 27.0 SB LTR: 12.6	NB L: 75 ft SB L: 25 ft	Yes
3: NE 9th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft	NB L: B	NB L: 0.19	NB L: 10.7	NB L: 25 ft	Yes
4: NE Negus Way – NE 13th St / NE Maple Ave	LOS "D" or Better	WB TR: A	WB TR: 0.04	WB TR: 9.8	WB TR: 25 ft	Yes
5: NE 17th St / NE Maple Ave	LOS "D" or Better					Yes
6: NE 9th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft	EB LR: A	EB LR: 0.02	EB LR: 9.7	EB LR: 25 ft	Yes
7: NE 13th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft					Yes
8: NE 15th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft	WB L: A	WB L: 0.01	WB L: 7.2	WB L: 0 ft	Yes
9: NE 17th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft					Yes
10: US 97 / NE Hemlock Ave	v/c < 0.80	WB R: C	WB R: 0.13	WB R: 15.3	WB R: 25 ft	Yes
11: NE 5th St / NE Hemlock Ave	v/c < 0.90 95th % Queue < 100 ft	NB LTR: B SB LTR: B	NB LTR: 0.01 SB LTR: 0.04	NB LTR: 10.8 SB LTR: 10.1	NB LTR: 0 ft SB LTR: 25 ft	Yes
12: NE 9th St / NE Hemlock Ave	LOS "E" or Better	B	n/a	11.1	EB LTR: 50 ft WB LTR: 25 ft NB LTR: 50 ft SB LT: 50 ft SB R: 0 ft	Yes
13: NE 9th St / E Antler Ave	v/c < 0.90 95th % Queue < 100 ft	EB LTR: B WB LTR: B	EB LTR: 0.11 WB LTR: 0.13	EB LTR: 14.2 WB LTR: 12.3	EB LTR: 25 ft WB LTR: 25 ft	Yes
14: US 97 / Evergreen Ave	v/c < 1.00 *Alternative Mobility Standards Approved through SB1544 but not formally adopted by the OTC*	D	0.83	36.1	EB L: 85 ft EB TR: 180 ft WB L: 345 ft WB TR: 355 ft NB L: 280 ft NB T: 555 ft NB R: 50 ft SB L: 155 ft SB T: 500 ft SB R: 0 ft	Yes
15: SE 9th St / OR 126	v/c < 0.80	SB LR: D	SB LR: 0.66	SB LR: 32.8	SB LR: 125 ft	Yes

Growth forecasts were prepared using a macro-level travel demand model-based approach. This is the same forecasting process (and travel demand modeling information) as was applied within the City's Transportation System Plan. The regional travel demand models identify current and projected population (by housing types) and employment (by category) forecasts by individual zones (Transportation Analysis Zone, or TAZ) throughout the City. Existing census data is used to help calibrate the model's trip generation parameters. These TAZ areas are connected by roads, with information input on roadway classification, number of lanes, speeds, and intersection types. Trips within the model distribute throughout the roadway network based on overall travel times, providing estimates of weekday daily and weekday p.m. peak hour trip forecasts.

The base and future year segment travel forecasts are then combined with turning movement count data within the iterative NCHRP 255 process, which factors and converts the model's link volumes into turning volumes that can be assessed using microscopic analysis tools. These intersection turning patterns are developed individually, then combined and adjusted for balancing and area context. The resulting volumes for 2040 without the annexation are illustrated in Figure 17.

Year 2040 projected "with project" volumes were developed by adding the site-generated traffic from Figure 15 with the base 2040 volumes in Figure 17. The resulting 2040 volumes with annexation and development of the Skyline Village property are shown in Figure 18. These volumes assume that NE 13th Street (or NE 17th Street) will be connected north to NE Maple Avenue, and that NE Kingwood Avenue will be extended west to NE 9th Street. When these connections are made, a small number of surrounding industrial trips will reroute to the new connections. For the purposes of this analysis, these numbers were not shown and are not expected to have a significant impact on the analysis.

Planned and Funded Projects

The City's 5-Year Capital Improvement Plan was reviewed to identify what improvements are expected to occur within this study's 20-year timeframe. Three projects were identified within the study area.

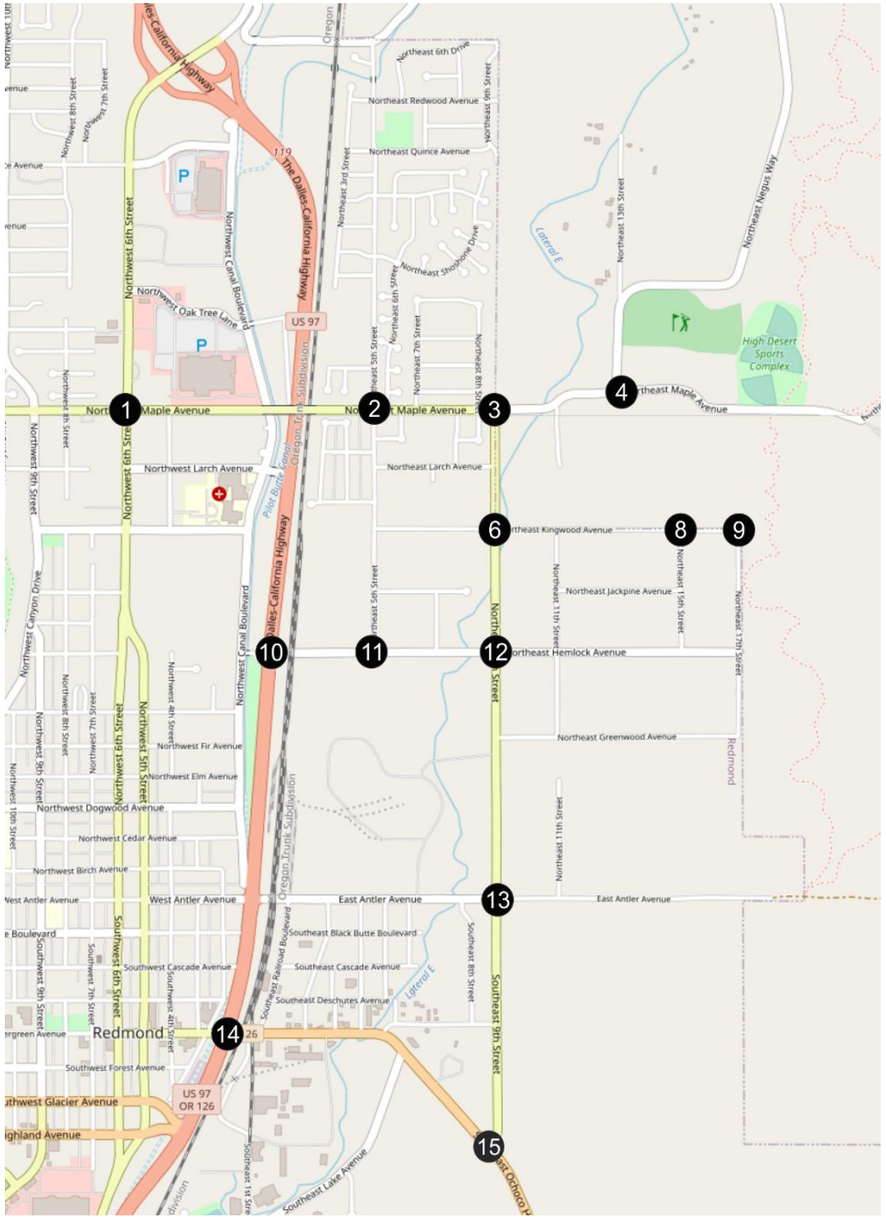
- The first project is identified as Hemlock Avenue: Reroute to NE 9th Street. It is described as improving the industrial collector and is identified for the 2020/2021 timeframe.
- The second project is an upgrade of SE 9th Street to industrial arterial standards from Antler Avenue to Hemlock Avenue. This improvement, planned for the 2022/2023 timeframe, will provide turn lanes, bicycle lanes, and sidewalks.
- The third project is an upgrade of SE 9th Street to industrial arterial standards from Antler Avenue to Highway 126 to provide turn lanes, bicycle lanes and sidewalks in fiscal year 2024/2025.

The County is also in the process of making improvements to the Negus Way corridor. These improvements will include modifications to the Negus Way/Maple Avenue intersection to reduce the horizontal curve radius and provide a more perpendicular westbound approach. This project is currently in the design phase and is expected to be constructed in 2021.

Operations Analysis

The resulting operations for the year 2040 traffic volumes "Without" and "With" project scenarios are shown in Table 9.

EXHIBIT O - SKYLINE TIA



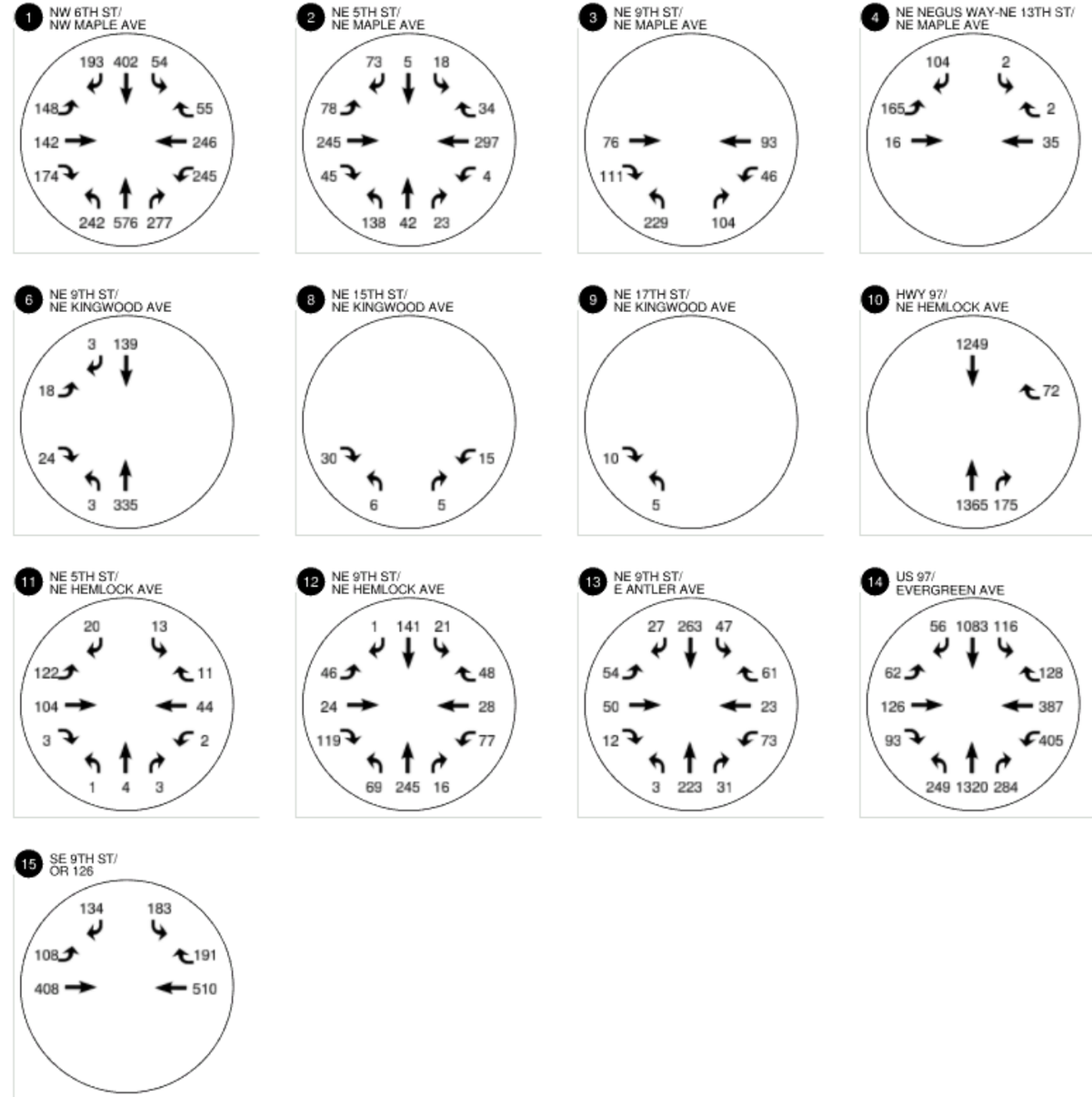
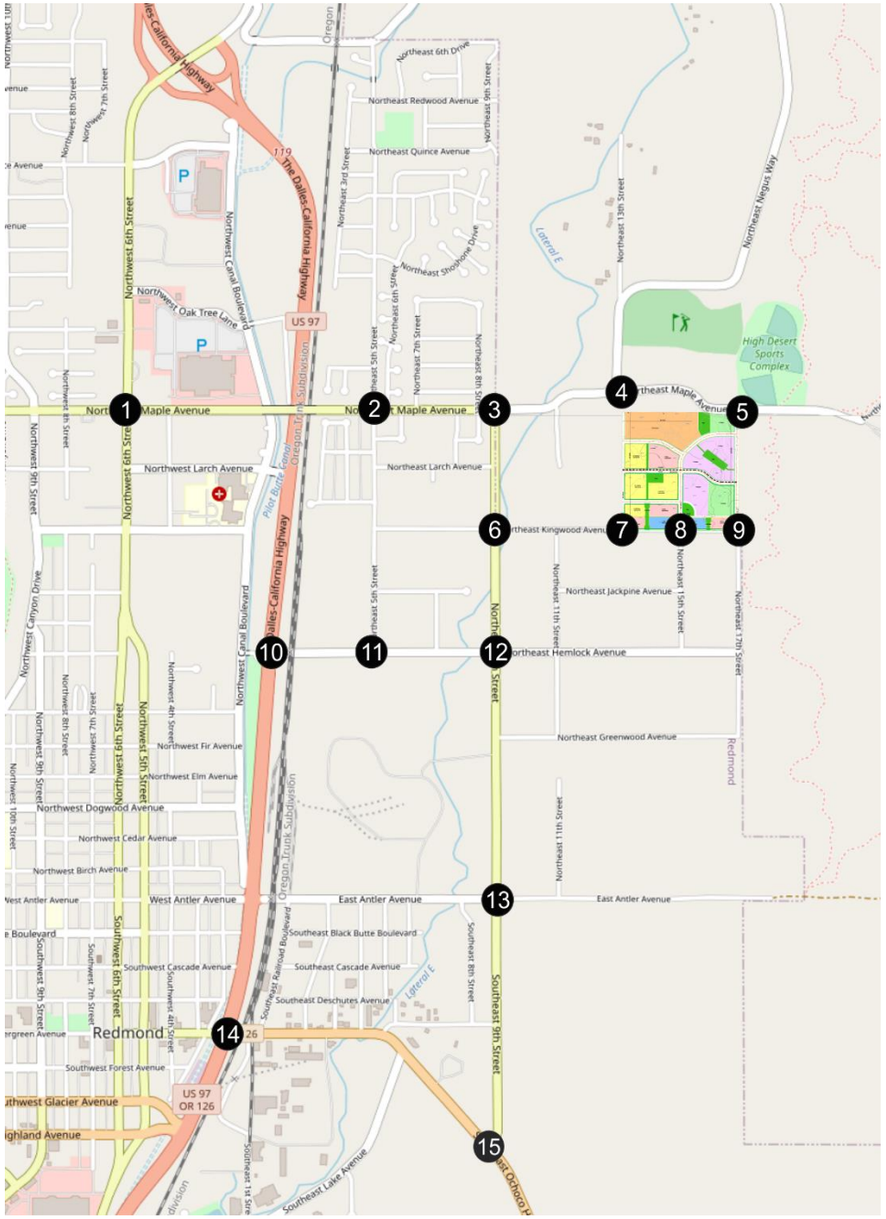


Figure 17. Projected 2040 Traffic Volumes “Without Project”, Weekday PM Peak Hour.

EXHIBIT O - SKYLINE TIA



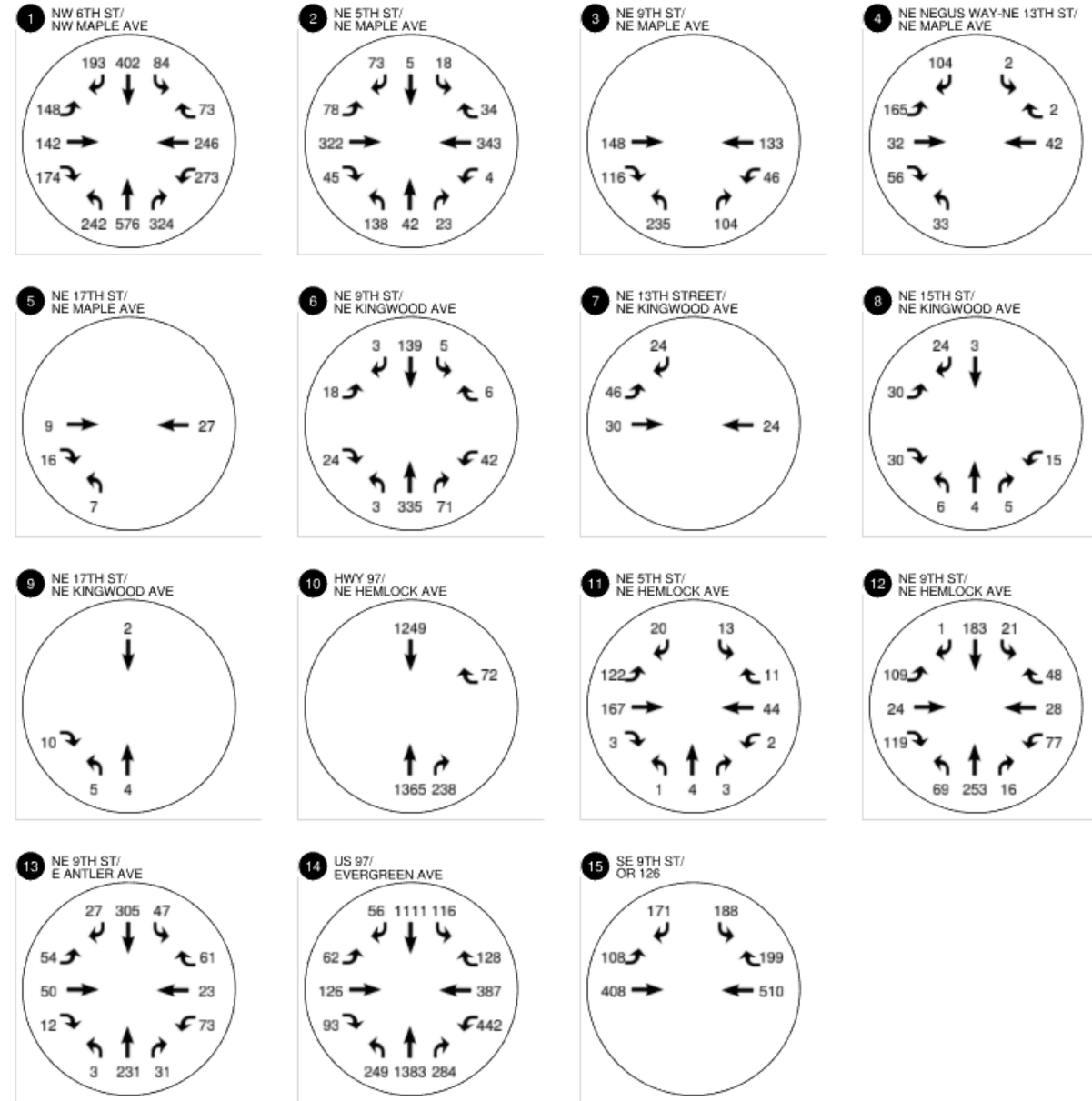


Figure 18. Projected 2040 Traffic Volumes “With Project”, Weekday PM Peak Hour.

Table 9. Summary of Year 2040 Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	2040 "Without Project"				2040 "With Project"				Acceptable?
		LOS	v/c Ratio	Delay (s)	95th % Queue	LOS	v/c Ratio	Delay (s)	95th % Queue	
1: NW 6th St / NW Maple Ave	LOS "E" or Better	C	0.66	25.7	EB L: 115 ft EB T: 150 ft EB R: 60 ft WB L: 185 ft WB TR: 285 ft NB L: 155 ft NB TR: 305 ft SB L: 45 ft SB TR: 240 ft	C	0.70	26.2	EB L: 110 ft EB T: 150 ft EB R: 50 ft WB L: 200 ft WB TR: 295 ft NB L: 160 ft NB TR: 345 ft SB L: 65 ft SB TR: 245 ft	Yes
2: NE 5th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft	NB LTR: F SB LTR: B	NB LTR: 0.86 SB LTR: 0.22	NB LTR: 67.4 SB LTR: 14.8	NB LTR: **200 ft** SB LTR: 25 ft	NB LTR: F SB LTR: C	NB LTR: **1.07** SB LTR: 0.26	NB LTR: >100.0 SB LTR: 17.0	NB LTR: **275 ft** SB LTR: 25 ft	**No**
3: NE 9th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft	NB L: B	NB L: 0.35	NB L: 12.9	NB L: 50 ft	NB L: B	NB L: 0.39	NB L: 14.3	NB L: 50 ft	Yes
4: NE Negus Way – NE 13th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft	WB TR: B	WB TR: 0.06	WB TR: 10.7	WB TR: 25 ft	NB LTR: C SB LTR: A	NB LTR: 0.11 SB LTR: 0.13	NB LTR: 16.8 SB LTR: 9.1	NB LTR: 25 ft SB LTR: 25 ft	Yes
5: NE 17th St / NE Maple Ave	v/c < 0.90 95th % Queue < 100 ft					NB LR: A	NB LR: 0.03	NB LR: 9.6	NB LR: 25 ft	Yes
6: NE 9th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft	EB LR: B	EB LR: 0.07	EB LR: 10.4	EB LR: 25 ft	EB LTR: B WB LTR: C	EB LTR: 0.08 WB LTR: 0.14	EB LTR: 11.8 WB LTR: 15.4	EB LTR: 25 ft WB LTR: 25 ft	Yes
7: NE 13th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft					SB LR: A	SB LR: 0.10	SB LR: 9.1	SB LR: 25 ft	Yes
8: NE 15th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft	WB L: A	WB L: 0.01	WB L: 7.3	WB L: 25 ft	WB L: A	WB L: 0.01	WB L: 7.3	WB L: 25 ft	Yes
9: NE 17th St / NE Kingwood Ave	v/c < 0.90 95th % Queue < 100 ft					EB LR: A	EB LR: 0.01	EB LR: 8.4	EB LR: 0 ft	Yes
10: US 97 / NE Hemlock Ave	v/c < 0.80	WB R: C	WB R: 0.22	WB R: 18.2	WB R: 25 ft	WB R: C	WB R: 0.22	WB R: 18.2	WB R: 25 ft	Yes
11: NE 5th St / NE Hemlock Ave	v/c < 0.90 95th % Queue < 100 ft	NB LTR: B SB LTR: B	NB LTR: 0.02 SB LTR: 0.06	NB LTR: 11.6 SB LTR: 10.6	NB LTR: 25 ft SB LTR: 25 ft	NB LTR: B SB LTR: B	NB LTR: 0.02 SB LTR: 0.06	NB LTR: 12.3 SB LTR: 11.0	NB LTR: 25 ft SB LTR: 25 ft	Yes
12: NE 9th St / NE Hemlock Ave	LOS "E" or Better	C	n/a	15.2	EB LTR: 75 ft WB LTR: 50 ft NB L: 25 ft NB TR: 125 ft SB LT: 50 ft SB R: 0 ft	C	n/a	19.9	EB LTR: 125 ft WB LTR: 50 ft NB L: 25 ft NB TR: 150 ft SB LT: 100 ft SB R: 0 ft	Yes
13: NE 9th St / E Antler Ave	v/c < 0.90 95th % Queue < 100 ft	EB LTR: D WB LTR: C	EB LTR: 0.42 WB LTR: 0.45	EB LTR: 25.1 WB LTR: 21.9	EB LTR: 50 ft WB LTR: 75 ft	EB LTR: D WB LTR: C	EB LTR: 0.46 WB LTR: 0.49	EB LTR: 28.2 WB LTR: 24.4	EB LTR: 75 ft WB LTR: 75 ft	Yes
14: US 97 / Evergreen Ave	v/c < 1.00 *Alternative Mobility Standards Approved through SB1544 but not formally adopted by the OTC*	E	**1.09**	62.9	EB L: 115 ft EB TR: 210 ft WB L: 610 ft WB TR: 480 ft NB L: 415 ft NB T: 795 ft NB R: 60 ft SB L: 225 ft SB T: 670 ft SB R: 0 ft	E	**1.13**	66.6	EB L: 115 ft EB TR: 210 ft WB L: 665 ft WB TR: 475 ft NB L: 415 ft NB T: 865 ft NB R: 605ft SB L: 225 ft SB T: 705 ft SB R: 0 ft	**No**
15: SE 9th St / OR 126	v/c < 0.80	SB LR: F	SB LR: **1.66**	SB LR: >100.0	SB LR: 575 ft	SB LR: F	SB LR: **1.79**	SB LR: >100.0	SB LR: 675 ft	**No**

INTERSECTION MITIGATION

As shown in Table 9, most of the surrounding eastside Redmond transportation system operates acceptably long-term. There are three intersections that exceed adopted performance standards with or without Skyline Village. There are also a variety of planning studies and efforts already underway to address these needs and support planned regional growth. A summary of these plans and how they influence each of the impacted intersections is provided below.

NE 5th Street / NE Maple Avenue

This two-way stop-controlled intersection is expected to exceed the City's queuing standard under the 2040 "without" project scenario and exceed both the City's v/c ratio and queueing standards under the 2040 "with" project scenario. This two-way stop-controlled intersection experiences a high number of northbound left-turning vehicles. This demand appears to be from northbound vehicles on US 97 exiting at NE Hemlock Avenue and using NE 5th Street to continue west on NE Maple Avenue across the US 97 corridor. With the limited available crossings of US 97 and no left-turn access from the Reroute between Evergreen Avenue and Canal Boulevard, more vehicles are funneled onto the existing east-west crossings, which can create congestion at the nearby supporting intersections.

The City has recognized the growing travel demands at the NE 5th Street/NE Maple Avenue intersection and has identified a project for a traffic signal or roundabout at this intersection within the draft TSP. Either treatment would provide acceptable operations. Additionally, a project has been identified to study the possibility of a grade-separated crossing at the US 97/NE Hemlock Avenue intersection, which would disperse some of the east-west demand currently reliant on Maple Avenue.

Draft TSP Improvement Description

Map ID	Facility	Improvement	2020 Cost Estimates
I10	NE 5th St/ NE Maple Ave	Consider traffic signal or roundabout	$0.5M (signal) or $3.2M (roundabout)

US 97 / Evergreen Avenue

This intersection is forecast to exceed the state's mobility standard (or the alternative mobility standard identified within Senate Bill 1544) in the horizon year 2040 with or without the annexation and development of the Skyline Village development. As documented within the City's adopted TSP and the Senate Bill 1544 project, within the City of Redmond there are limited east-west connections that provide access between the City's eastern industrial lands and the western residential lands. Solutions within the City's adopted TSP identify a second phase of the Redmond Reroute that would bypass the southern portion of the City and provide a new interchange near the Hemlock Avenue intersection. Text from the adopted TSP is as follows:

> *"Most intersections along the southern portion of US 97 would not meet performance standards even with localized refinements (as indicated by shaded values). These locations would require parallel routes be built to divert traffic, such as the US 97 Reroute Phase II extension. While the US 97 Reroute Phase II is included in the Master Plan, it is not included in the Action Plan."*

This long-term solution was not considered "likely" given the financial constraints, and the City has since been exploring design options to extend the lifespan of the existing highway system within the US 97

South Redmond Corridor Project (southredmond97.org). Efforts are currently underway within southern Redmond, approximately from the southern UGB north to Veteran's Way, to provide parallel local routes and connections that would extend the viability of the current highway alignment. These solutions do not address the removal of the interchange near Hemlock Avenue that was previously identified as the northern terminus of this bypass.

The traffic operations projections within the adopted TSP (TSP Table 9-7) show that the intersection fails unless the City provides the Phase 2 Reroute. Since the preparation of the TSP, additional rezone efforts (notably the SB 1544 and Regional Large Lot Industrial site) have further degraded the forecast conditions at these intersections. The scope for the updated Redmond Transportation System Plan was specifically developed to address these east-west needs, as extension of 9th Street alone was not considered adequate to address the east-west connectivity needs.

While the Redmond Reroute Phase 2 was not identified within the City's *Action Plan*, the westside arterial (Helmholtz extension), Quartz Avenue extension (across US 97 and BNSF railway to Airport Way), and 19th Street extension were expected to be complete by 2030 and are accounted for within the City's future travel forecasts. The City, ODOT, and BNSF remain in discussions regarding whether the Quartz Avenue extension could occur with an at-grade crossing or if a more costly and impactive grade-separated over-crossing will be required, which has complicated this needed connection. There is also significant policy work (to include a goal exception) that would be required to complete the Helmholtz Way extension, and when complete it will likely remain as a two- or three-lane section rather than the five-lane section envisioned.

A review of the draft TSP shows that localized intersection improvements are proposed throughout the City along with strategic roadway extensions to provide greater connectivity. These improvements will improve operations around the City but will not reduce the demand at the US 97/Evergreen Avenue intersection. The draft TSP identifies a safety improvement project for this intersection as I18. However, no details or funding is specified within the draft plan. Similar to solutions identified on the Maple Avenue corridor, the need to study a grade-separated crossing at the US 97/Hemlock Avenue intersection would help reduce some of the demands on Evergreen Avenue. There are no improvements identified at this location given the significant policy and physical constraints of this location.

SE 9th Street / OR 126

The critical southbound movement is expected to exceed capacity and ODOT's target mobility standards in 2040 with or without the Skyline Village Affordable Housing development. Senate Bill 1544 (for the rezone of 465 acres of Redmond's East Industrial Site) recognized that this intersection as well as numerous other facilities would have operation failures in the future with the proposed rezone. A mitigation plan was developed that included improvement of the SE 9th Street/OR 126 intersection with the installation of new left-turn lanes and reconfiguration, the extension of 9th Street between OR 126 and Airport Way, and the signalization of the SE 9th Street/OR 126 intersection. These projects were carried into the draft TSP.

The draft TSP shows three projects that will impact this intersection: a roundabout or a traffic signal at the intersection; widening of OR 126 to three lanes between US 97 and SE 9th Street; and a future extension of SE 9th Street from OR 126 to Veterans Way.

Draft TSP Improvement Descriptions

Map ID	Facility	Improvement	Notes	2020 Cost Estimates
I29	SE 9th St/OR 126	Consider traffic signal or roundabout	Roundabout Preferred	$3.2M
S21	OR 126: US 97 to SE 9th St	Widen to 3 lanes	0.6 miles	$5.4M
S23	SE 9th St: Veterans Way to OR 126	Proposed Arterial	0.8 miles	$6.8M

The City is currently at 30% design of a roundabout at the OR 126/9th Street intersection, as well as the Veteran's Way/NE 9th Street intersection and the roadway connection that will extend 9th Street through this missing segment. Therefore, these projects have already moved beyond the strategy outlined in the TSP to a more descriptive plan. Implementation of these projects will provide the necessary long-range mitigation for Skyline Village and on-going development in the industrial lands.

NE Maple Avenue Alignment

Maple Avenue runs east-west on a straight alignment throughout the City to NE 11th Street. In the vicinity of the site, the roadway jogs approximately 125 feet north for approximately a quarter mile before returning south to its original alignment. This corridor is a critical east-west route that has been identified for realignment in the Eastside Framework Plan. The plan shows a realignment that removes the jog in the alignment with the route realigned to the northern edge of the Skyline Village property, where it continues toward the Negus Transfer Station entrance.

Straightening Maple Avenue is consistent with the framework plan and provides a direct route into the east area. Maple Avenue is currently posted at 35 mph west of NE Negus Way and has no posted speed east of NE Negus Way. Consideration should be given to whether realigning Maple Avenue is necessary. Straightening Maple Avenue will provide an uninterrupted route through the area with the potential for increased speeds. Currently, when heading eastbound on NE Maple Avenue the first set of curves is posted at 25 mph. The curves naturally slow down drivers on both ends. Maintaining the existing alignment has less impact on adjacent properties and still provides a through route to the future eastside development.

NE Negus Way / NE Maple Avenue

The three-legged NE Negus Way/NE Maple Avenue intersection is located outside of City limits within Deschutes County. The west leg of NE Maple Avenue and north leg of NE Negus Way are the major route with the east leg being stop-controlled. This leg provides access to the High Desert Sports Complex, the Missing Link Family Golf Center, and the Negus landfill. With the future development of the lands to the east as part of the Eastside Framework Plan, the east leg of NE Negus Way will serve much higher traffic volumes.

As part of the Skyline Village development, NE 13th Street will be built along the western frontage. This street should be extended to the NE Negus Way/NE Maple Avenue intersection to create a conventional two-way stop-controlled intersection and provide greater connectivity in the area. The analysis assumes this connection is made. If NE 13th Street is not extended to NE Maple Avenue, vehicles shown in Figure 15 making northbound left-turn and eastbound right-turn maneuvers at this intersection will mostly route through 9th Street and Kingwood Avenue. Both intersections on NE 9th Street at NE Maple Avenue and NE Kingwood Avenue would operate acceptably with this routing.

As previously noted, Deschutes County also has interim plans to improve this location. While the crash history does not identify any current safety issues, field review observed numerous skid marks on the southbound approach. The County plans to replace the sharp curve with a more gradual curve, and tie in NE Maple Avenue at a more perpendicular intersection angle. These treatments will address near-term needs and support the planned growth of the Negus Transfer Station and on-going activity of the ballfields. Additional discussions between Deschutes County and the City of Redmond are likely to occur related to on-going maintenance and jurisdiction of this road long-term.

NE 9th Street / NE Kingwood Avenue

The NE 9th Street/NE Kingwood Avenue is a T-intersection today serving several industrial businesses to the west. The east side of the intersection is undeveloped and boulders have been placed along this alignment to prevent drivers from utilizing the right-of-way as an access. The 2040 "With Project" analysis assumes that NE Kingwood Avenue will be extended from its existing terminus 650 feet west of NE 15th Street to NE 9th Street. Ideally, this extension would occur with adjacent development. However, the properties on the north side of the existing right-of-way line are located outside of the UGB and city limits and are serving as overflow storage for the Advanced Precast Products use within the UGB. The properties on the south side of the right-of-way are already developed and a new road would bisect this current use. The lands outside the UGB being used for the storage of pre-cast materials appear to still have EFU-TRB zoning, which by County Code would not allow material storage for an adjacent urban use.

The Kingwood Avenue extension is not required for the development of the Skyline Village development but would serve as a direct route to the NE 9th Street corridor. Development plans include extending NE 17th Street to Maple Avenue, which in combination with the new streets to be built or extended within the development will provide adequate connectivity to the existing street network but will increase reliance on Hemlock Avenue. There is more than adequate capacity at the NE 9th Street/NE Hemlock Avenue intersection to accommodate vehicles should the Kingwood Avenue and NE 13th Street extensions not be constructed, although the level of reserve capacity would need to be assessed with individual phased site plans given that other area development could also occur.

While the intersection operations show acceptable long-term performance as an all-way stop, given the increasing importance of this route and the planned NE 9th Street extension between Veteran's Way and OR 126, the City may want to better prioritize north-south through trips on the corridor. Either a traffic signal or roundabout could reduce travel delays and would be more consistent with the arterial facility designation.

Further, as the need and timing to extend Kingwood Avenue west will be driven by deficient conditions along NE Hemlock Avenue, provision of a roundabout or traffic signal at this location could also be useful in delaying the extension of Kingwood Avenue.

MUTCD Signal Warrants

Traffic signal warrants are the criteria identified within the Manual on Uniform Traffic Control Devices that describe the minimum conditions under which a traffic signal should be further considered. There are nine separate warrant criteria as listed below:

1. Warrant 1, Eight-Hour Vehicular Volume
2. Warrant 2, Four-Hour Vehicular Volume
3. Warrant 3, Peak Hour

4. Warrant 4, Pedestrian Volume
5. Warrant 5, School Crossing
6. Warrant 6, Coordinated Signal System
7. Warrant 7, Crash Experience
8. Warrant 8, Roadway Network
9. Warrant 9, Intersection Near a Grade Crossing

Within this study, volume-based MUTCD Signal Warrants #1, #2, and #3 were reviewed at the stop-controlled intersections of NE 5th Street/NE Maple Avenue and SE 9th Street/OR 126. Table 10 summarizes the findings of this analysis.

Table 10. Summary of MUTCD Signal Warrant Review (Year 2040 "With-Project" Conditions)

Volume-Based Warrant Summary				
Warrant No.	Description	Warrant Factor	NE 5th St/ NE Maple Ave	SE 9th St/ OR 126
Warrant 1:	Eight-Hour Vehicular Volume	100%	Yes	Yes
Warrant 2:	Four-Hour Vehicular Volume	100%	Yes	Yes
Warrant 3:	Peak Hour	100%	No	Yes

As shown in Table 10, the NE 5th Street/NE Maple Avenue is expected to meet Warrants #1 and #2 in 2040 with annexation. While this intersection does not meet any warrants today, it is estimated that Warrant #1 would be met with 20-percent growth. Since this project is included within the draft TSP it is assumed that the project will be SDC creditable.

The SE 9th Street/OR 126 intersection is expected to meet volume-based MUTCD Signal Warrants #1, #2, and #3 in 2040. A planning level analysis shows that this intersection also meets volume warrants today. This intersection is planned for signalization within both the adopted and draft Transportation System Plans, so the Skyline Village project does not reflect a change in area needs.

LEFT-TURN LANE WARRANTS

Turn lane warrants are reviewed based on guidance within the ODOT Transportation Planning and Analysis Unit's publication *Analysis Procedures Manual*. Left-turn lane warrants are based on the posted roadway speed, bidirectional traffic volume, and percentage of the total volume turning left. The left-turn lane warrants are essentially a cost-benefit calculation of the safety benefits provided by separating through and turning traffic versus the construction costs. Left-turn lane warrants do not apply to stop-controlled minor-street approaches. Table 11 summarizes the applicability of the left-turn lane warrants within the study area. Figure 19 depicts the applicable intersections against the left-lane warrant criteria.

As shown in the Figure 19, five of the study intersections meet the criteria warranting a separate left-turn lane. The proposed annexation and development of the Skyline Village Affordable Housing development does not add any additional vehicles to the left-turn movements at any of these intersections, but will impact overall area travel patterns and volumes.

- NE 9th St / NE Maple Ave: Westbound left-turn lane
- NE Negus Way-NE 13th St / NE Maple Ave: Eastbound left-turn lane
- NE 5th St / NE Hemlock Ave: Eastbound left-turn lane
- NE 9th St / E Antler Ave: Southbound left-turn lane

- SE 9th St / OR 126: Eastbound left-turn lane

Table 8. Left-Turn Lane Warrant Applicability

Intersection	Applicable?	Met?
1: NW 6th St / NW Maple Ave	No, at signalized intersections the intersection capacity needs dictate whether to add a left-turn lane.	n/a
2: NE 5th St / NE Maple Ave	No, left turn lanes are already in place.	n/a
3: NE 9th St / NE Maple Ave	Yes, NE Maple Avenue is classified as a *Minor Arterial*. Warrant is met for the westbound left-turn. TSP Project I-11 identifies signalization or a roundabout, potentially negating the need for a left-turn lane.	Yes
4: NE Negus Way – NE 13th St / NE Maple Ave	Yes, NE Negus Way is classified as a *Rural Collector*. Warrant is met for the eastbound left-turn. Recommend overall intersection reconfiguration to "T" in Negus Avenue when appropriate thresholds are met.	Yes
5: NE 17th St / NE Maple Ave	Yes, NE Maple Avenue is classified as a *Minor Arterial*. However, with the very low left-turn volume warrants are not met.	No
6: NE 9th St / NE Kingwood Ave	Yes, NE 9th Street is classified as a *Minor Arterial*. Northbound and southbound left-turn lane warrants are illustrated in Figure 19.	No
7: NE 13th St / NE Kingwood Ave	No, NE Kingwood Avenue is a *Local Street* and should only be constructed to the City's *Local Industrial* standards.	n/a
8: NE 15th St / NE Kingwood Ave	No, NE Kingwood Avenue is a *Local Street* and should only be constructed to the City's *Local Industrial* standards.	n/a
9: NE 17th St / NE Kingwood Ave	Yes. NE 17th Street is a *Major Collector.* However, with the low northbound left-turn and southbound through volumes left-turn lane warrants are not met.	No
10: US 97 / NE Hemlock Ave	No. This portion of US 97 contains a raised median preventing left-turns, resulting in a right-in, right out intersection with NE Hemlock Avenue.	n/a
11: NE 5th St / NE Hemlock Ave	Yes, NE Hemlock Avenue is classified as a *Major Collector*. Left-turn warrants are met for the eastbound direction as shown in Figure 19. The project does not contribute toward these movements.	Yes
12: NE 9th St / NE Hemlock Ave	No, with the all-way stop-control the intersection capacity needs dictate whether to add a left-turn lane.	No
13: NE 9th St / E Antler Ave	Yes, NE 9th Street is classified as a *Minor Arterial*. A southbound left-turn lane is warranted as shown in Figure 19. TSP Project I-19 identifies future signalization or construction of a roundabout, which may negate the need for left-turn lanes.	Yes
14: US 97 / Evergreen Ave	No, at signalized intersections the intersection capacity needs dictate whether to add a left-turn lane.	n/a
15: SE 9th St / OR 126	Yes. OR 126 is classified as a *Major Arterial*. Left-turn warrants are met for the eastbound direction as shown in Figure 19. The TSP identifies signalization or a roundabout at this location, which may negate the need for left-turn lanes. Currently, 30% roundabout design plans are complete.	Yes

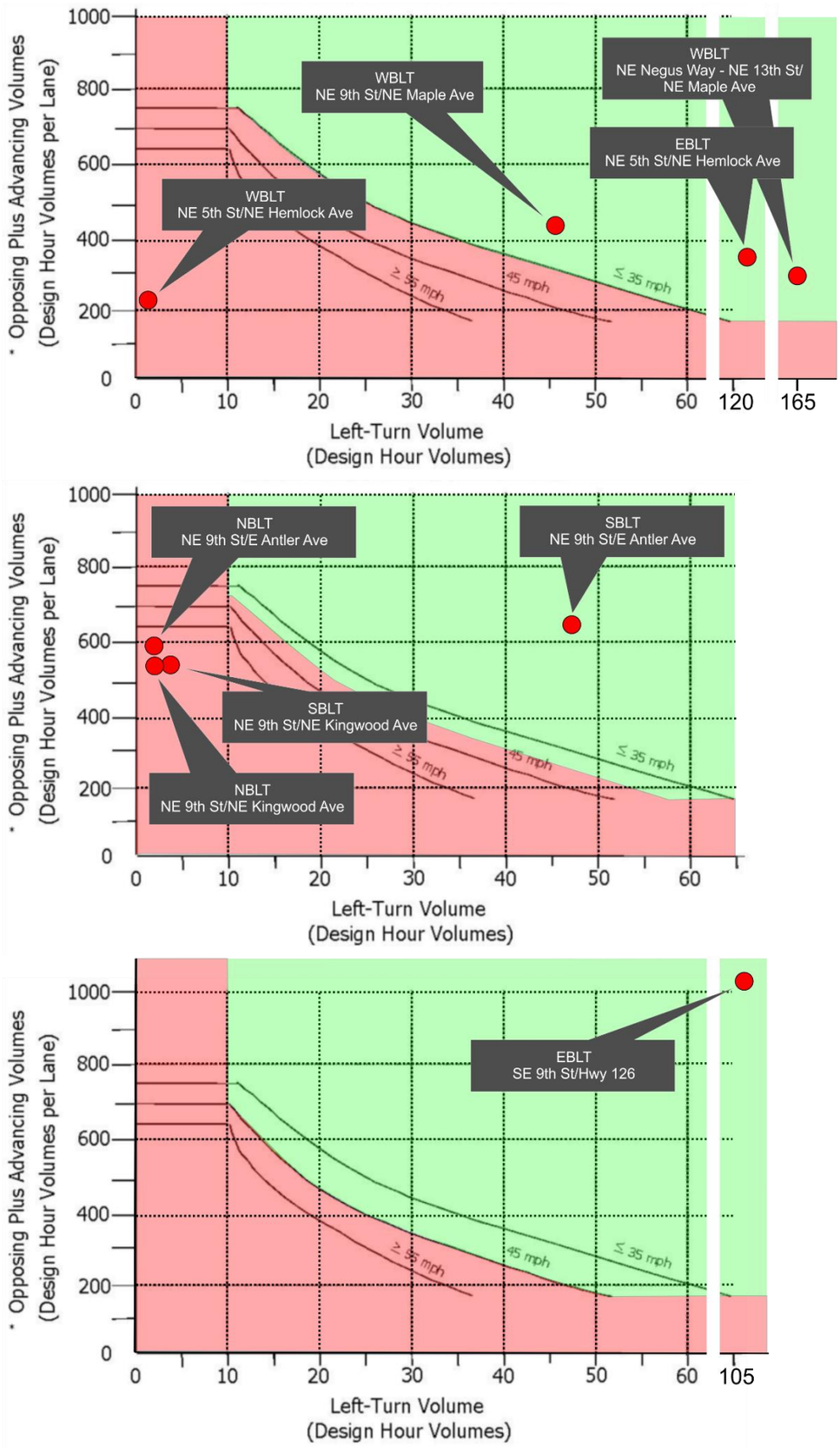


Figure 19. Left-Turn Lane Warrants.

RIGHT-TURN LANE WARRANTS

The purpose of a right-turn lane is to improve safety and capacity of a roadway by reducing the speed differential between through vehicles and decelerating vehicles. Within an urban environment, facility design considerations should include the increased pedestrian crossing distance, higher resultant through speeds, and right-of-way/streetscape impacts. Right turn lanes are typically reviewed based on the ODOT methodology for rural highways; as such, discretion and engineering judgement is required in applying these criteria to urban roadways. In review of the area context surrounding the industrial site there are very few locations that would be considered candidates for right-turn deceleration lanes. Table 9 summarizes this review.

Table 9. Right-Turn Lane Warrant Applicability

Intersection	Applicable?	Met?
1: NW 6th St / NW Maple Ave	No, with signalized intersections the intersection capacity needs dictate whether to add a right-turn lane.	n/a
2: NE 5th St / NE Maple Ave	No, within the area context right-turn deceleration lanes would not be recommended.	n/a
3: NE 9th St / NE Maple Ave	No, within the area context right-turn deceleration lanes would not be recommended.	n/a
4: NE Negus Way – NE 13th St / NE Maple Ave	Yes, this intersection is located in a rural area and serves a high southbound right-turn movement. As shown in Figure 20, right-turn lane warrants are not met.	No
5: NE 17th St / NE Maple Ave	No, NE Maple Ave is currently classified as a Rural Local road and will be reclassified to a Collector with annexation. A right-turn deceleration lane would not be recommended.	n/a
6: NE 9th St / NE Kingwood Ave	No, within the area context right-turn deceleration lanes would not be recommended.	n/a
7: NE 13th St / NE Kingwood Ave	No, NE Kingwood Avenue is a *Local Street* and should only be constructed to the City's *Local Industrial* standards.	n/a
8: NE 15th St / NE Kingwood Ave	No, NE Kingwood Avenue is a *Local Street* and should only be constructed to the City's *Local Industrial* standards.	n/a
9: NE 17th St / NE Kingwood Ave	No, within the area context right-turn deceleration lanes would not be recommended.	n/a
10: US 97 / NE Hemlock Ave	No, existing northbound right-turn lane already provided.	n/a
11: NE 5th St / NE Hemlock Ave	No, within the area context right-turn deceleration lanes would not be recommended.	n/a
12: NE 9th St / NE Hemlock Ave	No, with the all-way stop-control the intersection capacity needs dictate whether to add a right-turn lane.	n/a
13: NE 9th St / E Antler Ave	Yes, this intersection is located in an industrial area that currently serves few pedestrians. Warrants for right-turn deceleration lanes are not met as shown in Figure 20.	No
14: US 97 / Evergreen Ave	No, with signalized intersections the intersection capacity needs dictate whether to add a right-turn lane.	n/a
15: SE 9th St / OR 126	Yes, OR 126 is a state highway that allows for a higher speed right-turn onto SE 9th St, but does not provide a full deceleration lane. With plans for future signalization or a roundabout the lane configuration will be dictated by the operational needs.	Yes

Figure 20 depicts the right-turn lane warrant analysis for the three intersections under consideration for right-turn deceleration lanes. As shown in the figure, only the SE 9th Street/OR 126 intersection meets the criteria for a right-turn deceleration lane in the westbound direction, but this warrant analysis will not apply if the intersection is improved as a signal or roundabout as identified in the City's draft TSP and as part of the Senate Bill 1544 project.

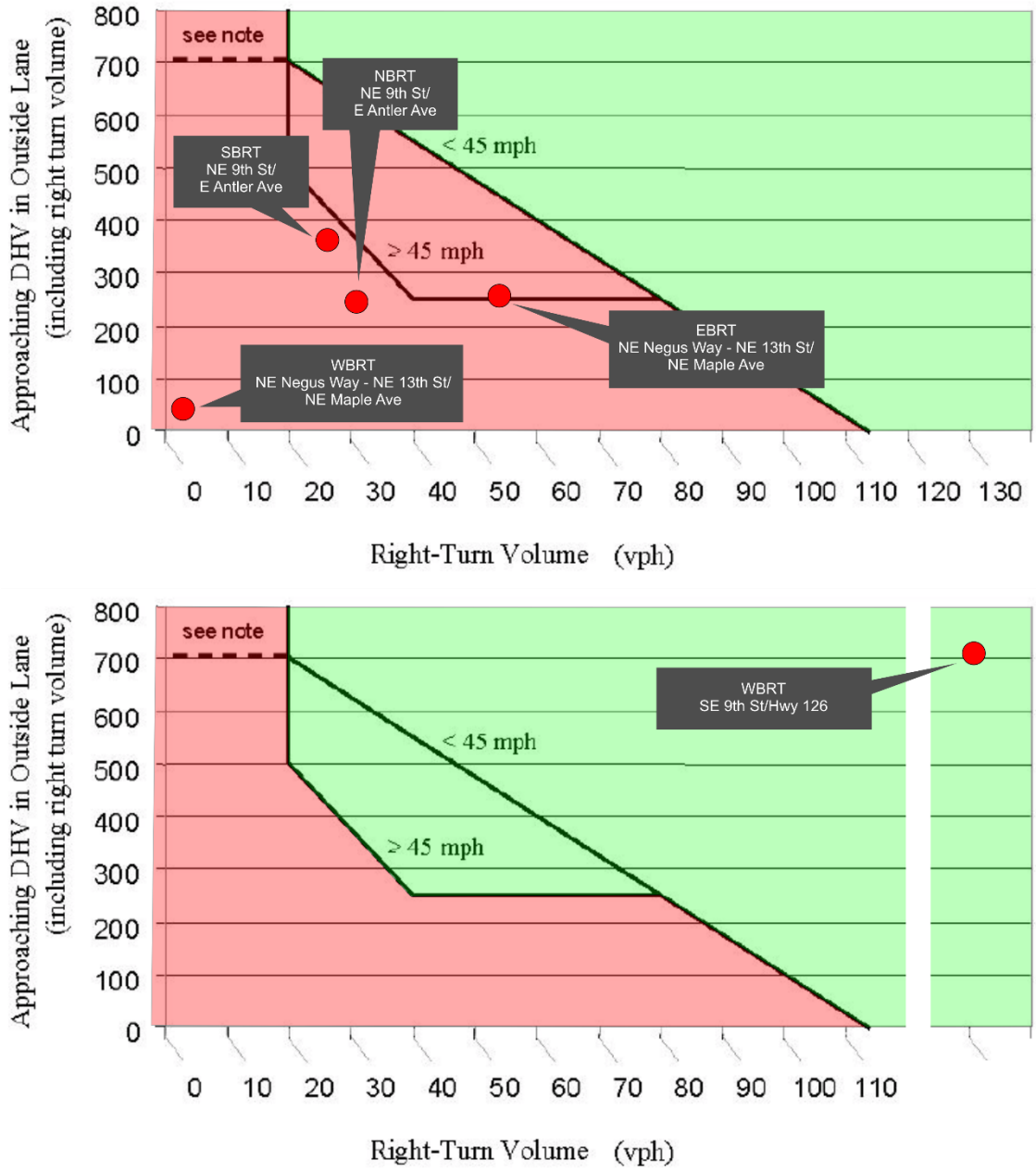


Figure 20. Right-Turn Lane Warrants

ROADWAY CROSS-SECTIONS

The City of Redmond's Functional Classification system identifies major roads that are intended to support higher levels of mobility within the City. The draft Functional Classification map is shown in Figure 21. This highlights that the only classified facility adjacent to the project is the NE 17th Street corridor and the NE Maple Avenue – Negus Way corridors. All other streets within this area by default would be considered *Local Streets.*

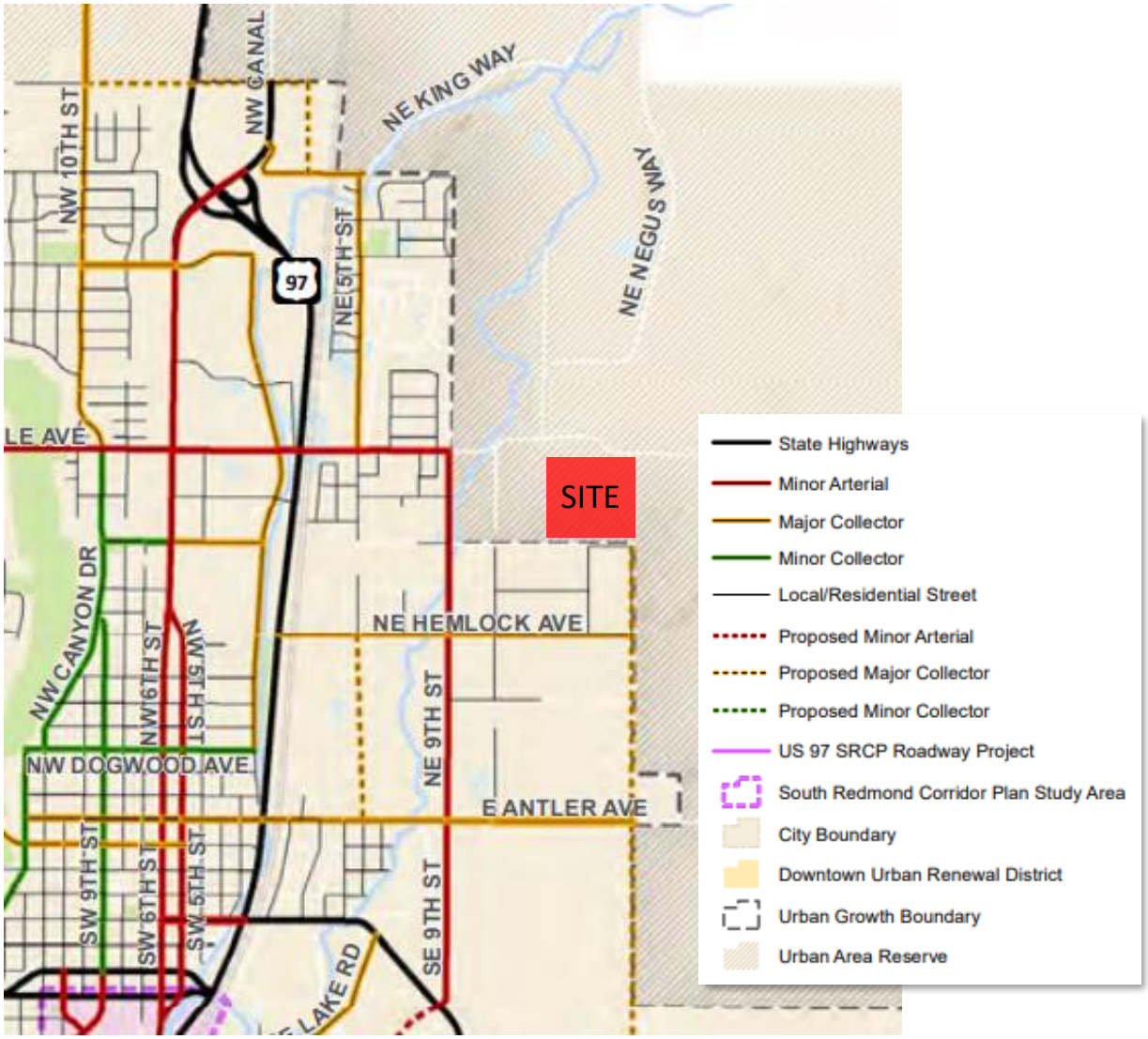


Figure 21. Draft TSP Functional Classification Map.

NE 17th Street

The City of Redmond's draft TSP identifies the NE 17th Street corridor as a *Major Collector* from its connection with the Airport Way/Veteran's Way intersection to the Urban Growth Boundary (UGB).

Within the City's draft TSP project S17 identifies roadway section improvements along NE 17th Street from OR 126 to Kingwood Avenue (these do not extend to Negus Way as the subject property is currently located outside of the Urban Growth Boundary and therefore subject to Deschutes County jurisdiction). This project includes a $9.6M cost for improvements to the 1.7-mile section to bring it into compliance with Redmond standards.

The City's Draft Transportation System Plan identifies future cross-sections for higher-order streets. Figure 22 shows the City's proposed *Major Collector* cross-section standard as contained within the Draft Transportation System Plan, and Figure 23 illustrates a proposed section for NE 17th Street. The proposed revisions include additional flexibility related to a landscaped center median (to support appropriate neighborhood speeds), wider (standard width) bicycle lanes lacking buffer areas, and standard width travel lanes to support the nearby industrial uses and higher function of this corridor. As shown, widening for center turn lanes may be needed at critical intersections, such as at Hemlock Avenue or Antler Avenue.

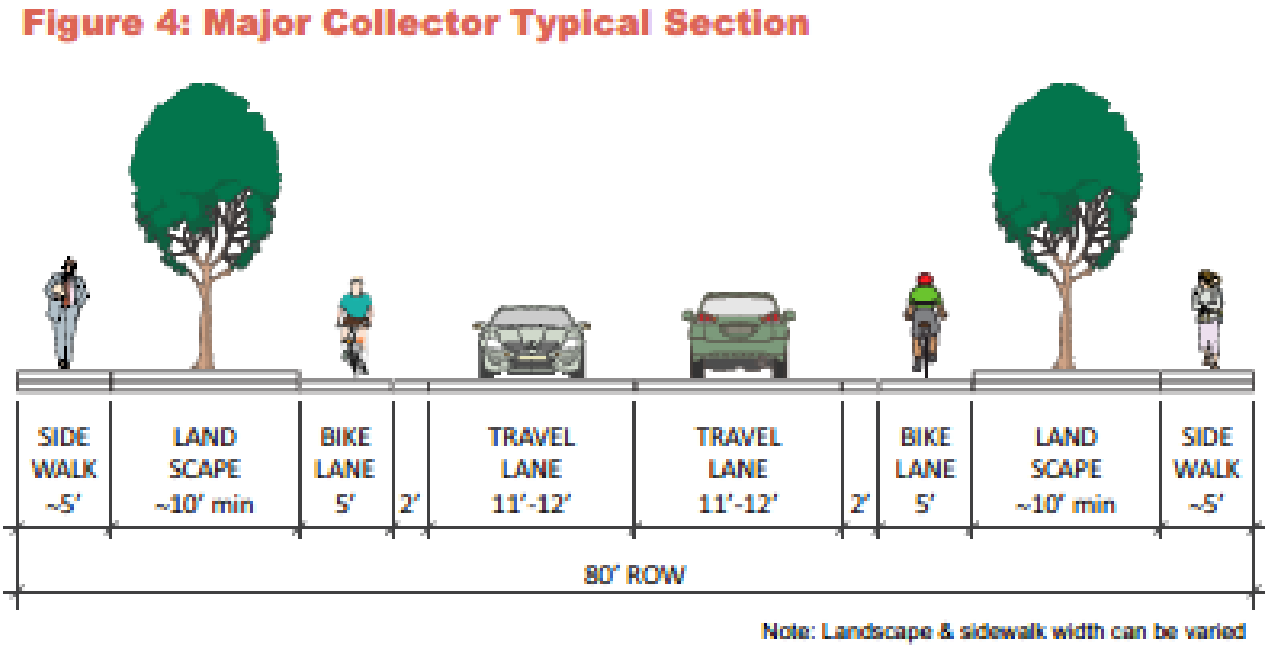
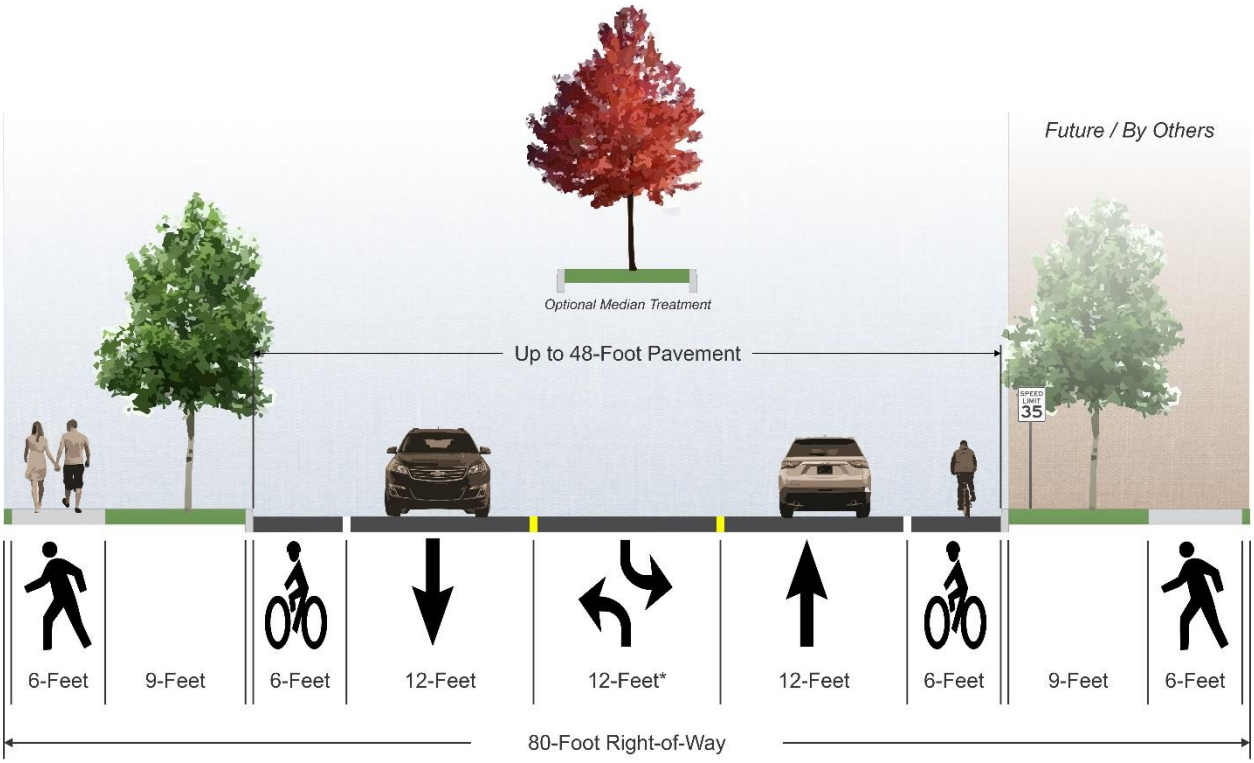


Figure 22. City of Redmond *Major Collector* Cross Section. *Source: Draft Redmond TSP.*



* Center Left-Turn Lane as Required

Figure 23. Proposed NE 17th Street *Major Collector* Cross-Section.

NE Maple Avenue

The City's draft TSP identifies the NE Maple Avenue corridor as a *Minor Arterial* from NW 35th Street to the eastern UGB. Outside of the UGB, the County classifies NE Maple Avenue as a *Rural Collector* to NE Negus Way, at which point it continues east as a local road. With the annexation and development of the Skyline Village property the function of NE Maple Avenue will change to that of an urban *Major Collector* that will extend to the City's revised eastern boundary. As connections from Skyline Village are made to Maple Avenue the volumes on the eastern roadway section will be higher than those on Negus Way.

Within the Eastside Framework Plan, the corridor is intended to extend east toward the Negus Transfer Station entrance, and from that point connect to a north-south route along the facility's western border (see Figure 24). This map also contemplates the direct east-west realignment of NE Maple Avenue to remove the job in the road.

It is instead recommended that the current alignment of NE Maple Avenue remain as-is, as the curvature appears adequate for a 35 mph facility. It is recommended that Negus Way be reconfigured as a "T" intersection with Maple Avenue as the volumes on the eastern leg exceed those on the north leg. This will provide a more conventional intersection form, and will include with the reconstruction of Negus Way the ability to provide separate southbound left- and right-turn lanes, as shown in Figure 25.

Figure 24. Conceptual Eastside Framework Plan connections.

Figure 25. Conceptual NE Maple Avenue/Negus Way Intersection Reconfiguration.

IMPROVEMENT PHASING

The project analysis summarized herein is based on long-range conditions (2040) for compliance with the Transportation Planning Rule and assumes various projects are complete. Based on the current infrastructure surrounding the site, a summary of area transportation improvements and the general timing or monitoring that will be required with subsequent project phases is summarized in Table 10.

Table 10. Proposed Transportation Mitigation and Triggers

Proposed Mitigation	Development Trigger
Extend sidewalk system from NE 15th Street/NE Kingwood Avenue intersection and the NE 17th Street/Kingwood Avenue intersection into the Skyline Village site	Include with initial development phases.
Develop a transit hub interconnected with walkways throughout Skyline Village.	Per OAR 660-039, fixed route transit with at least 8 transit stops per day is required to serve the site.
Establish a pedestrian/bicycle route along the Kingwood Avenue ROW connecting the site to NE 9th Street. The route may be an interim asphalt trail alignment until full street improvements can be completed.	Incorporate an interim connection by the 50th residence given the land use issues toward the west.
Complete frontage improvements along the north side of NE Kingwood Avenue.	As adjacent development occurs.
Extend NE 17th Street to NE Maple Avenue as a *Major Collector.*	Incrementally build with the frontage of individual project phases, complete the connection prior to development phases north of Larch Avenue.
Provide a pedestrian route (10-foot asphalt pathway or sidewalks) along the south side of NE Maple Avenue connecting the sidewalks along NE 9th Street with the site.	With any site connection to Maple Avenue.
Reconfigure the NE Negus Way/NE Maple Avenue intersection as shown in Figure 25 to a conventional stop-controlled "T" intersection with an eastbound left-turn lane and separate southbound left- and right-turn lanes.	Monitor with phases subsequent to a Maple Avenue connection to identify when volumes on the eastern approach are higher than those on the northern approach or prior to 75% build-out by land area.
Complete the Kingwood Avenue extension west to NE 9th Street as a *Local Street* complete with sidewalks.	As required by others as part of future development plans, or if required to address improvements needs along NE Hemlock Avenue.
Implement TSP projects I10 (Maple/5th) and I11 (Maple/9th)	As priority City projects complete intersection control improvements as identified in the TSP when warranted; project SDC fees to contribute toward these needs.
Improve NE 9th Street/NE Hemlock Avenue intersection as a critical site access route. Improvements should include curbing on all intersection quadrants to define pavement edges, accessible crossings on all quadrants, and restriping of crosswalks/stop bars as needed.	Monitor conditions at Hemlock Avenue/NE 9th Street with subsequent project phases to identify whether control changes will be required based on the access routes available.

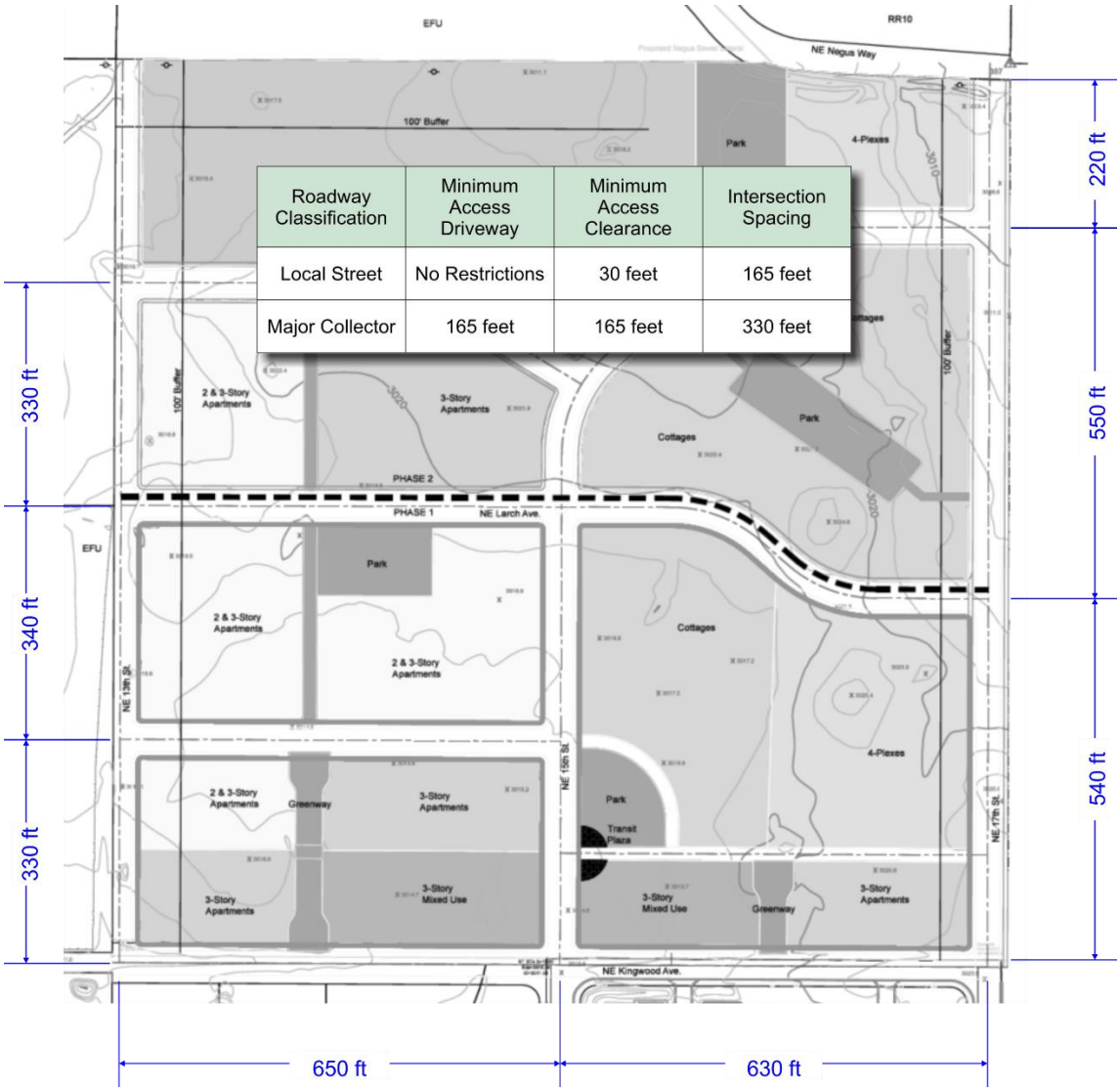
In addition to these needs, future entitlements will need to continue to monitor area safety, pedestrian and cyclist connections, and accessibility needs. Additional improvements to support the area's multimodal infrastructure may be required as part of future site plan applications when localized needs are better known.

CITY OF REDMOND ACCESS POLICIES

Access Spacing Standards

Access spacing standards vary in the City of Redmond by roadway functional classification, as shown in Redmond Development Code 8.2820. The spacing standards show that there are no spacing driveway spacing standards along local streets (NE Kingwood Avenue, NE 13th Street, NE 15th Street) other than corner clearance requirement of 30 feet and intersection spacing of 165 feet. On Major Collectors (NE 17th Street) there is a spacing standard of 165 feet, as well as a 165-foot corner clearance requirement and 330-foot intersection spacing. The preliminary layout shows that with the exception of the northern roadway connection to NE 17th Street all other intersections are spaced appropriately, as illustrated in Figure 26.

As individual parcels are developed, driveway spacing standards and corner clearances will need to be met, but the external connections from the Skyline Village will occur as public street connections.



Roadway Classification	Minimum Access Driveway	Minimum Access Clearance	Intersection Spacing
Local Street	No Restrictions	30 feet	165 feet
Major Collector	165 feet	165 feet	330 feet

Figure 26. Approximate Intersection Spacing Dimensions.

TRANSPORTATION PLANNING RULE COMPLIANCE

The proposed annexation and rezoning require compliance with the Transportation Planning Rule, and specifically Oregon Administrative Rule (OAR) 660-12-0060 which describes the requirements for plan and land use amendments.

This Division, prepared by the Department of Land Conservation and Development, outlines the requirements for coordinated transportation and land use planning. Within this division requirements for preparation of transportation system plans is provided, coordination with State and regional plans and policies, along with measures to prevent urbanization or sprawl onto rural lands. Section -0060 (Plan and Land Use Regulation Amendments) outlines the requirements to change the zoning of a property while ensuring that the amendment remains consistent with the goals and requirements of the Transportation System Plan.

As previously stated, this Pilot Project is specifically exempted from the requirements within Division 12, with the premise that the supply of affordable housing is more critical than the transportation system needs. However, this section demonstrates that the impacts that are shown with the site are generally accommodated within the adopted City, County, and ODOT plans.

Section (1) outlines measures to determine if a *Significant Effect* occurs. Text of the OAR and a response is as follows:

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

> *(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

Response: No changes are proposed to the functional classification of existing or planned transportation facilities.

> *(b) Change standards implementing a functional classification system; or*

Response: The standards implementing a functional classification system remain unchanged with this land use application.

> *(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
>
> > *(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

Response: Types and levels of traffic remain consistent with the current functional classifications of existing and planned facilities.

> *(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*

Response: As discussed, multiple intersections are expected to exceed City and State mobility standards with or without the annexation and rezoning of the Skyline Village site. Without mitigation, these intersections will operate with higher delays with the additional Skyline Village development. Accordingly, the project results in a significant effect.

> *(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response: There are three intersections within the study area that are projected to exceed adopted performance standards with or without the Skyline Village development. These intersections have also been forecast to exceed standards within the draft TSP and projects have been identified at each intersection or in support of each of the impacted locations (such as the development of parallel routes).

> *OAR 660-012-0060 (2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.*
>
> > *(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.*
> >
> > *(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.*
> >
> > *(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.*
> >
> > *(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including but not limited to transportation system management measures or minor transportation improvements. Local governments shall as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.*
> >
> > *(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.*

Response: The City is adopting a revised Transportation System Plan this fall that incorporates mitigation for each of the impacted intersections. This work effort will translate to the City's Capital Improvement Program and Transportation System Development Charges, which will provide some portion of the necessary funding. In addition, the City is committed to implementing a fixed-route transit system with stops in Skyline Village, opening up Citywide modal benefits that extend far beyond this project.

Minor transportation improvements will also be necessary as the site develops. This will include the orderly extension and interconnection of grid streets and pedestrian walkways, extension of the NE 17th Street collector system to Maple Avenue, and realignment of the Maple Avenue/Negus Way intersection. Additional details of these requirements will be identified as part of the site planning process when the specific development plans and connections are better known.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Key findings of this transportation assessment for the Skyline Village project are as follows:

- The northeast side of Redmond generally has available capacity within its roadway system but will require the extension and completion of the grid network to support the new neighborhood.
- Direct pedestrian connections to the NE 9th Street and NE Maple Avenue corridor will be a high priority near-term need. Improvements along the Kingwood Avenue right-of-way could support this connectivity within the initial phases of development.
- When connected, Maple Avenue will provide a critical linkage from Skyline Village to goods and services located toward the west. Urbanization of this corridor, including modification to the alignment of its intersection with Negus Way, will eventually be required. A sidewalk or pathway system should be extended from the project to the existing sidewalks west of NE 9th Street when the Maple Avenue connection is made.
- The Eastside Framework Plan shows a conceptual realignment of Maple Avenue as a direct east-west alignment. There is no indication that relocation and dedication of right-of-way would provide any benefits to the transportation system and it is recommended that the current alignment be retained
- NE 17th Street is identified within the Eastside Framework Plan as a critical north-south *Collector,* providing a parallel and supportive role with the NE 9th Street corridor. The Skyline Village project will extend this street north to connect directly with NE Maple Avenue.
- A transit plaza is proposed near the southern edge of the site to support the City's commitment to provide fixed-route transit service as identified within the Pilot Project application.
- Adjacent to the transit plaza is supportive convenience commercial uses. These are intended to serve the new neighborhood but may also have the trip-reducing benefit of providing basic goods and services within the largely industrial portion of the City that surrounds this site.

Please let me know if you have any questions related to the findings of this Transportation Planning Rule analysis at (503) 997-4473 or at joe@transightconsulting.com.

EXHIBIT O - SKYLINE TIA

Attachments:

- House Bill 4079 – DLCD Clarification
- Crash Analysis Worksheets
- Traffic Count Worksheets
- Year 2020 Existing Conditions LOS Worksheets
- Year 2040 Background Conditions LOS Worksheets
- Year 2040 Total Traffic Conditions LOS Worksheets
- MUTCD Signal Warrant Analysis Worksheets

Oregon
Kate Brown, Governor

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Phone: 503-373-0050
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www.oregon.gov/LCD

November 7, 2019

Colin Stephens
Planning Manager
City of Bend Community Development Department
710 Wall Street
Bend, OR 97701

Dear Mr. Stephens,

Thank you for your letter from September 12 and to you and other local partners for the follow up discussions in regard to the issues raised in that letter. We valued the opportunity to hear the local perspective on the Administrative Rule that governs implementation of the Affordable Housing Pilot projects in Bend and Redmond (OAR 660, Division 39).

Specifically, you requested a written opinion from DLCD in regard to whether the exemptions to Statewide Land Use Goals listed in OAR 660-039-0030 are applicable only to selection of the pilot project sites, or if these exemptions extend through full implementation of these projects.

After receiving information from you and collecting input from other local partners, the department agrees with and supports the city's interpretation that the intent of the legislation is to exempt the pilot projects from the listed Goals throughout all phases of pilot project implementation. This includes Goal 12, Transportation, the impetus for this discussion, as well as the other goals listed in section 0030.

We appreciate the work the city of Bend has already put into this effort, both through the project selection and the beginning phases of implementation, and look forward to continuing to work with you on this important project.

Sincerely,

Gordon W. Howard

Gordon Howard
Community Services Division Manager
Department of Land Conservation and Development

Cc (by email):
Mary Winters, City of Bend Attorney
Lynne McConnell, City of Bend Affordable Housing Manager
Deborah McMahon, City of Redmond Planning Director
Nick Lelack, Deschutes County Community Development Director
Kirstin Greene, DLCD Acting Deputy Director

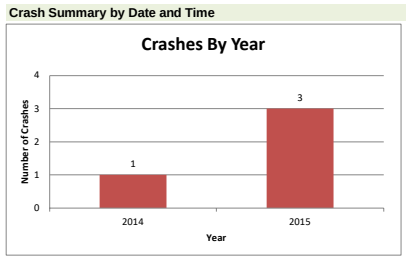
EXHIBIT O - SKYLINE TIA

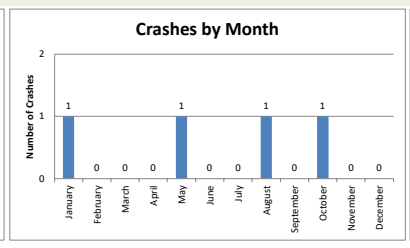
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: Deschutes

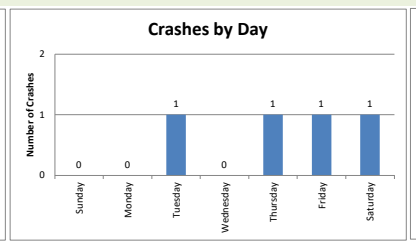
NE 5th Street/NE Maple Avenue

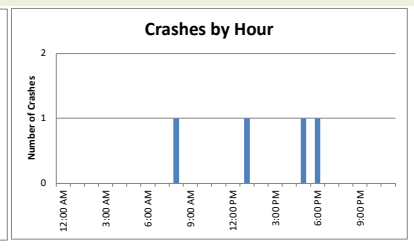
January 2013 to December 2017

Crash Summary by Date and Time

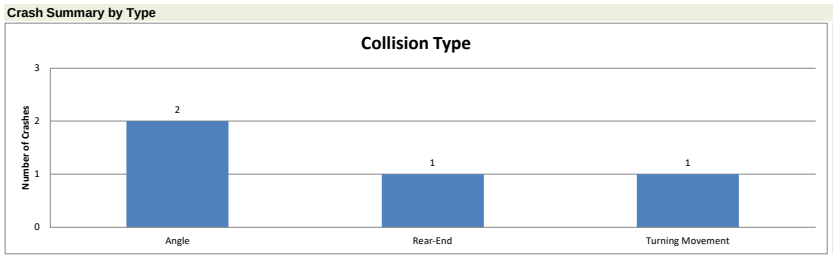


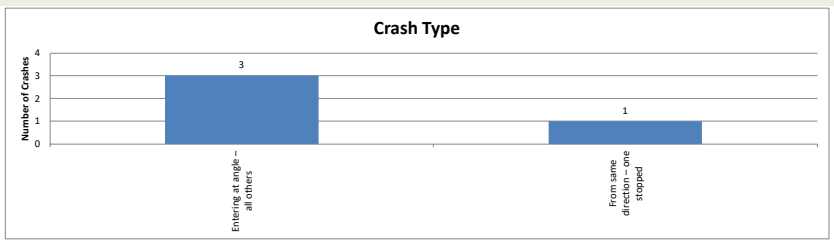




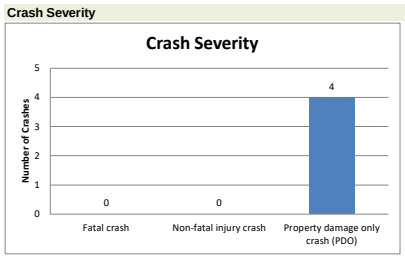


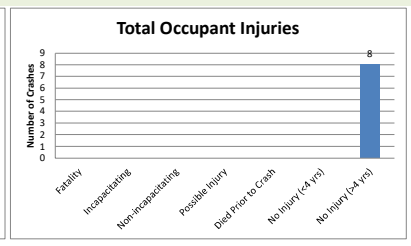
Crash Summary by Type



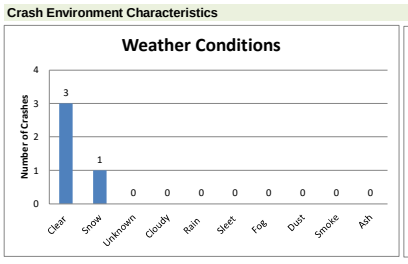


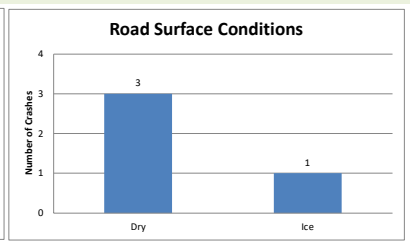
Crash Severity

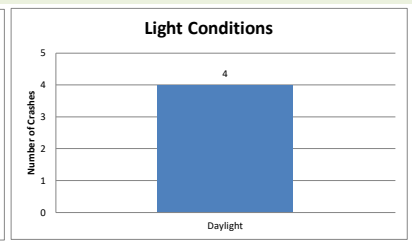




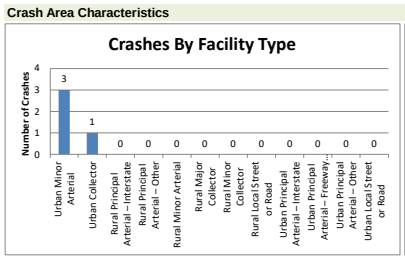
Crash Environment Characteristics

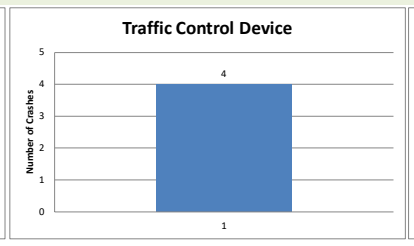


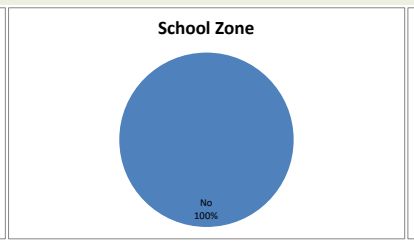


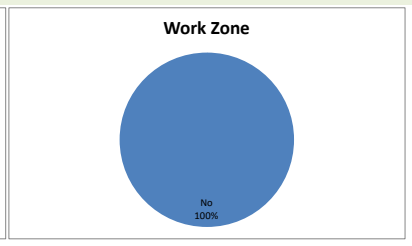


Crash Area Characteristics

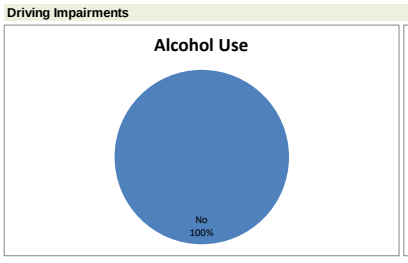


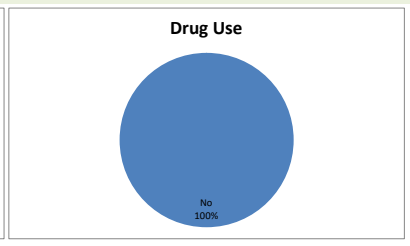




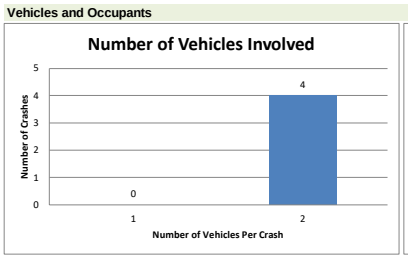


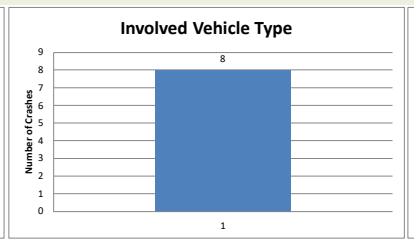
Driving Impairments

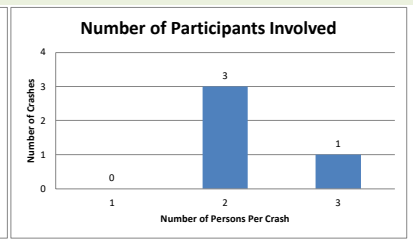




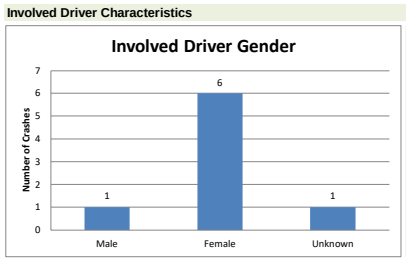
Vehicles and Occupants

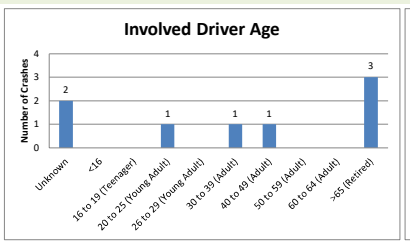


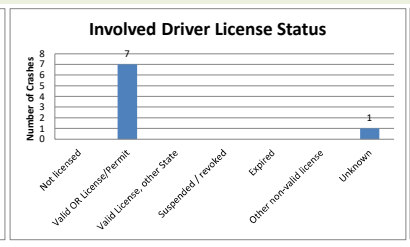


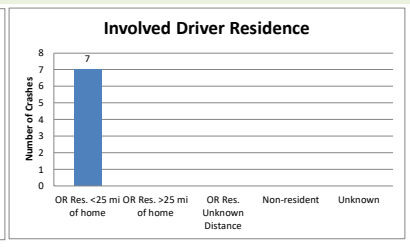


Involved Driver Characteristics

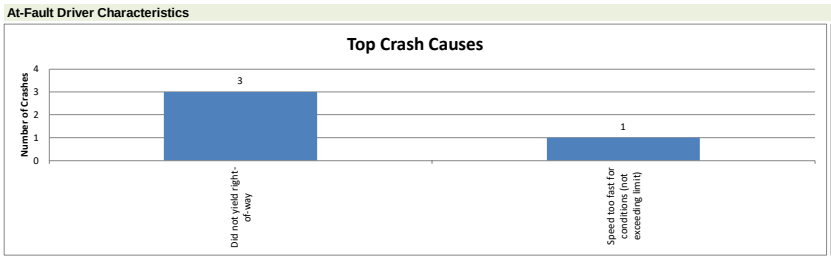


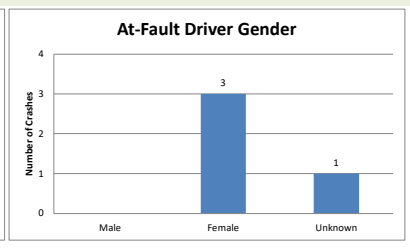


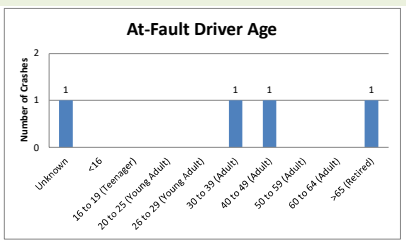




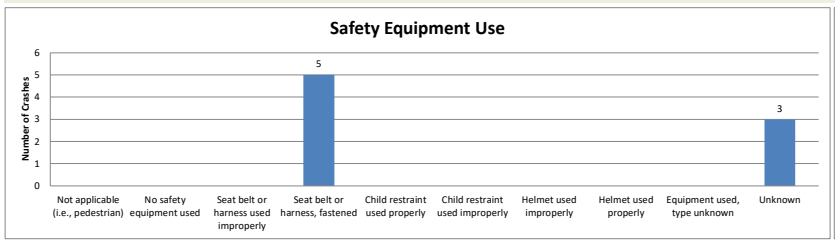
At-Fault Driver Characteristics







Other Crash Characteristics



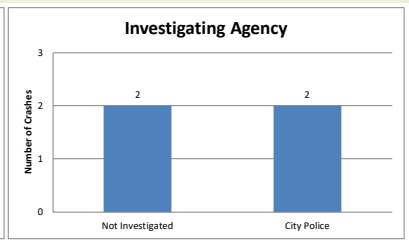


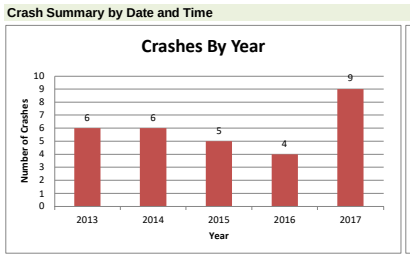
EXHIBIT O - SKYLINE TIA

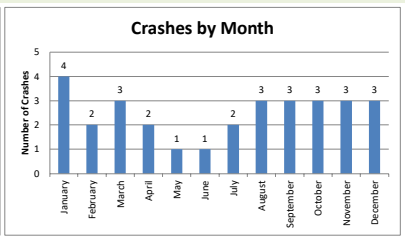
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: Deschutes

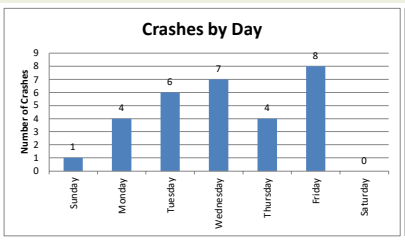
NE 6th Street/NE Maple Avenue

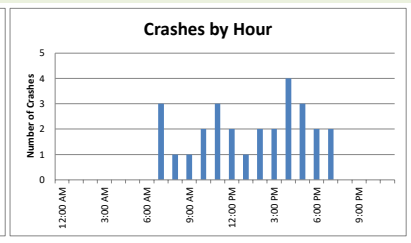
January 2013 to December 2017

Crash Summary by Date and Time

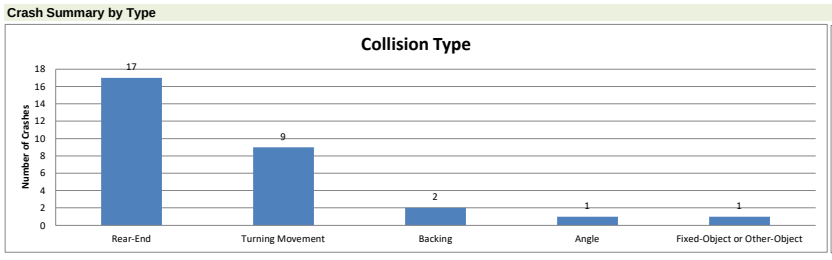


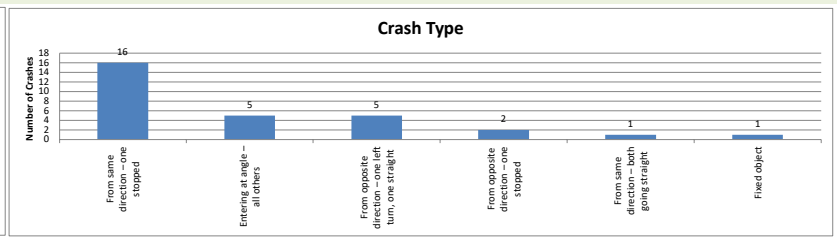




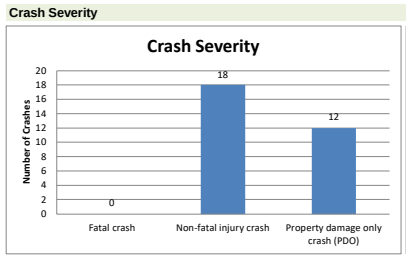


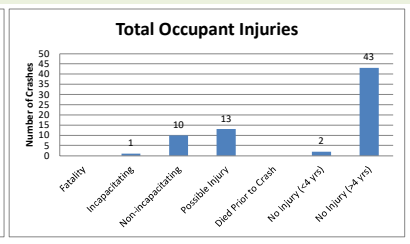
Crash Summary by Type



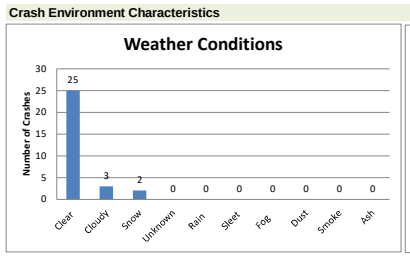


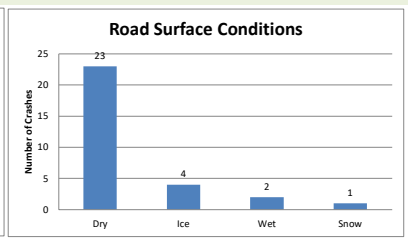
Crash Severity

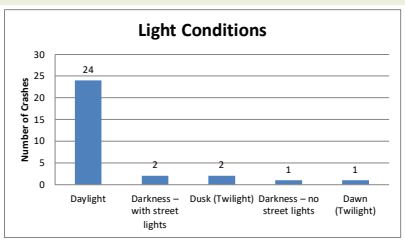




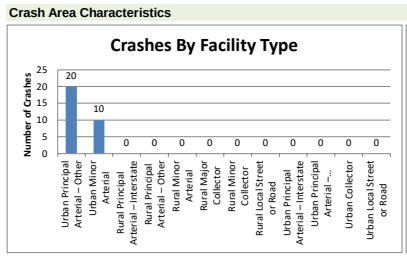
Crash Environment Characteristics

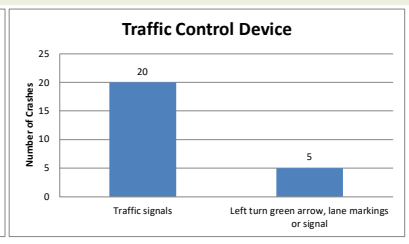


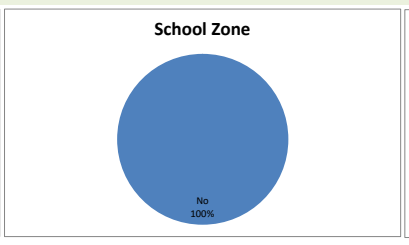


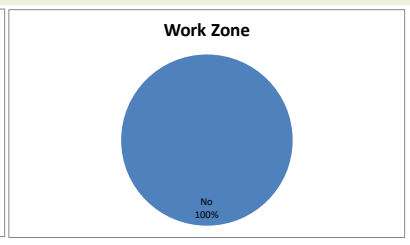


Crash Area Characteristics

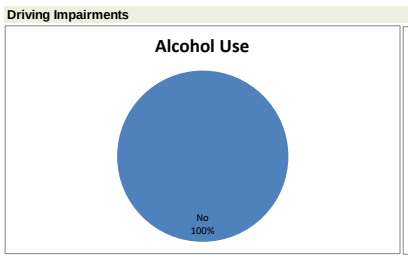


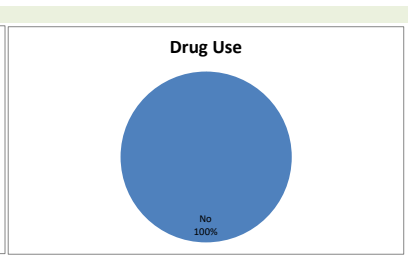




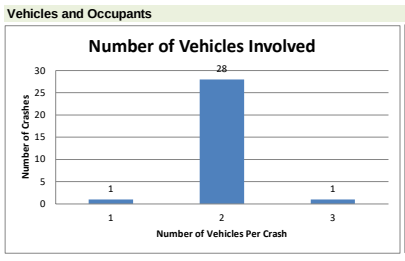


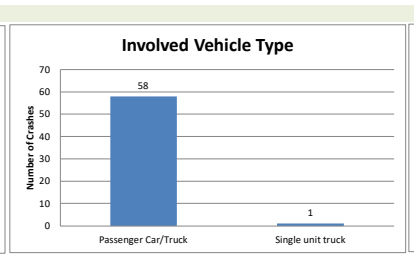
Driving Impairments

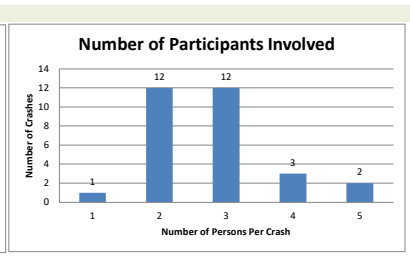




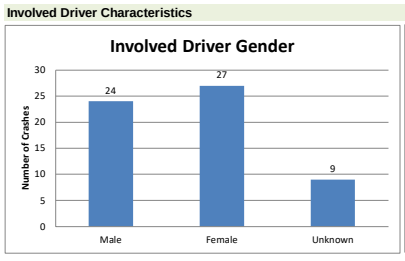
Vehicles and Occupants

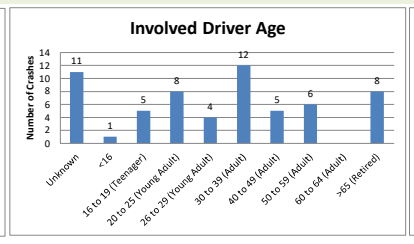


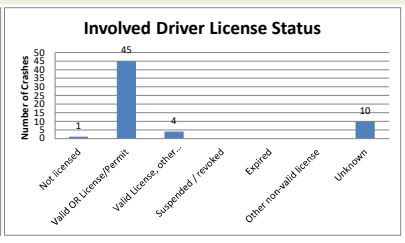


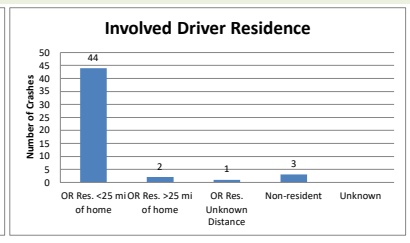


Involved Driver Characteristics

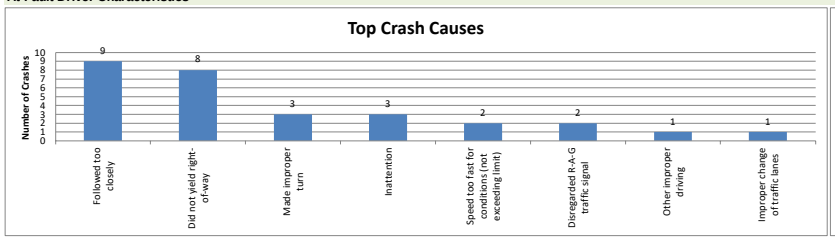


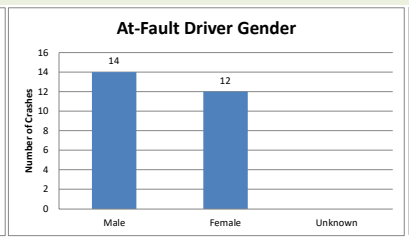


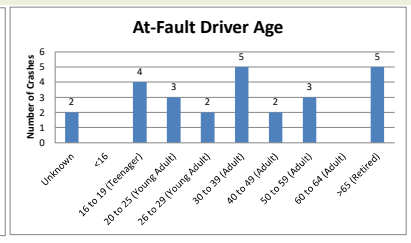




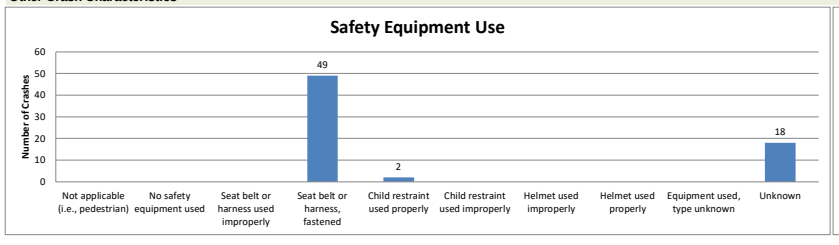
At-Fault Driver Characteristics







Other Crash Characteristics



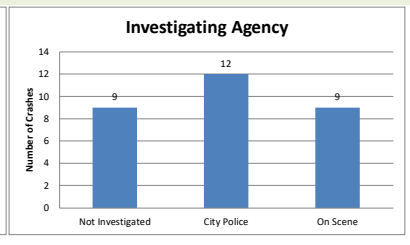


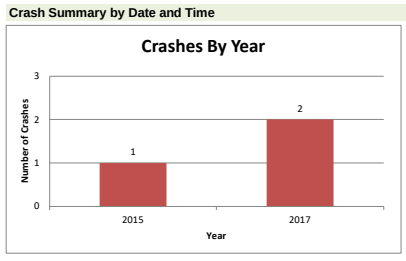
EXHIBIT O - SKYLINE TIA

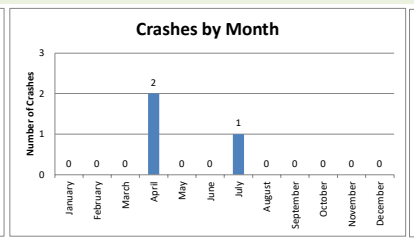
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: Deschutes

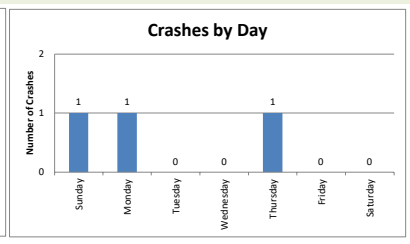
NE 9th Street/NE Antler Avenue

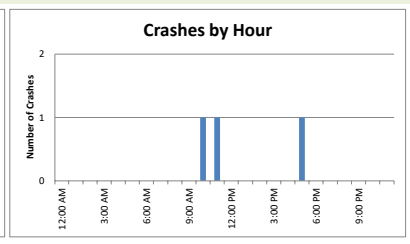
January 2013 to December 2017

Crash Summary by Date and Time

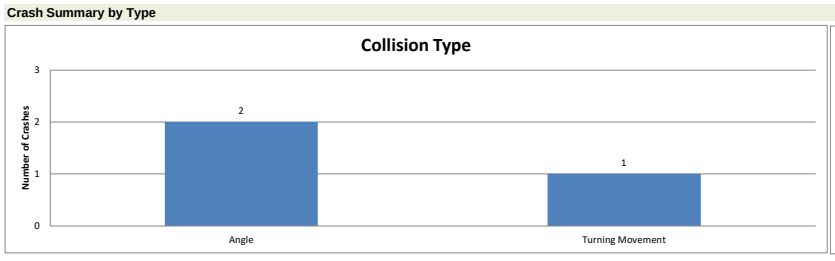


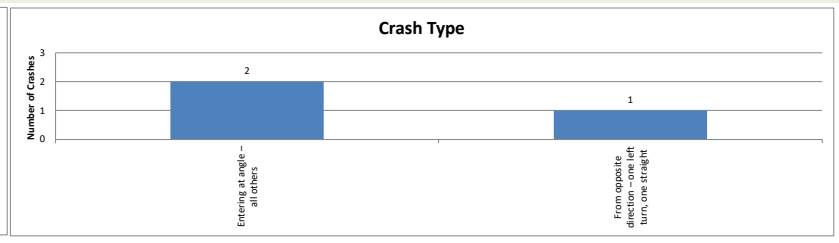




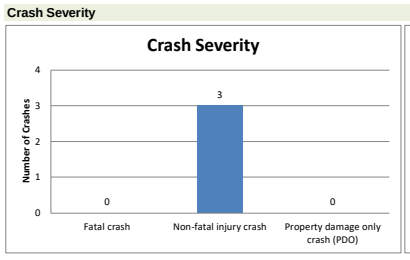


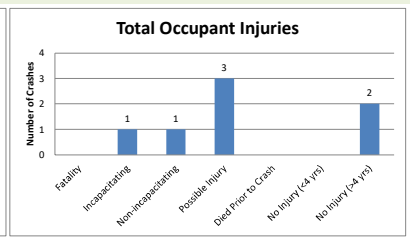
Crash Summary by Type



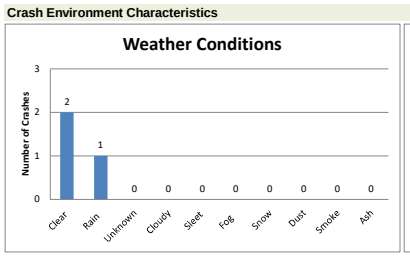


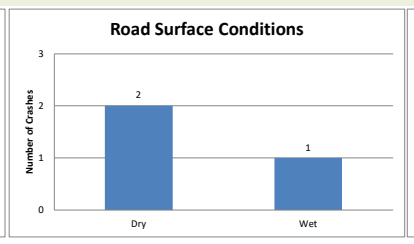
Crash Severity

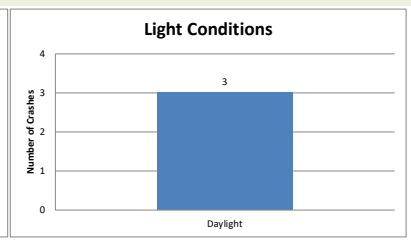




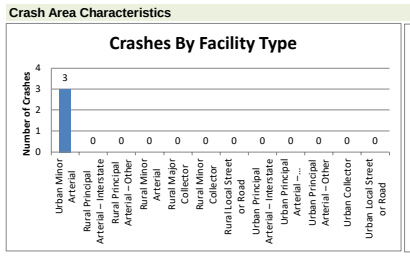
Crash Environment Characteristics

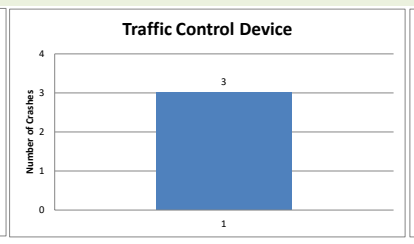


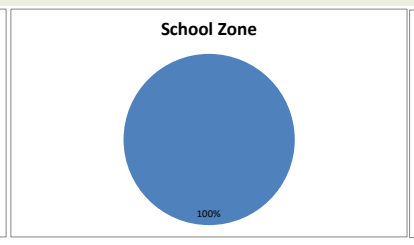


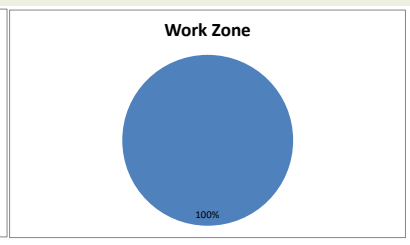


Crash Area Characteristics

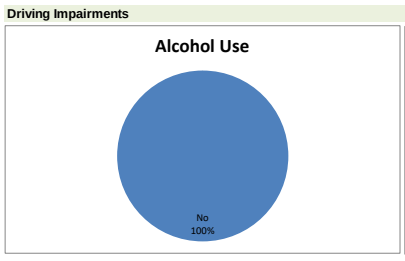


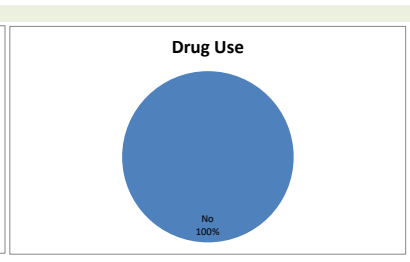




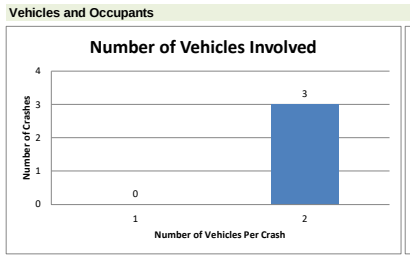


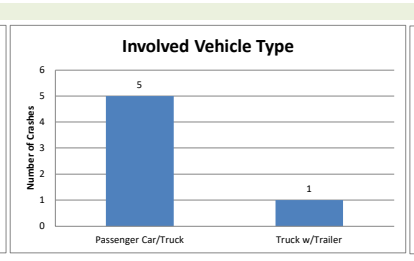
Driving Impairments

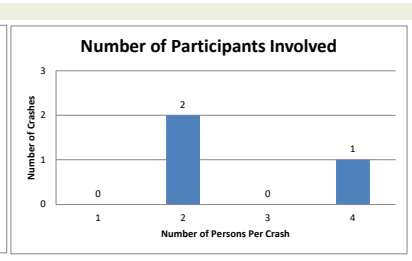




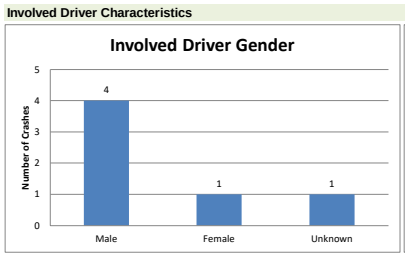
Vehicles and Occupants

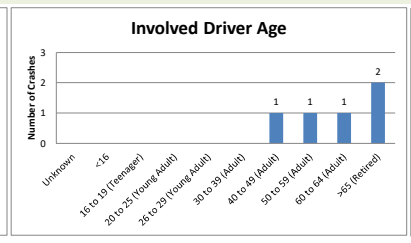


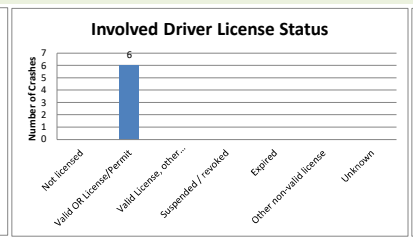


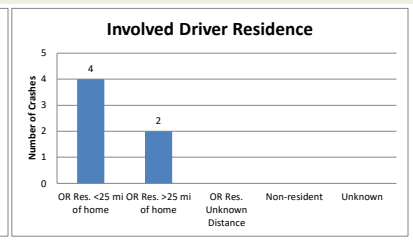


Involved Driver Characteristics

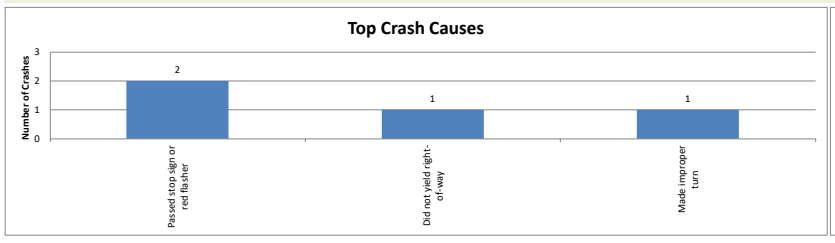


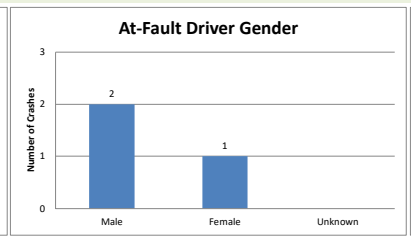


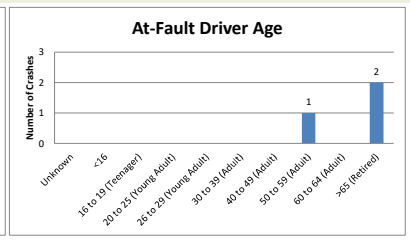




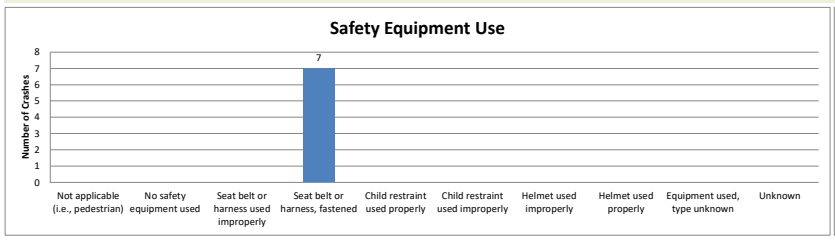
At-Fault Driver Characteristics







Other Crash Characteristics



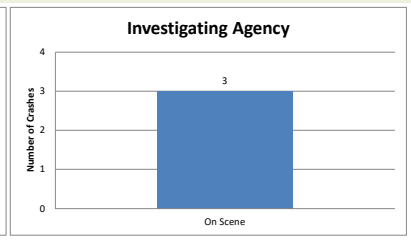


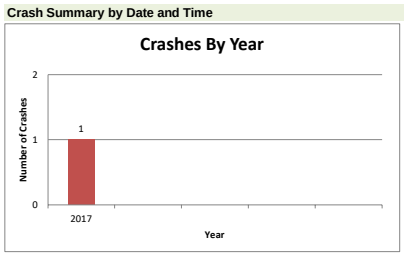
EXHIBIT O - SKYLINE TIA

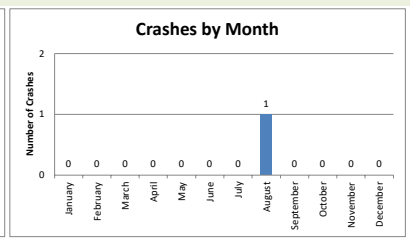
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: Deschutes

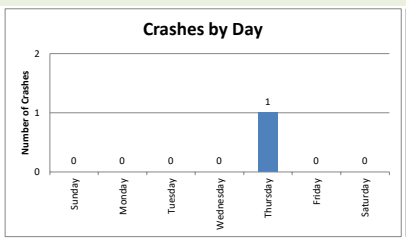
NE 9th Street/NE Hemlock Avenue

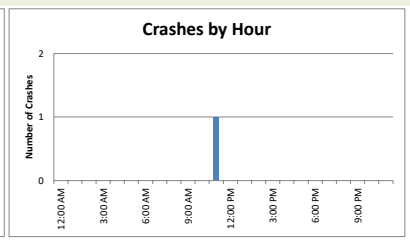
January 2013 to December 2017

Crash Summary by Date and Time

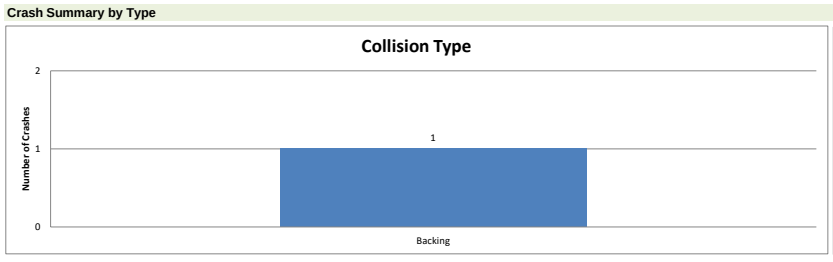


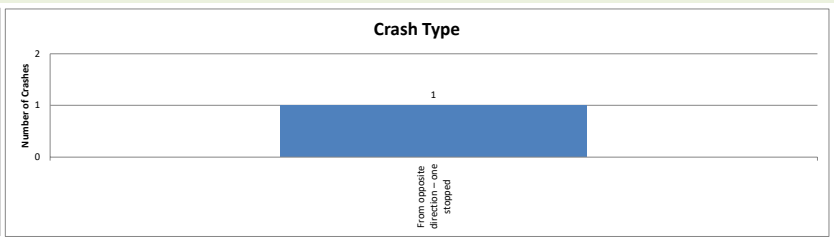




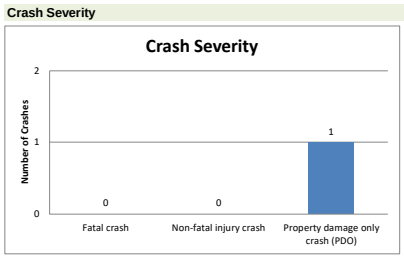


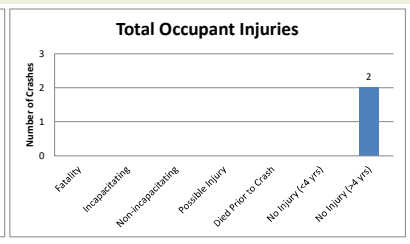
Crash Summary by Type



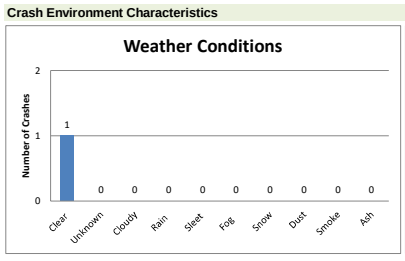


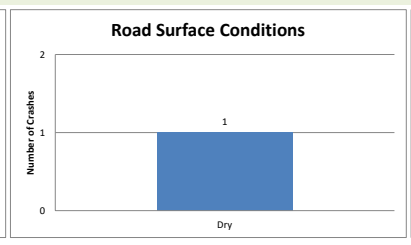
Crash Severity

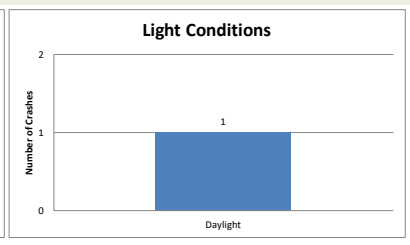




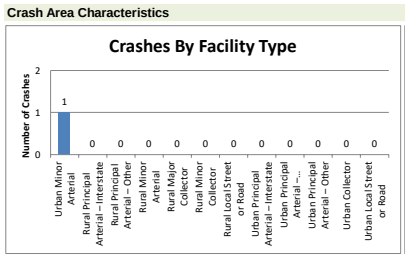
Crash Environment Characteristics

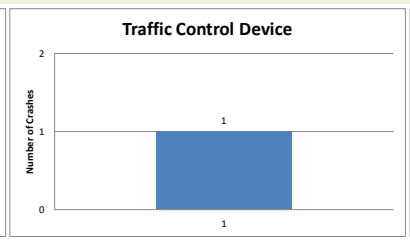


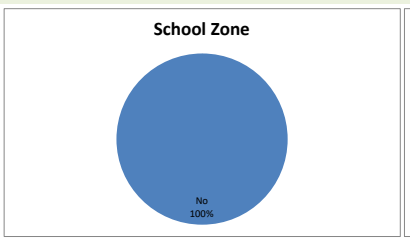


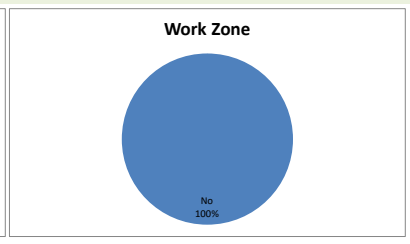


Crash Area Characteristics

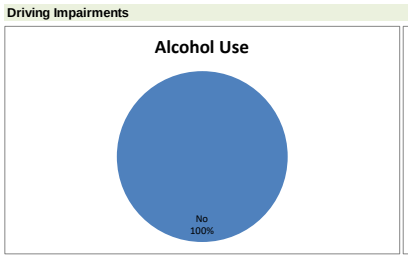


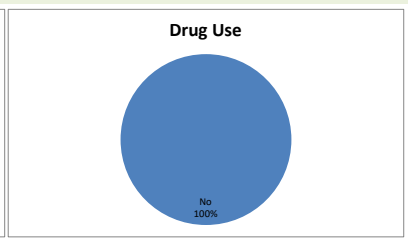




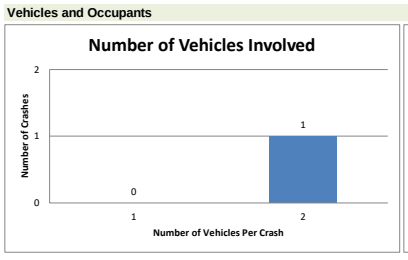


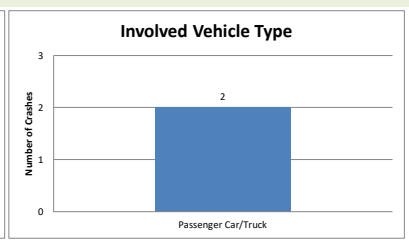
Driving Impairments

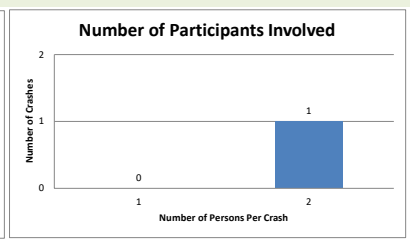




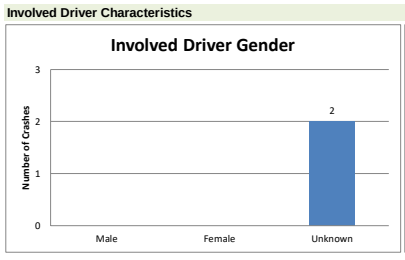
Vehicles and Occupants

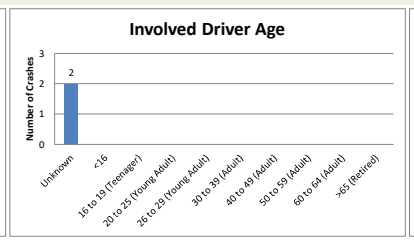


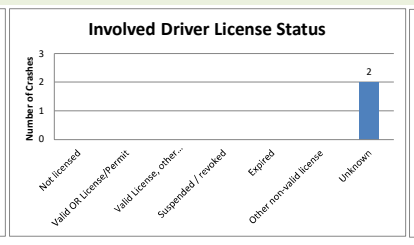


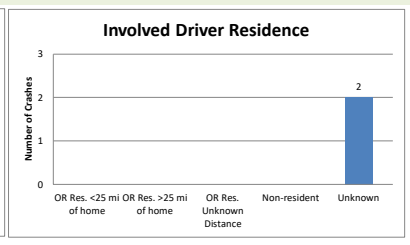


Involved Driver Characteristics

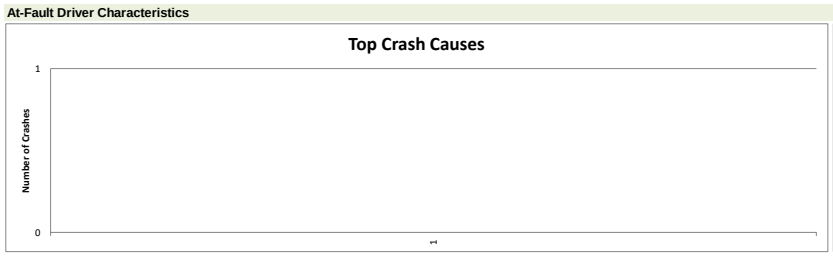


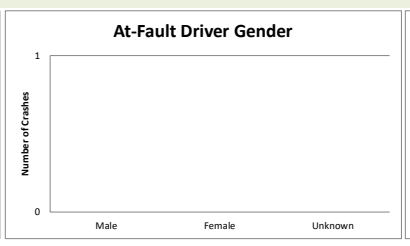


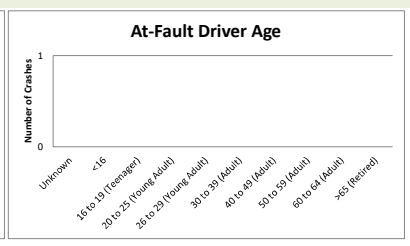




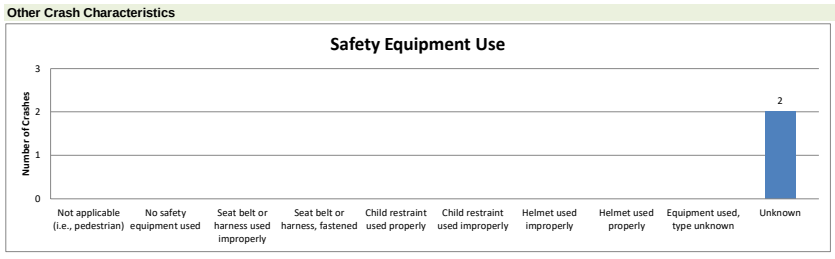
At-Fault Driver Characteristics







Other Crash Characteristics



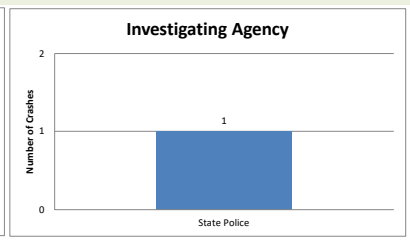
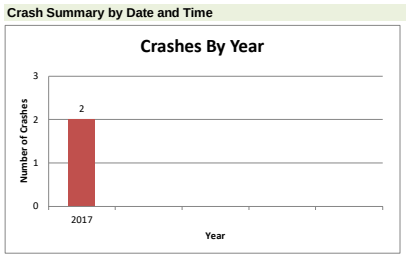


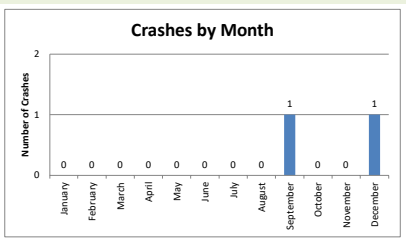
EXHIBIT O - SKYLINE TIA

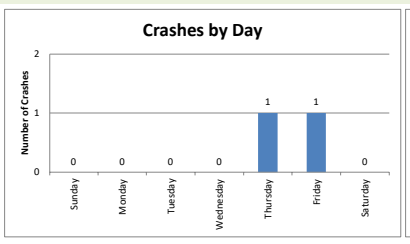
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: DeschutesCrash Year: 2017Collision Type: Turning MovementWeather Condition: Clear

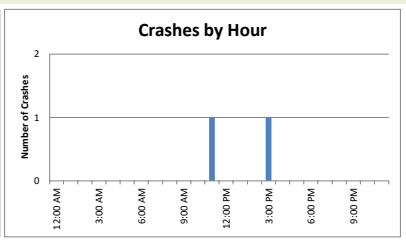
NE 9th Street/NE Maple Avenue
January 2013 to December 2017

Crash Summary by Date and Time

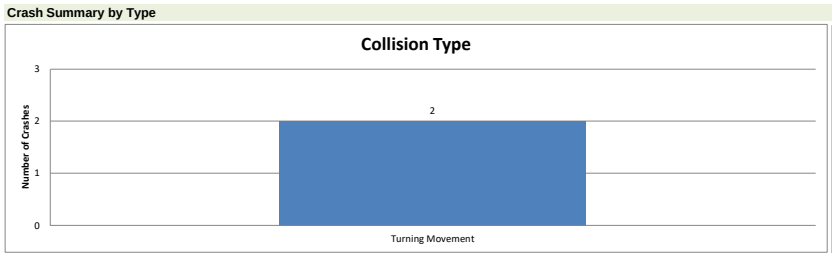


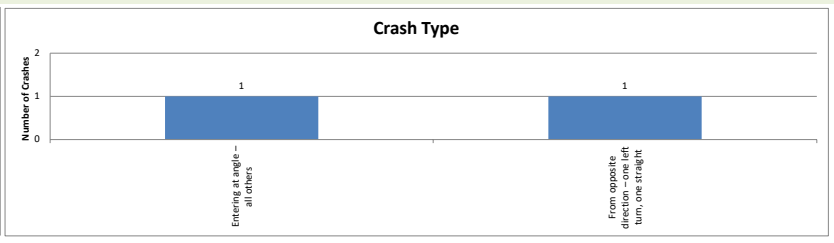




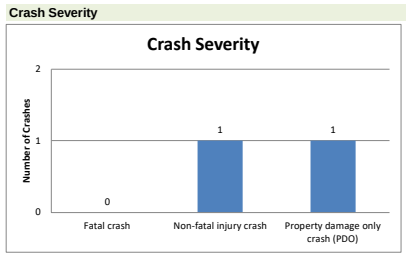


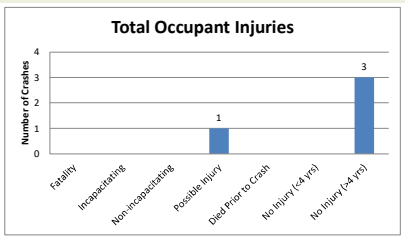
Crash Summary by Type



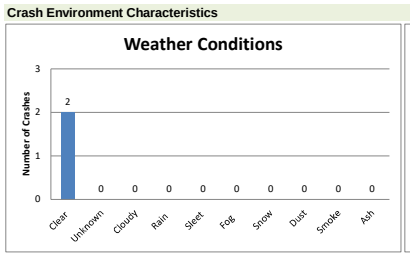


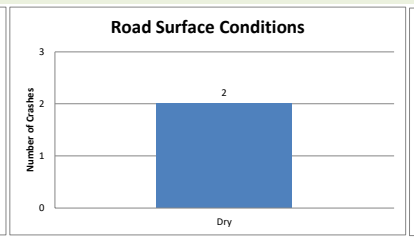
Crash Severity

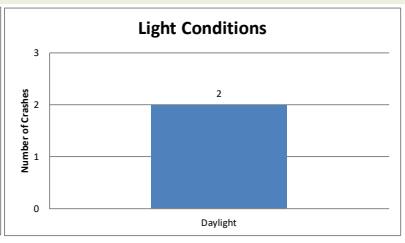




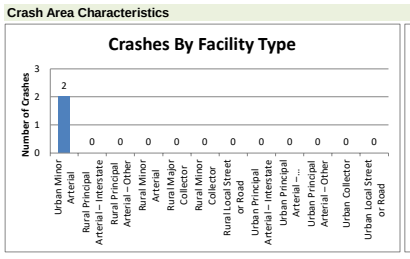
Crash Environment Characteristics

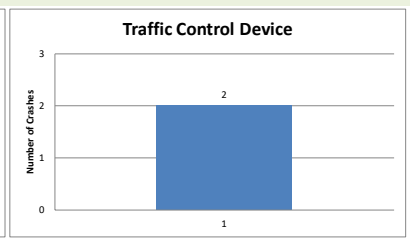


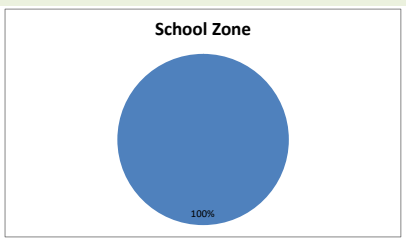


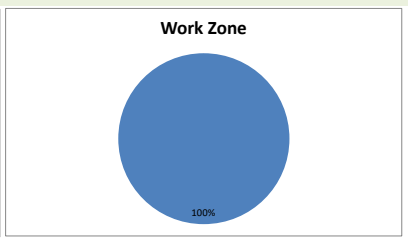


Crash Area Characteristics

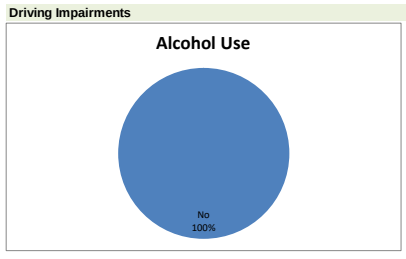


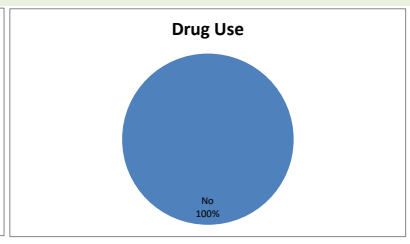




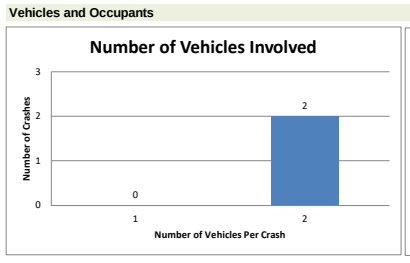


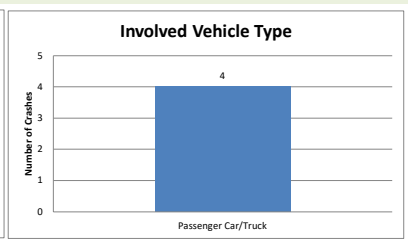
Driving Impairments

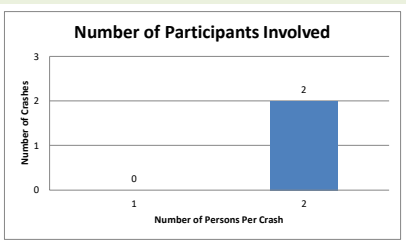




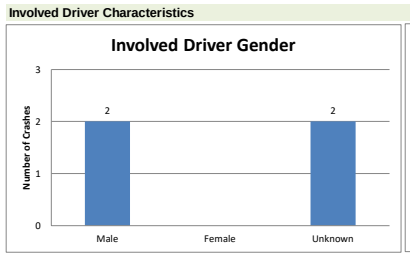
Vehicles and Occupants

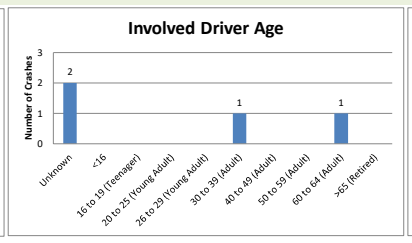


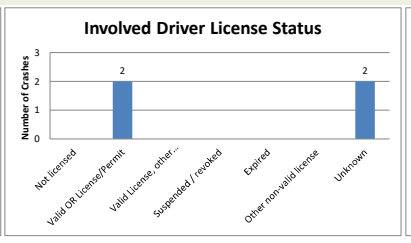


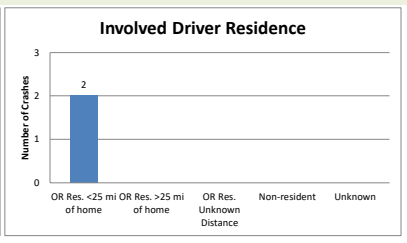


Involved Driver Characteristics

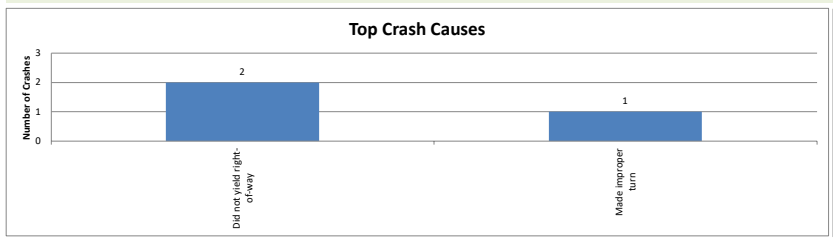


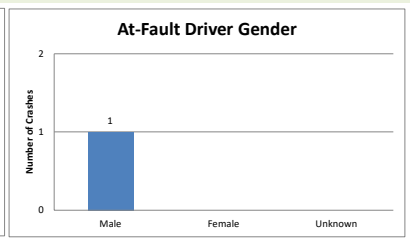


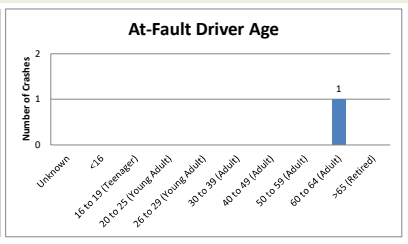




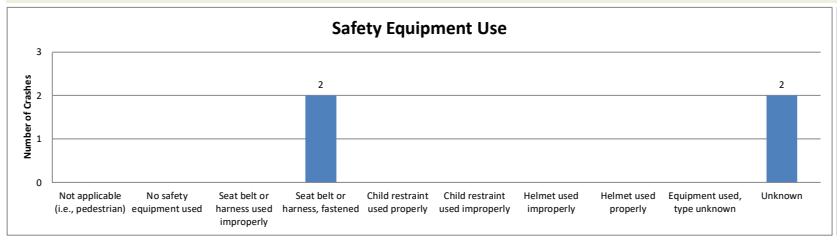
At-Fault Driver Characteristics







Other Crash Characteristics



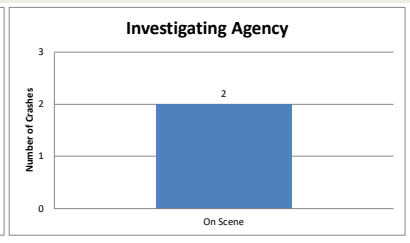
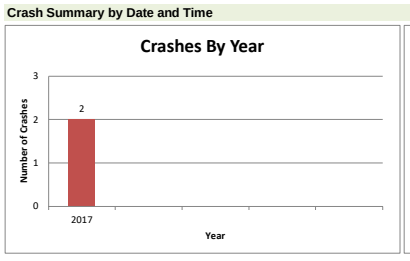


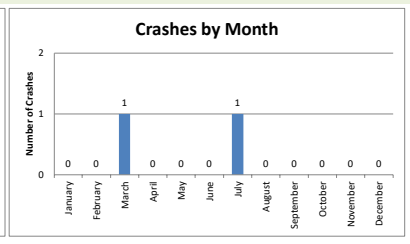
EXHIBIT O - SKYLINE TIA

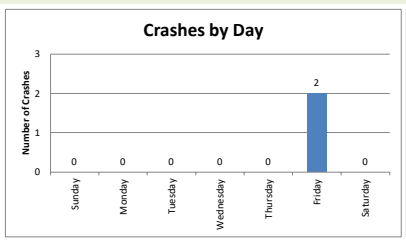
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: DeschutesCrash Year: 2017Week Day Code: FridayWeather Condition: Clear

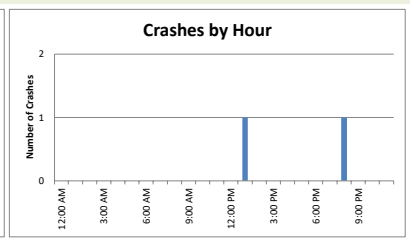
NE 9th Street/OR 126
January 2013 to December 2017

Crash Summary by Date and Time

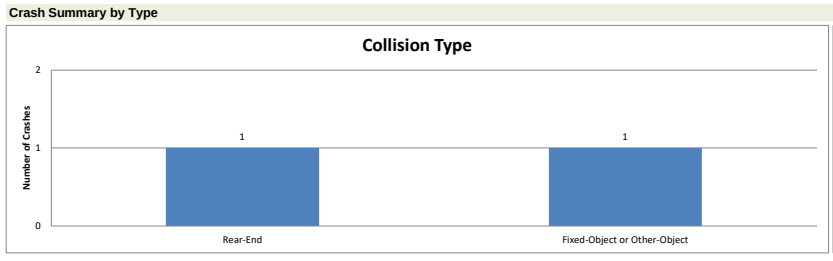


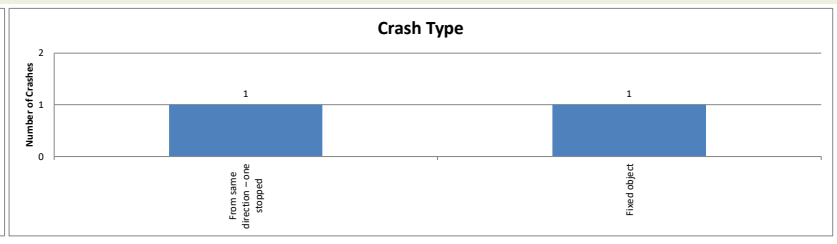




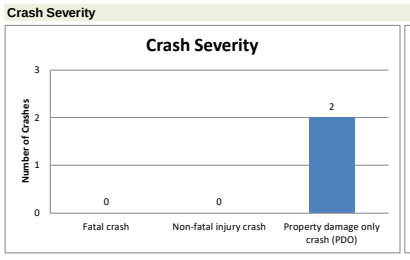


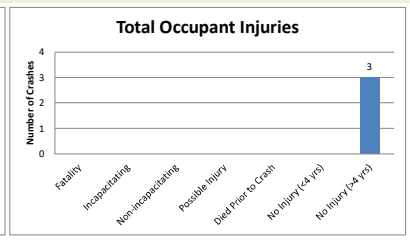
Crash Summary by Type



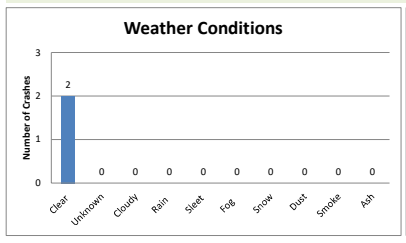


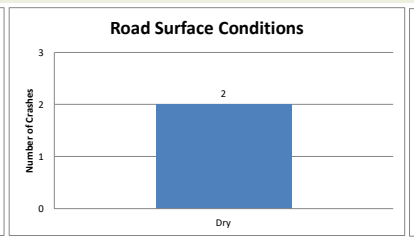
Crash Severity

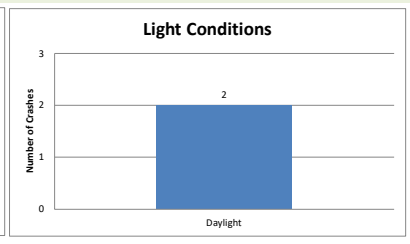




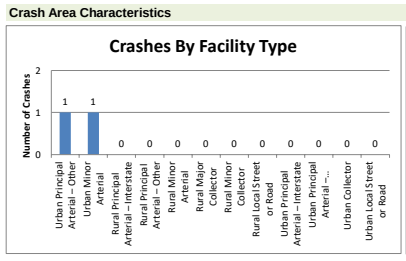
Crash Environment Characteristics

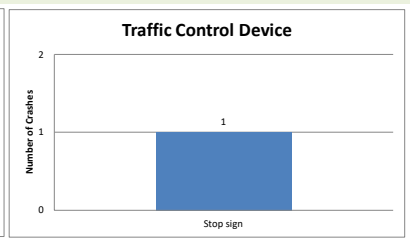


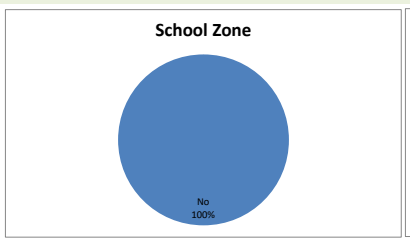


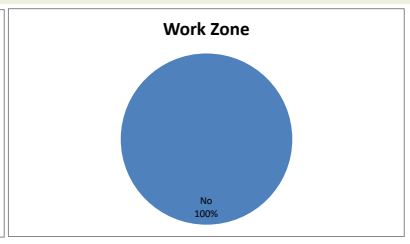


Crash Area Characteristics

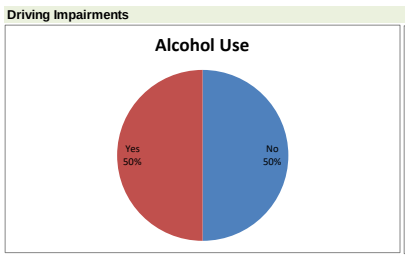


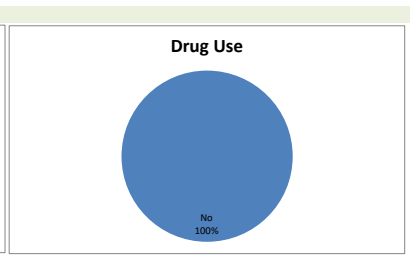




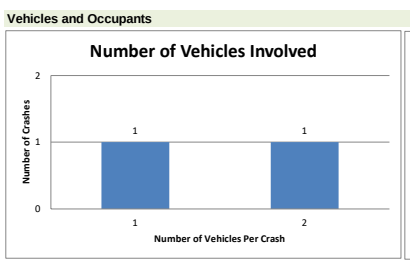


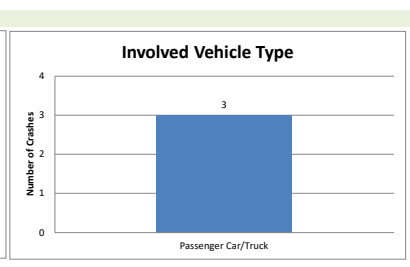
Driving Impairments

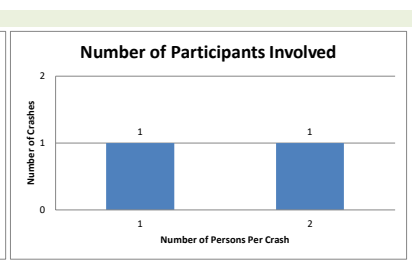




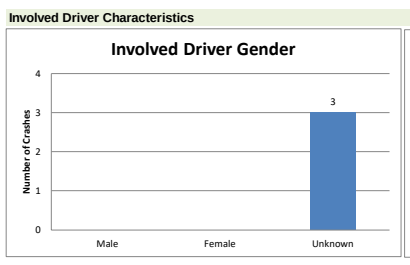
Vehicles and Occupants

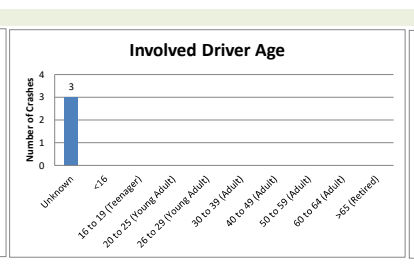


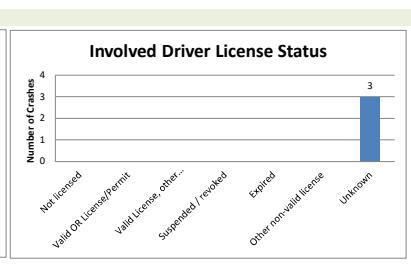


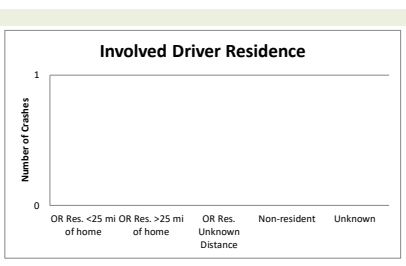


Involved Driver Characteristics

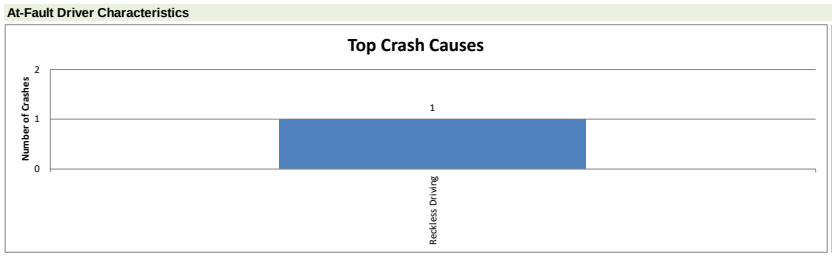


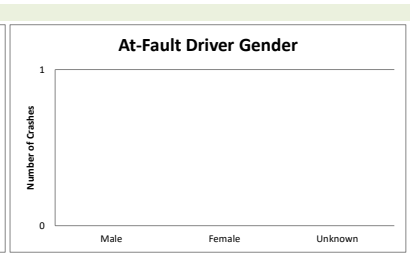


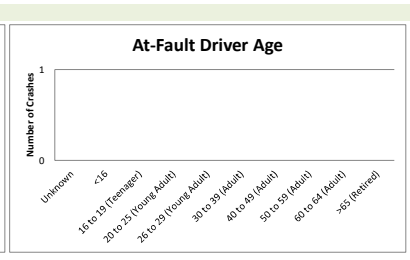




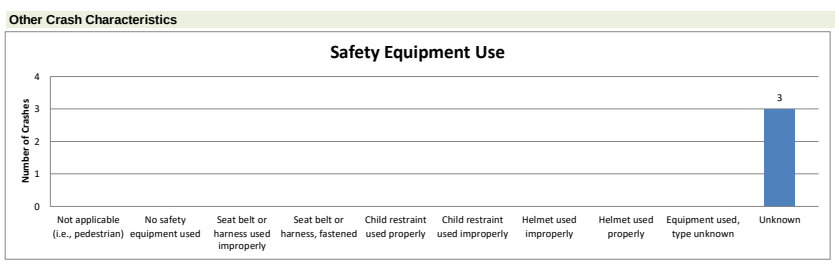
At-Fault Driver Characteristics







Other Crash Characteristics



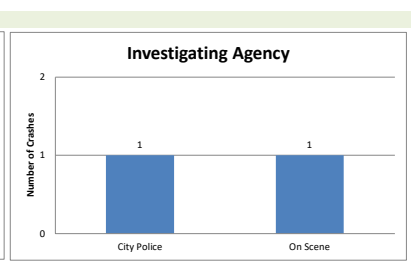


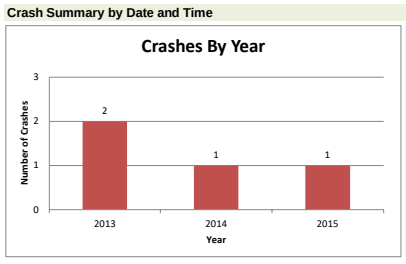
EXHIBIT O - SKYLINE TIA

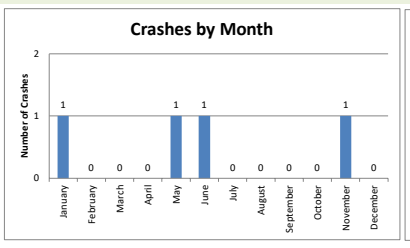
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: DeschutesWeather Condition: Clear

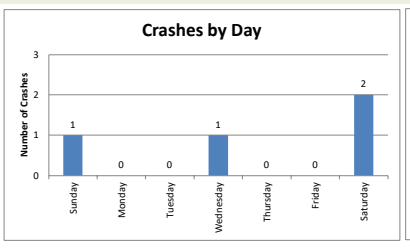
US 97/NE Hemlock Avenue

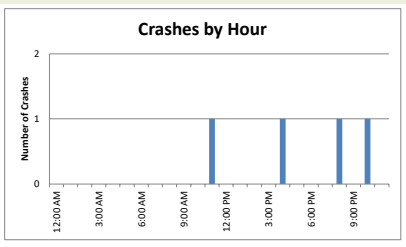
January 2013 to December 2017

Crash Summary by Date and Time

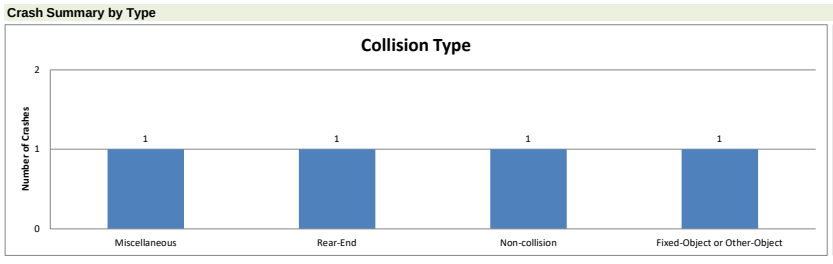


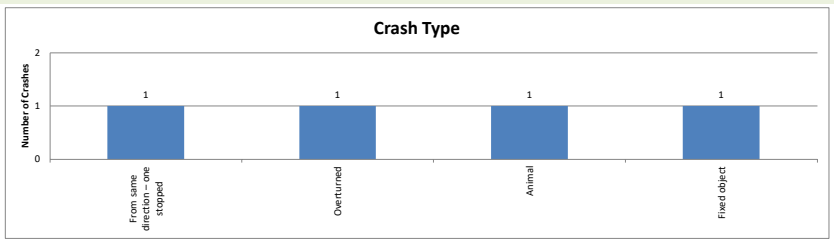




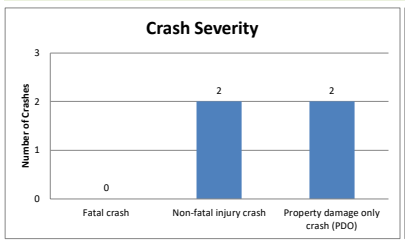


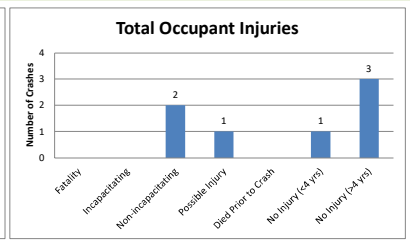
Crash Summary by Type



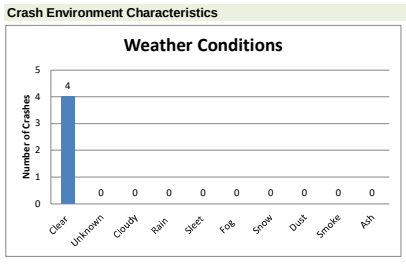


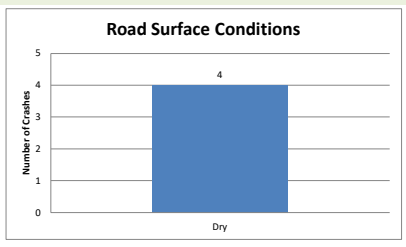
Crash Severity

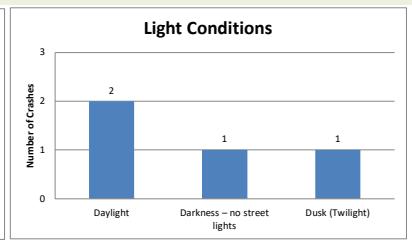




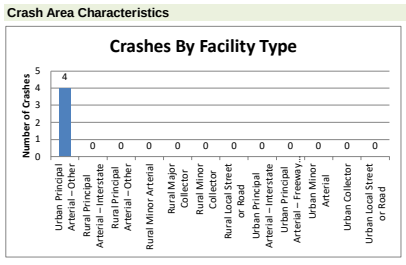
Crash Environment Characteristics

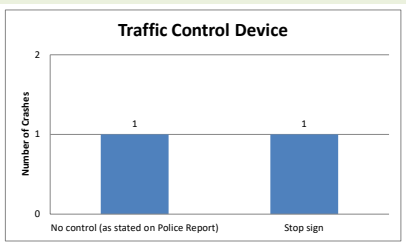


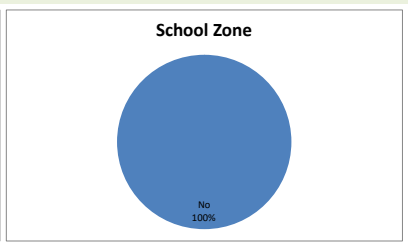


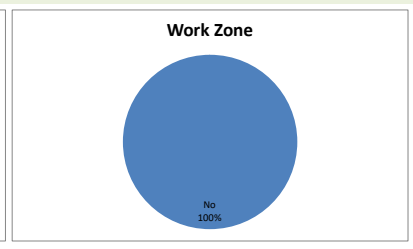


Crash Area Characteristics

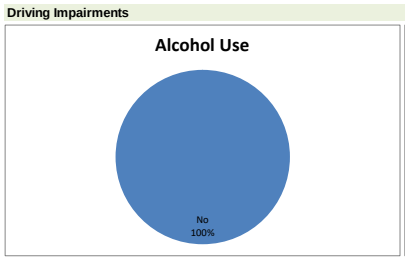


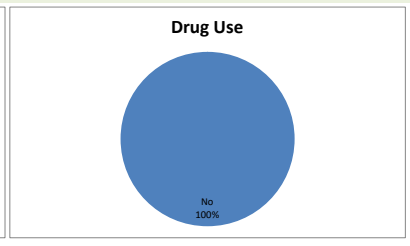




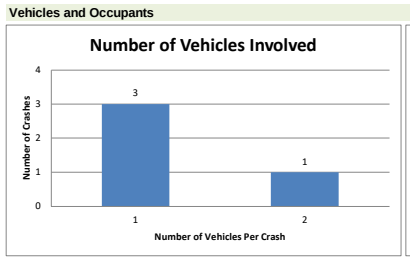


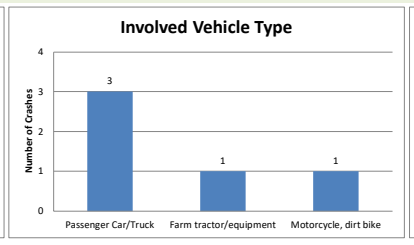
Driving Impairments

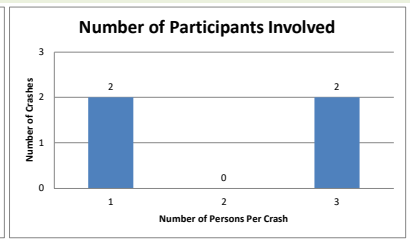




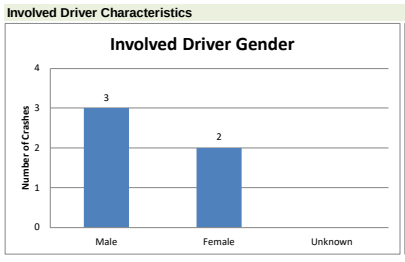
Vehicles and Occupants

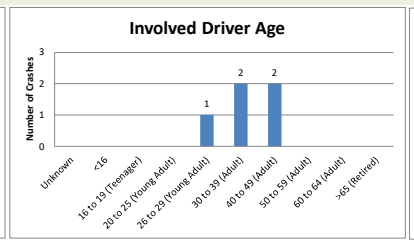


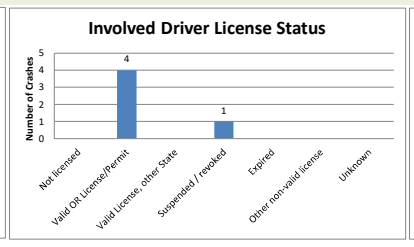


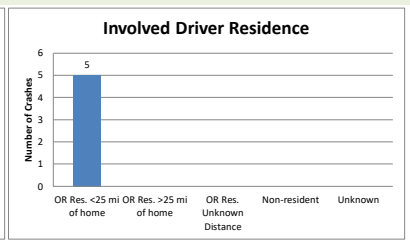


Involved Driver Characteristics

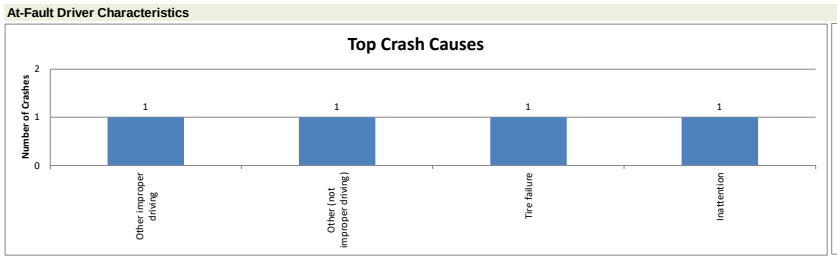


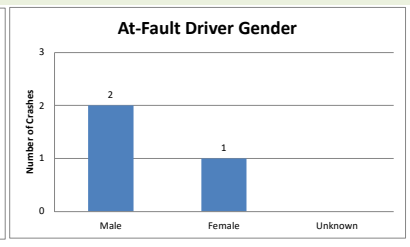


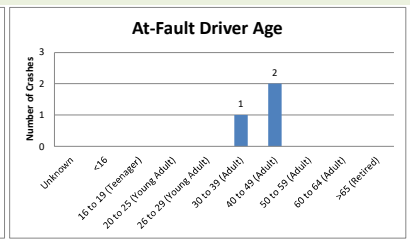




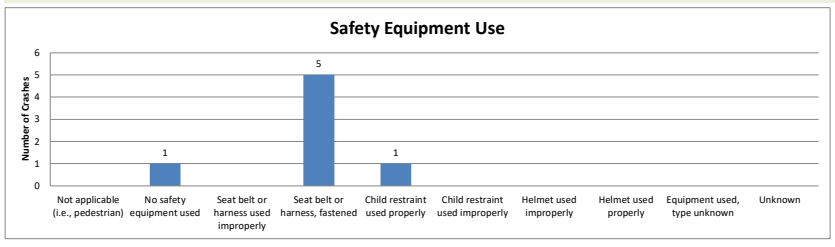
At-Fault Driver Characteristics







Other Crash Characteristics



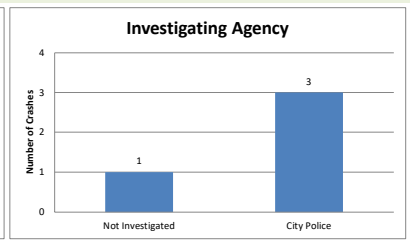


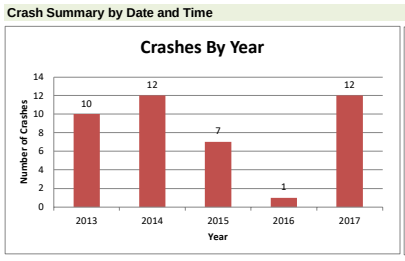
EXHIBIT O - SKYLINE TIA

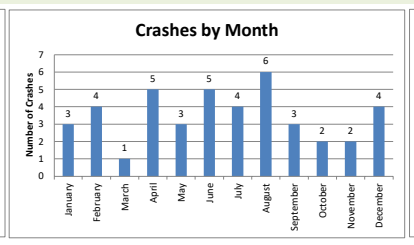
Project Name:	Skyline Village Affordable Housing
Project Number	1446
Query Information:	300 foot radius
Date Queried:	
Data Provider:	ODOT Crash Analysis Reporting Unit
Analyst:	KLH
Summary Date:	6/19/2020
Text File Name:	
Filters Applied:	: County: Deschutes

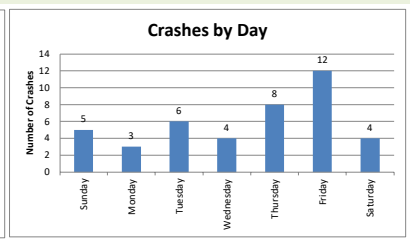
US 97/OR 126

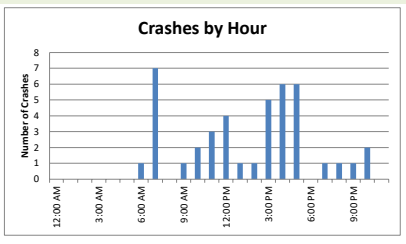
January 2013 to December 2017

Crash Summary by Date and Time

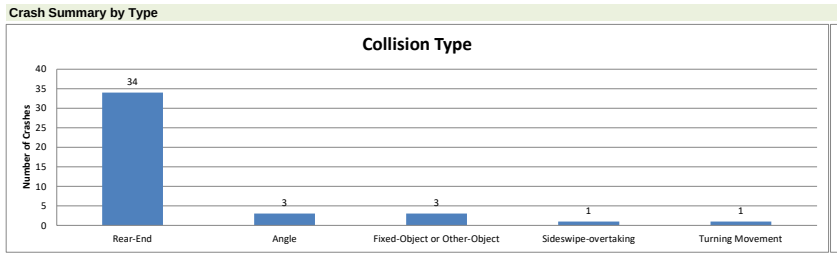


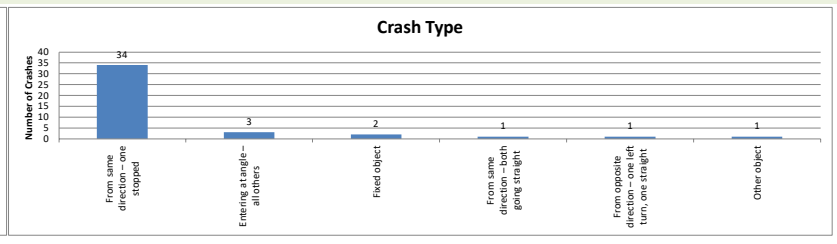




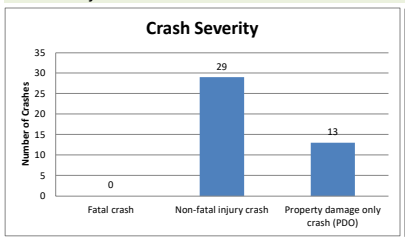


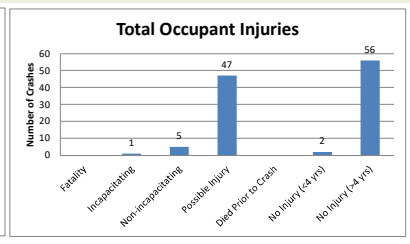
Crash Summary by Type



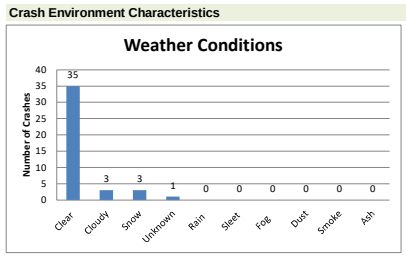


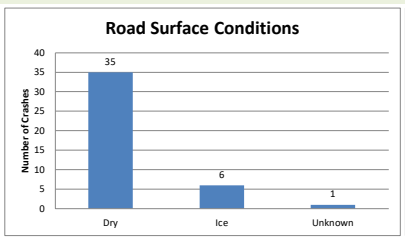
Crash Severity

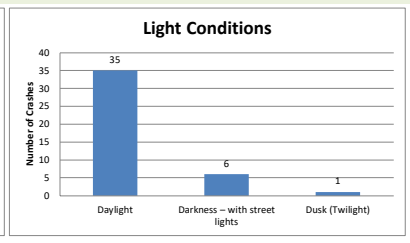




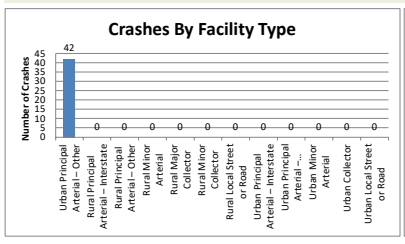
Crash Environment Characteristics

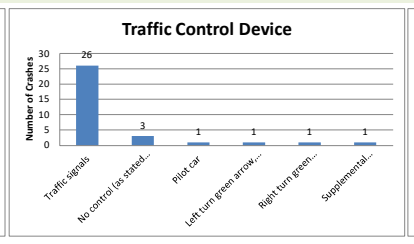


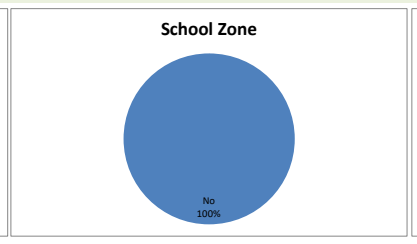


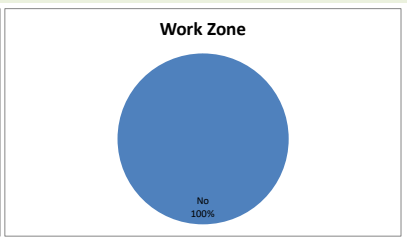


Crash Area Characteristics

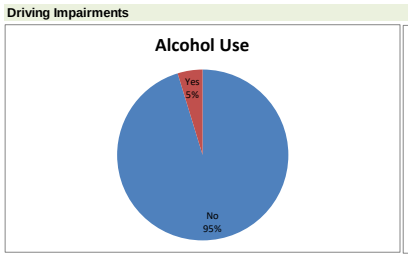


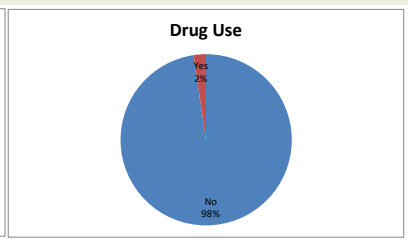




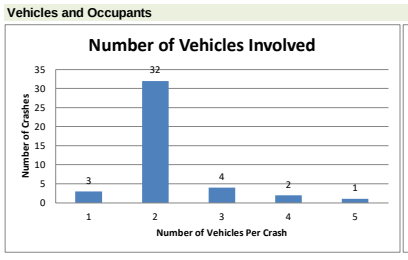


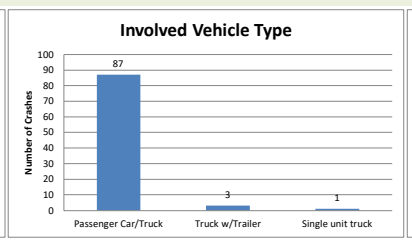
Driving Impairments

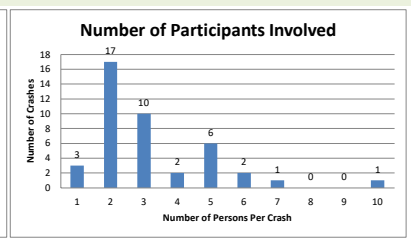




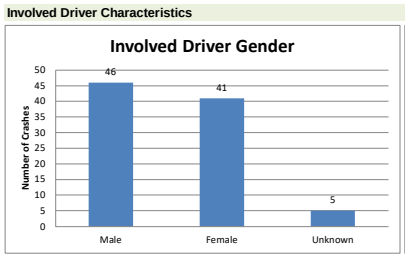
Vehicles and Occupants

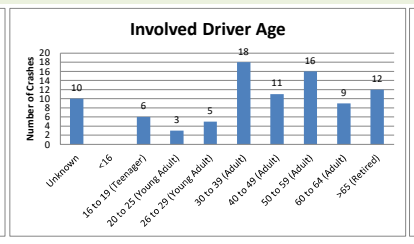


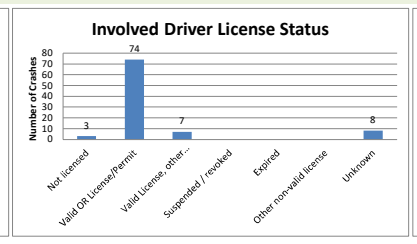


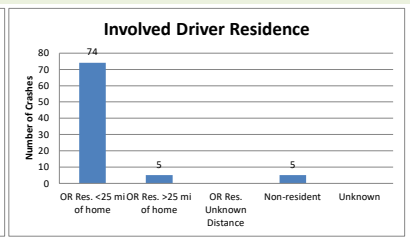


Involved Driver Characteristics

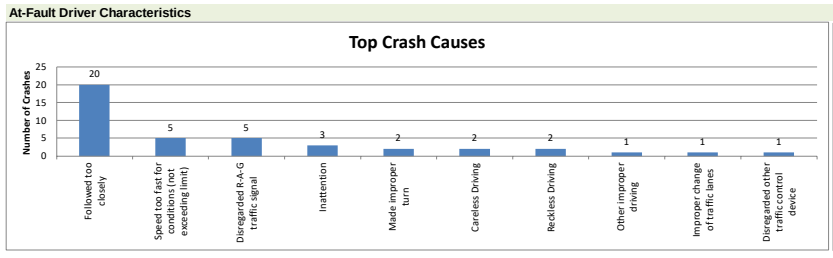


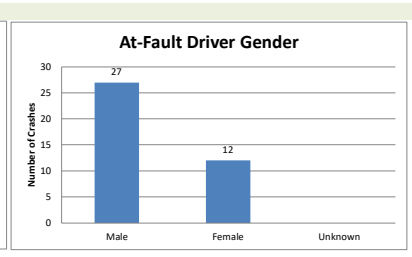


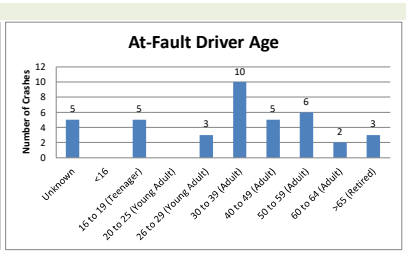




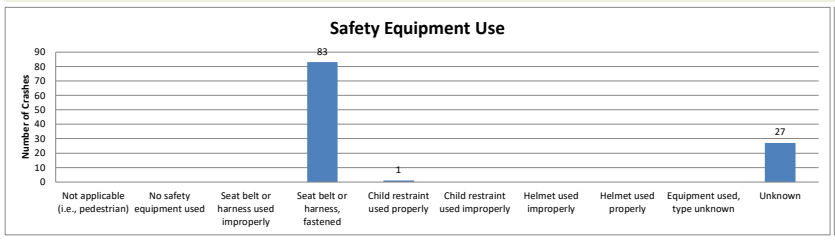
At-Fault Driver Characteristics







Other Crash Characteristics



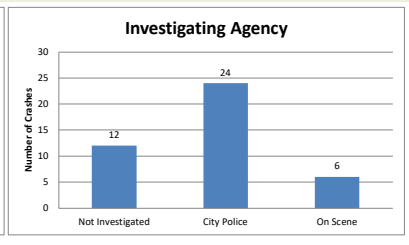
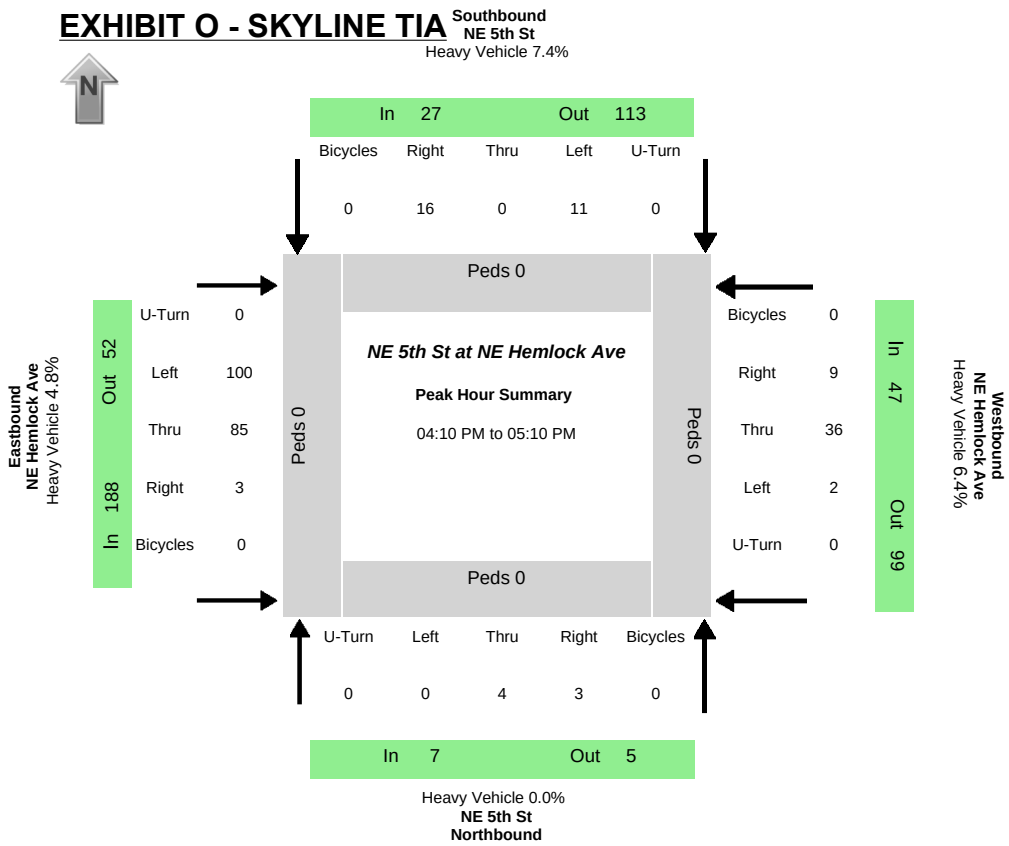


EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*NE 5th St*
E/W street	*NE Hemlock Ave*
City, State	Redmond OR
Site Notes	
Location	44.28379 - -121.163735
Start Date	Thursday, August 13, 2020
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:10:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.86



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	4	3	0	11	0	16	0	100	85	3	0	2	36	9	0	7	27	188	47	5	113	52	99
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	1.0%	9.4%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	7.4%	4.8%	6.4%	0.0%	0.9%	9.6%	8.1%

PHV- Bicycles																	PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

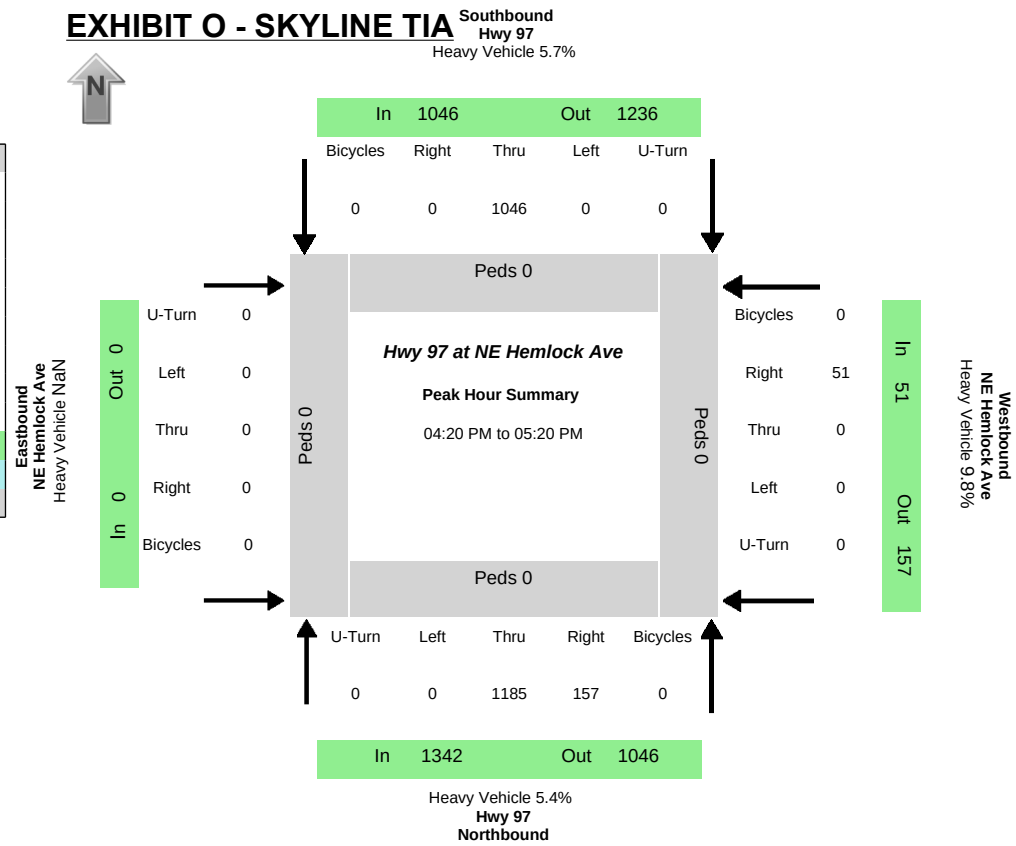
All Vehicle Volumes

	Northbound NE 5th St				Southbound NE 5th St				Eastbound NE Hemlock Ave				Westbound NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	2	0	7	9	0	0	0	2	1	0		
04:05:00 PM	0	0	0	0	0	0	1	0	9	12	0	0	0	1	2	0		
04:10:00 PM	0	0	0	0	1	0	1	0	8	11	0	0	0	2	2	0	71	
04:15:00 PM	0	0	0	0	1	0	3	0	6	8	0	0	0	3	0	0	71	
04:20:00 PM	0	0	0	0	0	0	1	0	7	2	0	0	0	1	1	0	58	
04:25:00 PM	0	1	0	0	0	0	1	0	10	7	1	0	1	2	1	0	57	
04:30:00 PM	0	0	0	0	3	0	0	0	8	8	0	0	0	4	0	0	59	
04:35:00 PM	0	0	2	0	3	0	1	0	7	5	0	0	0	4	0	0	69	
04:40:00 PM	0	0	0	0	0	0	0	0	8	10	1	0	0	4	2	0	70	
04:45:00 PM	0	1	0	0	0	0	1	0	6	6	0	0	0	7	0	0	68	
04:50:00 PM	0	1	0	0	0	0	3	0	18	6	0	0	0	2	2	0	78	
04:55:00 PM	0	0	0	0	1	0	2	0	5	5	0	0	0	2	0	0	68	266
05:00:00 PM	0	1	0	0	1	0	0	0	4	8	1	0	1	2	1	0	66	264
05:05:00 PM	0	0	1	0	1	0	3	0	13	9	0	0	0	3	0	0	64	269
05:10:00 PM	0	0	0	0	3	0	0	0	8	4	0	0	0	1	1	0	66	261
05:15:00 PM	0	0	0	0	1	0	1	0	16	4	0	0	0	3	1	0	73	266
05:20:00 PM	0	0	0	0	0	1	0	0	4	2	1	0	0	1	2	0	54	265
05:25:00 PM	0	0	0	0	2	0	1	0	7	5	0	0	0	0	1	0	53	257
05:30:00 PM	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	45	252
05:35:00 PM	1	1	2	0	0	0	1	0	9	4	0	0	0	1	0	0	53	249
05:40:00 PM	0	1	0	0	0	0	3	0	10	8	0	0	0	1	0	0	60	247
05:45:00 PM	0	1	0	0	2	0	1	0	9	6	0	0	0	1	1	0	63	247
05:50:00 PM	0	0	0	0	1	0	0	0	6	2	0	0	0	1	0	0	54	225
05:55:00 PM	0	0	0	0	0	0	0	0	6	3	0	0	0	0	1	0	41	220

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*Hwy 97*
E/W street	*NE Hemlock Ave*
City, State	Redmond OR
Site Notes	
Location	44.283731 - -121.168072
Start Date	Thursday, August 13, 2020
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	04:35:00 PM
PHF (15-Min Int)	0.94



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	1185	157	0	0	1046	0	0	0	0	0	0	0	0	51	0	1342	1046	0	51	1046	1236	0	157

Percent Heavy Vehicles

0.0%	5.4%	5.1%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.8%	0.0%	5.4%	5.7%	NaN	9.8%	5.7%	5.6%	NaN	5.1%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
0	0	0	0	0

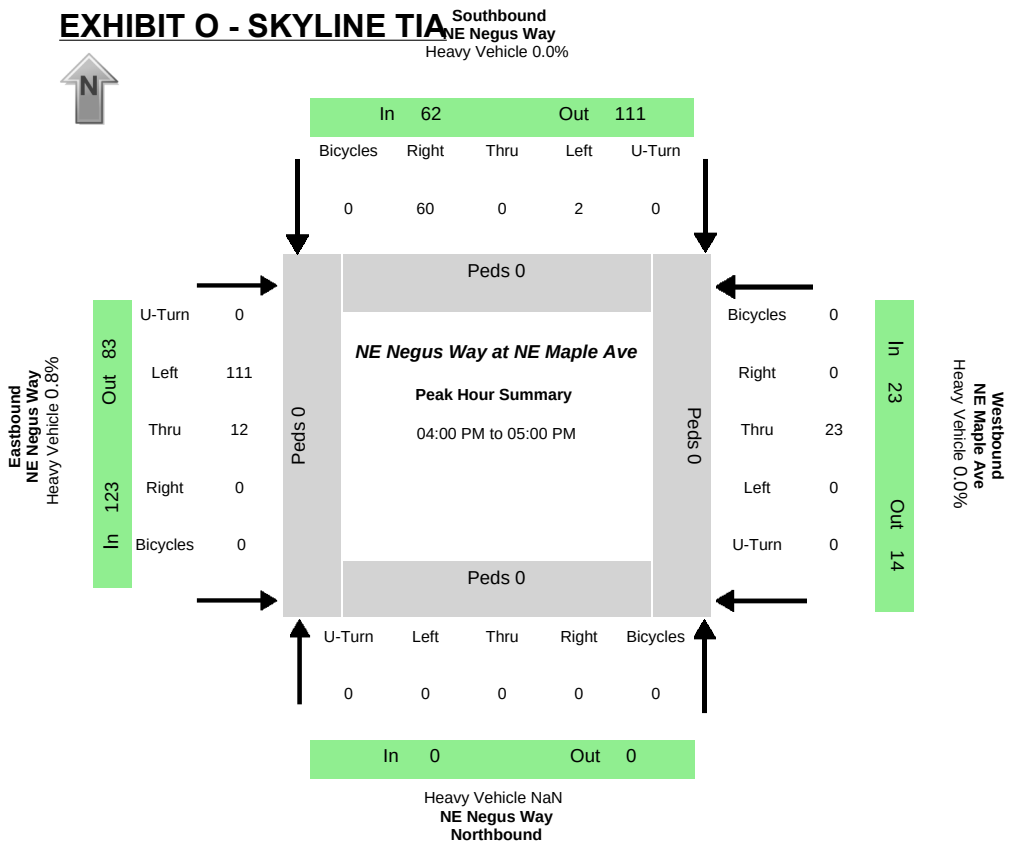
All Vehicle Volumes

	Northbound Hwy 97				Southbound Hwy 97				Eastbound NE Hemlock Ave				Westbound NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	71	6	0	0	86	0	0	0	0	0	0	0	0	3	0		
04:05:00 PM	0	105	15	0	0	110	0	0	0	0	0	0	0	0	6	0		
04:10:00 PM	0	98	17	0	0	75	0	0	0	0	0	0	0	0	3	0	595	
04:15:00 PM	0	93	8	0	0	85	0	0	0	0	0	0	0	0	4	0	619	
04:20:00 PM	0	88	11	0	0	90	0	0	0	0	0	0	0	0	1	0	573	
04:25:00 PM	0	105	10	0	0	81	0	0	0	0	0	0	0	0	2	0	578	
04:30:00 PM	0	81	17	0	0	75	0	0	0	0	0	0	0	0	10	0	571	
04:35:00 PM	0	87	9	0	0	98	0	0	0	0	0	0	0	0	4	0	579	
04:40:00 PM	0	106	20	0	0	118	0	0	0	0	0	0	0	0	6	0	631	
04:45:00 PM	0	93	16	0	0	87	0	0	0	0	0	0	0	0	6	0	650	
04:50:00 PM	0	90	11	0	0	77	0	0	0	0	0	0	0	0	5	0	635	
04:55:00 PM	0	106	8	0	0	88	0	0	0	0	0	0	0	0	4	0	591	2395
05:00:00 PM	0	114	6	0	0	77	0	0	0	0	0	0	0	0	1	0	587	2427
05:05:00 PM	0	102	17	0	0	84	0	0	0	0	0	0	0	0	7	0	614	2401
05:10:00 PM	0	95	11	0	0	92	0	0	0	0	0	0	0	0	1	0	607	2407
05:15:00 PM	0	118	21	0	0	79	0	0	0	0	0	0	0	0	4	0	631	2439
05:20:00 PM	0	73	8	0	0	80	0	0	0	0	0	0	0	0	1	0	583	2411
05:25:00 PM	0	88	9	0	0	80	0	0	0	0	0	0	0	0	1	0	562	2391
05:30:00 PM	0	112	19	0	0	89	0	0	0	0	0	0	0	0	1	0	561	2429
05:35:00 PM	0	67	10	0	0	45	0	0	0	0	0	0	0	0	3	0	524	2356
05:40:00 PM	0	71	10	0	0	67	0	0	0	0	0	0	0	0	2	0	496	2256
05:45:00 PM	0	92	14	0	0	92	0	0	0	0	0	0	0	0	1	0	474	2253
05:50:00 PM	0	69	9	0	0	89	0	0	0	0	0	0	0	0	0	0	516	2237
05:55:00 PM	0	60	11	0	0	68	0	0	0	0	0	0	0	0	0	0	505	2170

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*NE Negus Way*
E/W street	*NE Negus Way*
City, State	Redmond OR
Site Notes	
Location	44.291542 - -121.1539
Start Date	Thursday, August 13, 2020
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:05:00 PM
PHF (15-Min Int)	0.85



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	2	0	60	0	111	12	0	0	0	23	0	0	0	62	123	23	0	111	83	14

Percent Heavy Vehicles

0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	NaN	0.0%	0.8%	0.0%	NaN	0.9%	0.0%	0.0%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
0	0	0	0	0

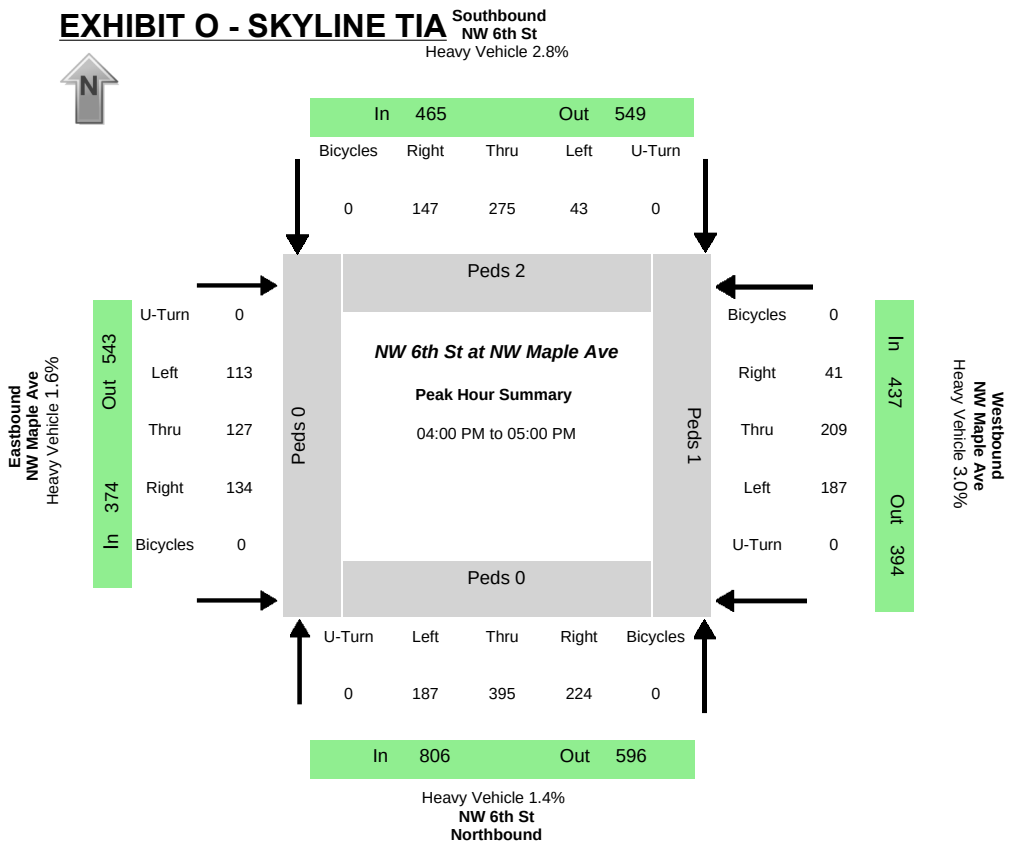
All Vehicle Volumes

	Northbound NE Negus Way				Southbound NE Negus Way				Eastbound NE Negus Way				Westbound NE Maple Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	1	0	0	0	10	1	0	0	0	4	0	0		
04:05:00 PM	0	0	0	0	1	0	5	0	15	0	0	0	0	2	0	0		
04:10:00 PM	0	0	0	0	0	0	3	0	6	1	0	0	0	5	0	0	54	
04:15:00 PM	0	0	0	0	0	0	12	0	8	0	0	0	0	3	0	0	61	
04:20:00 PM	0	0	0	0	0	0	3	0	6	0	0	0	0	1	0	0	48	
04:25:00 PM	0	0	0	0	0	0	5	0	13	2	0	0	0	2	0	0	55	
04:30:00 PM	0	0	0	0	0	0	6	0	5	0	0	0	0	1	0	0	44	
04:35:00 PM	0	0	0	0	0	0	5	0	10	3	0	0	0	0	0	0	52	
04:40:00 PM	0	0	0	0	0	0	2	0	13	2	0	0	0	1	0	0	48	
04:45:00 PM	0	0	0	0	0	0	6	0	4	0	0	0	0	1	0	0	47	
04:50:00 PM	0	0	0	0	0	0	7	0	11	2	0	0	0	2	0	0	51	
04:55:00 PM	0	0	0	0	0	0	6	0	10	1	0	0	0	1	0	0	51	208
05:00:00 PM	0	0	0	0	0	0	0	0	12	2	0	0	0	2	0	0	56	208
05:05:00 PM	0	0	0	0	0	0	3	0	9	1	0	0	0	0	1	0	48	199
05:10:00 PM	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	37	191
05:15:00 PM	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	29	176
05:20:00 PM	0	0	0	0	0	0	4	0	5	5	0	0	0	0	0	0	29	180
05:25:00 PM	0	0	0	0	1	0	5	0	4	1	0	0	0	1	0	0	34	170
05:30:00 PM	0	0	0	0	0	0	5	0	5	4	0	0	0	0	0	0	40	172
05:35:00 PM	0	0	0	0	0	0	3	0	6	4	0	0	0	0	0	0	39	167
05:40:00 PM	0	0	0	0	0	0	9	0	5	2	0	0	0	0	0	0	43	165
05:45:00 PM	0	0	0	0	1	0	1	0	6	5	0	0	0	4	0	0	46	171
05:50:00 PM	0	0	0	0	1	0	4	0	4	3	0	0	0	1	0	0	46	162
05:55:00 PM	0	0	0	0	0	0	1	0	8	1	0	0	0	1	0	0	41	155

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*NW 6th St*
E/W street	*NW Maple Ave*
City, State	Redmond OR
Site Notes	
Location	44.291026 - -121.173973
Start Date	Thursday, January 17, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.97



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
187	395	224	0	43	275	147	0	113	127	134	0	187	209	41	0	806	465	374	437	596	549	543	394

Percent Heavy Vehicles

1.6%	1.3%	1.3%	0.0%	11.6%	1.5%	2.7%	0.0%	3.5%	1.6%	0.0%	0.0%	1.1%	3.3%	9.8%	0.0%	1.4%	2.8%	1.6%	3.0%	1.0%	2.4%	2.6%	2.5%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
0	2	0	1	3

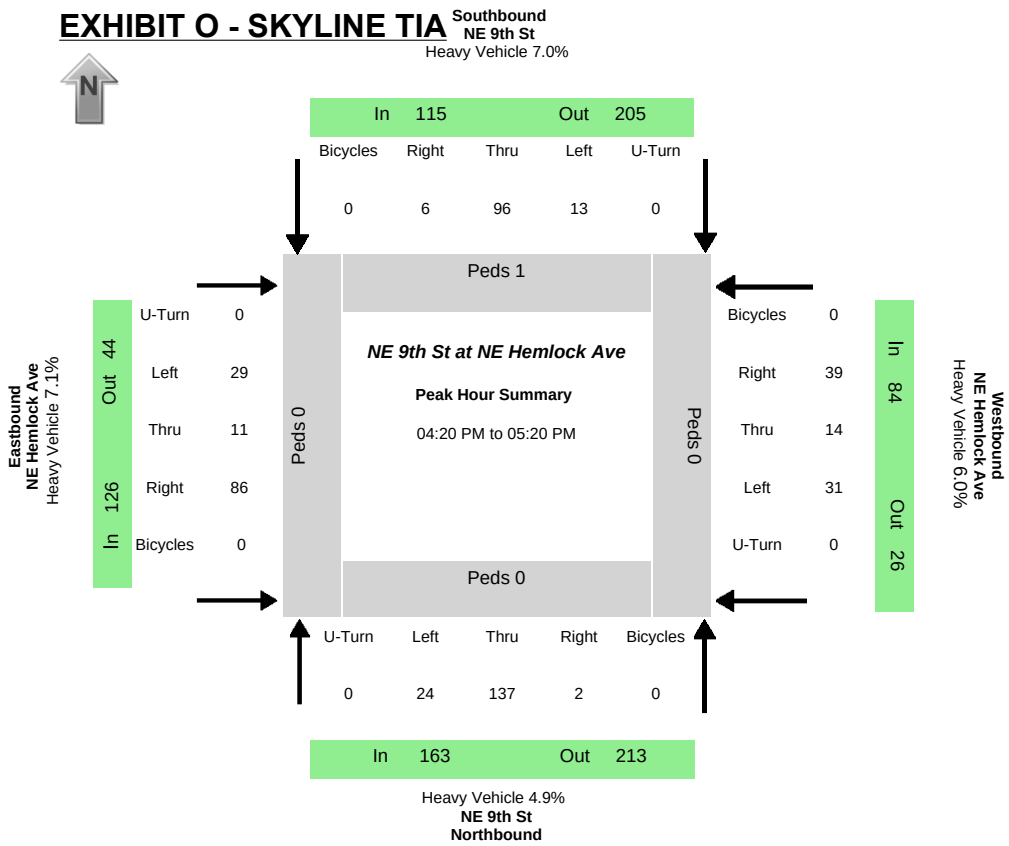
All Vehicle Volumes

	Northbound NW 6th St				Southbound NW 6th St				Eastbound NW Maple Ave				Westbound NW Maple Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	17	43	20	0	5	18	12	0	9	13	15	0	14	18	6	0		
04:05:00 PM	16	38	17	0	0	16	16	0	12	10	9	0	24	17	5	0		
04:10:00 PM	16	38	17	0	1	20	7	0	9	11	8	0	22	15	3	0	537	
04:15:00 PM	12	39	22	0	3	31	12	0	7	11	13	0	11	19	0	0	527	
04:20:00 PM	11	35	19	0	1	22	11	0	10	17	13	0	9	20	4	0	519	
04:25:00 PM	14	23	23	0	5	16	14	0	5	11	10	0	12	13	2	0	500	
04:30:00 PM	22	24	21	0	6	18	17	0	5	5	14	0	21	18	0	0	491	
04:35:00 PM	16	28	15	0	3	20	11	0	8	12	13	0	13	23	4	0	485	
04:40:00 PM	11	30	27	0	4	26	16	0	9	9	11	0	14	14	5	0	513	
04:45:00 PM	15	28	24	0	3	23	7	0	11	12	9	0	18	20	4	0	516	
04:50:00 PM	20	42	13	0	4	32	12	0	11	10	9	0	18	11	6	0	538	
04:55:00 PM	17	27	6	0	8	33	12	0	17	6	10	0	11	21	2	0	532	2082
05:00:00 PM	16	34	24	0	0	22	10	0	16	13	12	0	19	19	3	0	546	2080
05:05:00 PM	25	19	12	0	4	24	12	0	12	15	10	0	17	16	5	0	529	2071
05:10:00 PM	12	33	17	0	0	15	15	0	6	22	9	0	13	17	1	0	519	2064
05:15:00 PM	10	26	15	0	6	23	16	0	15	12	13	0	12	12	2	0	493	2046
05:20:00 PM	12	24	13	0	1	18	10	0	13	6	10	0	12	20	1	0	462	2014
05:25:00 PM	18	35	7	0	2	18	9	0	8	7	11	0	5	20	3	0	445	2009
05:30:00 PM	18	25	12	0	7	15	16	0	5	11	13	0	11	14	4	0	434	1989
05:35:00 PM	21	17	8	0	5	20	10	0	9	16	7	0	9	10	0	0	426	1955
05:40:00 PM	16	27	16	0	1	24	18	0	3	9	8	0	10	12	1	0	428	1924
05:45:00 PM	26	23	7	0	4	24	10	0	9	12	2	0	8	16	2	0	420	1893
05:50:00 PM	12	31	5	0	1	21	10	0	8	13	7	0	11	19	0	0	426	1843
05:55:00 PM	20	21	12	0	5	11	14	0	8	4	12	0	15	17	3	0	423	1815

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*NE 9th St*
E/W street	*NE Hemlock Ave*
City, State	Redmond OR
Site Notes	
Location	44.283785 - -121.158852
Start Date	Thursday, April 26, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.93



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
24	137	2	0	13	96	6	0	29	11	86	0	31	14	39	0	163	115	126	84	213	205	44	26

Percent Heavy Vehicles

8.3%	2.9%	100.0%	0.0%	15.4%	5.2%	16.7%	0.0%	3.4%	36.4%	4.7%	0.0%	6.5%	21.4%	0.0%	0.0%	4.9%	7.0%	7.1%	6.0%	5.2%	2.4%	13.6%	30.8%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
0	1	0	0	1

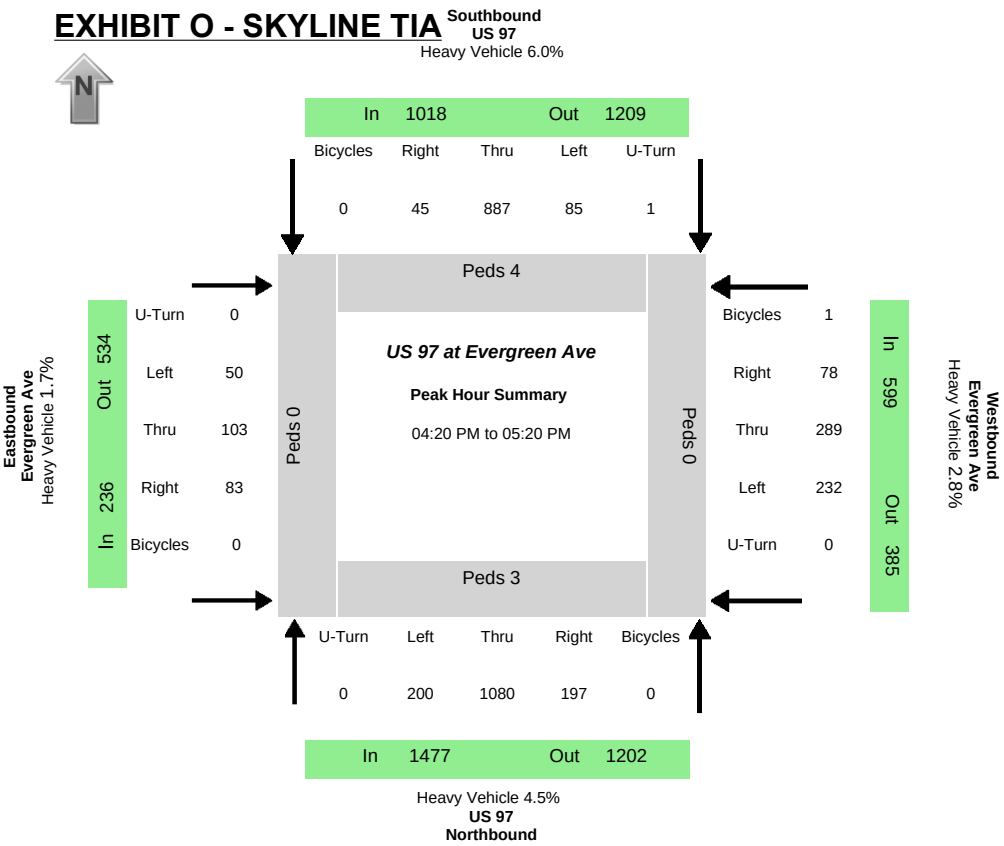
All Vehicle Volumes

	Northbound NE 9th St				Southbound NE 9th St				Eastbound NE Hemlock Ave				Westbound NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	5	16	0	0	1	8	0	0	1	2	7	0	5	2	7	0		
04:05:00 PM	1	13	0	0	0	8	0	0	5	0	10	0	10	3	4	0		
04:10:00 PM	4	9	0	0	1	6	0	0	6	1	4	0	2	3	0	0	144	
04:15:00 PM	1	8	1	0	2	6	0	0	0	0	7	0	3	0	2	0	120	
04:20:00 PM	3	12	0	0	1	8	0	0	3	0	9	0	2	0	5	0	109	
04:25:00 PM	3	9	1	0	1	9	0	0	3	2	4	0	3	1	1	0	110	
04:30:00 PM	1	7	0	0	2	9	0	0	3	1	8	0	3	1	3	0	118	
04:35:00 PM	2	15	0	0	1	4	0	0	2	0	6	0	3	3	8	0	119	
04:40:00 PM	2	9	0	0	1	5	0	0	1	1	7	0	3	2	7	0	120	
04:45:00 PM	2	7	0	0	0	5	2	0	1	0	6	0	2	2	5	0	114	
04:50:00 PM	1	9	0	0	3	7	1	0	8	2	6	0	0	1	0	0	108	
04:55:00 PM	2	16	0	0	0	7	0	0	3	1	9	0	2	2	1	0	113	487
05:00:00 PM	1	9	1	0	2	10	1	0	2	1	10	0	5	1	1	0	125	477
05:05:00 PM	1	12	0	0	2	9	1	0	0	0	5	0	1	0	3	0	121	457
05:10:00 PM	3	17	0	0	0	12	0	0	1	1	7	0	5	1	4	0	129	472
05:15:00 PM	3	15	0	0	0	11	1	0	2	2	9	0	2	0	1	0	131	488
05:20:00 PM	2	17	0	0	1	9	0	0	3	0	5	0	1	0	1	0	136	484
05:25:00 PM	0	10	0	0	2	9	0	0	3	0	3	0	0	0	0	0	112	474
05:30:00 PM	1	8	1	0	0	2	1	0	5	2	3	0	1	0	2	0	92	462
05:35:00 PM	1	14	1	0	0	11	0	0	4	0	5	0	0	1	1	0	91	456
05:40:00 PM	2	12	0	0	2	6	0	0	2	0	8	0	2	0	0	0	98	452
05:45:00 PM	0	9	0	0	0	4	0	0	5	0	0	0	1	1	0	0	92	440
05:50:00 PM	3	13	0	0	0	5	0	0	2	0	5	0	1	1	2	0	86	434
05:55:00 PM	3	4	0	0	0	6	1	0	1	2	4	0	1	1	1	0	76	415

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*US 97*
E/W street	*Evergreen Ave*
City, State	Powell Butte OR
Site Notes	
Location	44.272584 - -121.169952
Start Date	Tuesday, July 16, 2019
Start Time	04:00:00 PM
Weather	Sunny
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	04:20:00 PM
PHF (15-Min Int)	0.98



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
200	1080	197	0	85	887	45	1	50	103	83	0	232	289	78	0	1477	1018	236	599	1202	1209	534	385

Percent Heavy Vehicles

0.5%	5.4%	4.1%	0.0%	0.0%	6.8%	2.2%	0.0%	2.0%	1.0%	2.4%	0.0%	5.6%	0.7%	2.6%	0.0%	4.5%	6.0%	1.7%	2.8%	6.2%	5.0%	0.7%	2.3%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
3	4	0	0	7

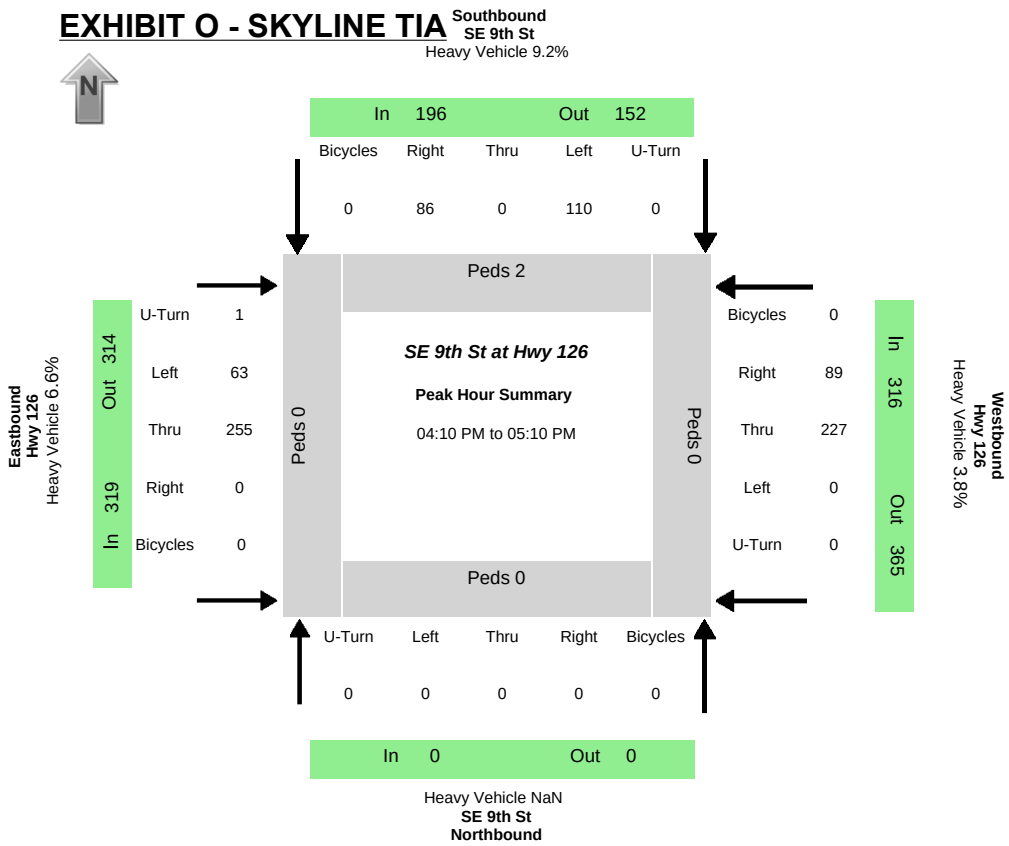
All Vehicle Volumes

	Northbound US 97				Southbound US 97				Eastbound Evergreen Ave				Westbound Evergreen Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	19	70	14	0	6	52	2	0	1	8	3	0	3	15	11	0		
04:05:00 PM	13	90	12	0	3	77	4	0	4	7	8	0	16	31	5	0		
04:10:00 PM	26	89	15	0	6	77	5	0	2	9	2	0	17	27	4	0	753	
04:15:00 PM	13	82	11	0	10	69	3	0	0	8	2	0	17	22	9	0	795	
04:20:00 PM	17	112	16	0	8	75	5	0	7	10	4	0	11	26	4	0	820	
04:25:00 PM	18	90	15	0	9	73	3	0	5	8	11	0	21	29	4	0	827	
04:30:00 PM	16	67	19	0	6	70	2	0	4	14	8	0	21	28	13	0	849	
04:35:00 PM	11	78	14	0	11	71	2	0	3	6	8	0	25	19	7	0	809	
04:40:00 PM	22	76	22	0	5	75	3	0	6	15	6	0	13	29	3	0	798	
04:45:00 PM	18	93	14	0	10	91	9	0	1	9	4	0	23	18	5	0	825	
04:50:00 PM	16	95	15	0	6	66	3	0	1	9	7	0	20	30	5	0	843	
04:55:00 PM	12	86	17	0	3	62	4	0	4	7	8	0	21	17	5	0	814	3192
05:00:00 PM	11	119	20	0	6	81	5	0	1	3	6	0	10	21	7	0	809	3278
05:05:00 PM	20	91	16	0	0	80	2	0	10	12	9	0	21	21	9	0	827	3299
05:10:00 PM	15	82	15	0	9	71	3	1	7	5	7	0	20	25	8	0	849	3288
05:15:00 PM	24	91	14	0	12	72	4	0	1	5	5	0	26	26	8	0	847	3330
05:20:00 PM	16	86	18	0	7	56	2	0	4	5	3	0	11	21	9	0	794	3273
05:25:00 PM	24	93	16	0	2	76	3	0	4	7	5	0	26	23	11	0	816	3277
05:30:00 PM	15	92	13	0	3	50	2	0	0	12	12	0	20	30	9	0	786	3267
05:35:00 PM	13	89	21	0	14	88	2	0	4	5	9	0	24	20	8	0	845	3309
05:40:00 PM	12	132	10	0	3	68	1	0	0	3	2	0	13	22	5	0	826	3305
05:45:00 PM	11	84	21	0	7	66	0	0	6	8	2	0	11	16	1	0	801	3243
05:50:00 PM	25	100	16	0	4	67	5	0	1	3	2	0	20	11	3	0	761	3227
05:55:00 PM	10	71	13	0	3	37	4	0	2	7	10	0	15	16	0	0	678	3169

EXHIBIT O - SKYLINE TIA

K-D-N KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*SE 9th St*
E/W street	*Hwy 126*
City, State	Redmond OR
Site Notes	
Location	44.269199 - -121.158931
Start Date	Wednesday, August 09, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:10:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.90



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	110	0	86	0	63	255	0	1	0	227	89	0	0	196	319	316	0	152	314	365

Percent Heavy Vehicles

0.0%	0.0%	0.0%	0.0%	6.4%	0.0%	12.8%	0.0%	14.3%	4.7%	0.0%	0.0%	0.0%	3.1%	5.6%	0.0%	NaN	9.2%	6.6%	3.8%	NaN	9.2%	5.7%	5.2%

PHV- Bicycles																	PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2

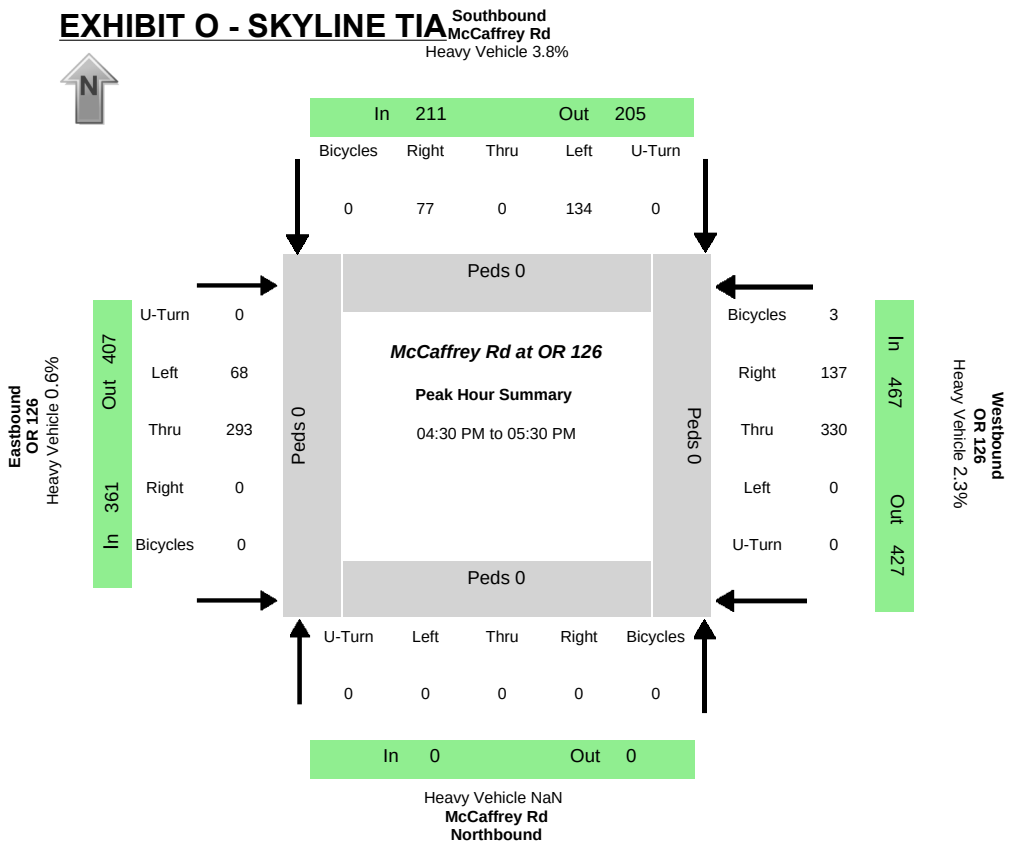
All Vehicle Volumes

	Northbound SE 9th St				Southbound SE 9th St				Eastbound Hwy 126				Westbound Hwy 126				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	10	1	13	0	5	12	0	0	0	26	3	0		
04:05:00 PM	0	0	0	0	11	0	5	0	9	21	0	0	0	16	1	0		
04:10:00 PM	0	0	0	0	7	0	5	0	9	14	0	0	0	23	7	0	198	
04:15:00 PM	0	0	0	0	14	0	8	0	6	28	0	0	0	18	6	0	208	
04:20:00 PM	0	0	0	0	6	0	9	0	2	30	0	0	0	9	7	0	208	
04:25:00 PM	0	0	0	0	8	0	7	0	6	20	0	0	0	20	6	0	210	
04:30:00 PM	0	0	0	0	8	0	7	0	7	24	0	0	0	26	7	0	209	
04:35:00 PM	0	0	0	0	11	0	7	0	6	21	0	1	0	13	8	0	213	
04:40:00 PM	0	0	0	0	12	0	9	0	4	22	0	0	0	26	12	0	231	
04:45:00 PM	0	0	0	0	7	0	8	0	4	18	0	0	0	18	7	0	214	
04:50:00 PM	0	0	0	0	12	0	5	0	4	22	0	0	0	16	8	0	214	
04:55:00 PM	0	0	0	0	5	0	3	0	5	14	0	0	0	21	6	0	183	822
05:00:00 PM	0	0	0	0	6	0	9	0	4	18	0	0	0	23	6	0	187	818
05:05:00 PM	0	0	0	0	14	0	9	0	6	24	0	0	0	14	9	0	196	831
05:10:00 PM	0	0	0	0	6	0	4	0	3	25	0	0	0	15	8	0	203	827
05:15:00 PM	0	0	0	0	9	0	5	0	2	27	0	0	0	25	4	0	209	819
05:20:00 PM	0	0	0	0	7	0	3	0	3	25	0	0	0	18	6	0	195	818
05:25:00 PM	0	0	0	0	1	0	11	0	3	22	0	0	0	18	11	0	200	817
05:30:00 PM	0	0	0	0	8	0	8	0	4	17	0	0	0	18	7	0	190	800
05:35:00 PM	0	0	0	0	4	0	9	0	4	16	0	0	0	25	9	0	195	800
05:40:00 PM	0	0	0	0	5	0	8	0	1	27	0	0	0	23	9	0	202	788
05:45:00 PM	0	0	0	0	2	0	9	0	6	22	0	0	0	21	6	0	206	792
05:50:00 PM	0	0	0	0	11	0	5	0	2	18	0	0	0	18	4	0	197	783
05:55:00 PM	0	0	0	0	6	0	8	0	4	23	0	0	0	15	1	0	181	786

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	*McCaffrey Rd*
E/W street	*OR 126*
City, State	Powell Butte OR
Site Notes	
Location	44.269067 - -121.158931
Start Date	Tuesday, July 16, 2019
Start Time	04:00:00 PM
Weather	Sunny
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.93



Peak-Hour Volumes (PHV)																						
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	134	0	77	0	68	293	0	0	0	330	137	0	0	211	361	467	0	205	407	427
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	7.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	1.5%	4.4%	0.0%	NaN	3.8%	0.6%	2.4%	NaN	2.9%	2.7%	0.9%

PHV- Bicycles																	PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0

All Vehicle Volumes

	Northbound McCaffrey Rd				Southbound McCaffrey Rd				Eastbound OR 126				Westbound OR 126				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	12	0	13	0	7	25	0	0	0	29	3	0		
04:05:00 PM	0	0	0	0	11	0	4	0	3	15	0	0	0	19	10	0		
04:10:00 PM	0	0	0	0	13	0	8	0	1	24	0	0	0	29	12	0	238	
04:15:00 PM	0	0	0	0	12	0	10	0	8	23	0	0	0	16	11	0	229	
04:20:00 PM	0	0	0	0	8	0	5	0	1	27	0	0	0	29	16	0	253	
04:25:00 PM	0	0	0	0	9	0	5	0	3	21	0	0	0	32	15	0	251	
04:30:00 PM	0	0	0	0	10	0	6	0	7	22	0	0	0	23	18	0	257	
04:35:00 PM	0	0	0	0	17	0	10	0	9	25	0	0	0	30	8	0	270	
04:40:00 PM	0	0	0	0	14	0	9	0	2	26	0	0	0	27	17	0	280	
04:45:00 PM	0	0	0	0	8	0	4	0	6	20	0	0	0	19	11	0	262	
04:50:00 PM	0	0	0	0	8	0	8	0	5	26	0	0	0	32	11	0	253	
04:55:00 PM	0	0	0	0	7	0	9	0	2	17	0	0	0	18	9	0	220	989
05:00:00 PM	0	0	0	0	13	0	8	0	4	26	0	0	0	25	8	0	236	984
05:05:00 PM	0	0	0	0	12	0	7	0	12	26	0	0	0	25	13	0	241	1017
05:10:00 PM	0	0	0	0	14	0	5	0	9	26	0	0	0	33	9	0	275	1026
05:15:00 PM	0	0	0	0	10	0	2	0	4	29	0	0	0	28	14	0	278	1033
05:20:00 PM	0	0	0	0	14	0	6	0	4	27	0	0	0	29	9	0	272	1036
05:25:00 PM	0	0	0	0	7	0	3	0	4	23	0	0	0	41	10	0	264	1039
05:30:00 PM	0	0	0	0	9	0	6	0	3	19	0	0	0	32	11	0	257	1033
05:35:00 PM	0	0	0	0	5	0	6	0	3	24	0	0	0	31	14	0	251	1017
05:40:00 PM	0	0	0	0	8	0	10	0	2	18	0	0	0	18	10	0	229	988
05:45:00 PM	0	0	0	0	11	0	3	0	9	21	0	0	0	17	10	0	220	991
05:50:00 PM	0	0	0	0	5	0	5	0	2	21	0	0	0	20	11	0	201	965
05:55:00 PM	0	0	0	0	6	0	3	0	2	20	0	0	0	11	8	0	185	953

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street:	***NE 9th St***
E/W street:	***E Antler Ave***
City, State	Redmond OR
Study ID #	11
Location	44.276554 - -121.15882
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Peak Hour Start	02:50:00 PM
Peak 15 Min Start	02:55:00 PM
PHF (15-Min Int)	0.90

Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
3	141	10	0	23	199	21	0	25	12	5	0	24	12	24	0	154	243	42	60	228	190	36	45

Percent Heavy Vehicles

66.7%	17.7%	0.0%	0.0%	13.0%	10.1%	23.8%	0.0%	32.0%	8.3%	20.0%	0.0%	8.3%	0.0%	12.5%	0.0%	17.5%	11.5%	23.8%	8.3%	10.1%	18.9%	19.4%	8.9%

PHV- Bicycles

Northbound				Southbound				Eastbound				Westbound				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHV - Pedestrians

in Crosswalk				
NB	SB	EB	WB	**Sum**
0	0	0	0	0

All Vehicle Volumes

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				E Antler Ave				E Antler Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	1	6	0	0	0	17	0	0	0	0	0	0	0	0	1	0		
02:05:00 PM	0	8	0	0	1	10	1	0	2	1	0	0	0	0	0	0		
02:10:00 PM	0	11	1	0	0	14	1	0	2	0	0	0	0	0	0	0	77	
02:15:00 PM	0	8	3	0	0	14	1	0	3	0	0	0	1	1	1	0	84	
02:20:00 PM	0	7	0	0	2	12	2	0	2	1	1	0	1	0	2	0	91	
02:25:00 PM	0	7	0	0	2	16	3	0	2	1	2	0	0	1	3	0	99	
02:30:00 PM	0	9	1	0	1	26	0	0	0	0	2	0	2	0	2	0	110	
02:35:00 PM	0	8	2	0	1	24	3	0	2	2	1	0	0	0	1	0	124	
02:40:00 PM	1	10	0	0	3	14	3	0	0	0	3	0	1	1	0	0	123	
02:45:00 PM	2	11	2	0	1	11	1	0	3	0	1	0	0	0	2	0	114	
02:50:00 PM	0	8	2	0	1	17	3	0	1	0	0	0	0	1	1	0	104	
02:55:00 PM	1	10	1	0	2	20	2	0	4	0	0	0	2	0	3	0	113	412
03:00:00 PM	0	10	0	0	3	16	2	0	3	2	1	0	4	2	1	0	123	431
03:05:00 PM	0	17	2	0	1	14	1	0	4	3	1	0	3	0	3	0	138	457
03:10:00 PM	1	8	1	0	2	13	0	0	2	2	0	0	3	3	2	0	130	465
03:15:00 PM	0	12	1	0	3	11	2	0	3	2	1	0	2	1	1	0	125	472
03:20:00 PM	0	11	2	0	2	14	1	0	0	0	0	0	5	1	4	0	116	482
03:25:00 PM	1	15	0	0	4	15	5	0	2	0	1	0	0	2	2	0	126	492
03:30:00 PM	0	8	1	0	1	24	1	0	4	2	1	0	1	0	1	0	131	493
03:35:00 PM	0	10	0	0	2	26	2	0	1	0	0	0	2	0	3	0	137	495
03:40:00 PM	0	16	0	0	1	19	2	0	0	0	0	0	0	0	1	0	129	498
03:45:00 PM	0	16	0	0	1	10	0	0	1	1	0	0	2	2	2	0	120	499
03:50:00 PM	0	11	0	0	2	14	0	0	2	0	0	0	2	1	2	0	108	499
03:55:00 PM	0	12	0	0	2	18	0	0	2	1	0	0	0	1	2	0	107	492
04:00:00 PM	0	14	0	0	1	12	1	0	1	0	1	0	2	1	1	0	106	482
04:05:00 PM	0	12	0	0	1	28	2	0	0	1	0	0	2	1	0	0	119	480

EXHIBIT O - SKYLINE TIA

04:10:00 PM	1	11	2	0	1	18	1	0	0	0	0	0	1	0	0	0	116	478
04:15:00 PM	2	11	0	0	0	12	0	0	1	2	2	0	1	2	0	0	115	472
04:20:00 PM	0	9	0	0	1	20	1	0	2	0	0	0	1	3	3	0	108	472
04:25:00 PM	1	9	0	0	0	20	3	0	3	0	0	0	0	1	1	0	111	463
04:30:00 PM	0	16	0	0	1	16	2	0	1	0	1	0	0	0	0	0	115	456
04:35:00 PM	0	21	1	0	0	30	2	0	2	1	0	0	1	0	1	0	134	469
04:40:00 PM	0	12	0	0	1	19	1	0	1	1	1	0	1	2	3	0	138	472
04:45:00 PM	0	12	0	0	0	17	3	0	1	0	0	0	2	0	1	0	137	473
04:50:00 PM	0	9	0	0	0	19	0	0	1	0	1	0	1	1	0	0	110	471
04:55:00 PM	0	9	0	0	0	15	3	0	3	1	0	0	2	0	0	0	101	466
05:00:00 PM	0	16	0	0	0	16	2	0	4	0	1	0	1	0	1	0	106	473
05:05:00 PM	2	12	0	0	1	23	2	0	5	0	0	0	2	0	0	0	121	473
05:10:00 PM	0	10	0	0	1	17	2	0	1	0	1	0	0	0	0	0	120	470
05:15:00 PM	0	7	1	0	0	27	0	0	3	1	1	0	0	0	1	0	120	478
05:20:00 PM	1	15	0	0	0	15	2	0	1	0	1	0	1	0	1	0	110	475
05:25:00 PM	3	7	0	0	0	16	5	0	0	0	0	0	1	0	0	0	110	469
05:30:00 PM	0	9	0	0	1	13	1	0	8	1	1	0	0	0	0	0	103	466
05:35:00 PM	0	6	0	0	0	13	0	0	3	1	0	0	1	0	0	0	90	431
05:40:00 PM	1	14	1	0	0	7	1	0	3	0	1	1	0	0	0	0	87	418
05:45:00 PM	1	9	0	0	2	6	2	0	1	0	0	0	0	0	1	0	75	404
05:50:00 PM	0	6	1	0	0	10	0	0	2	0	1	0	0	0	1	0	72	393
05:55:00 PM	0	7	0	0	1	10	0	0	2	0	0	0	0	1	0	0	64	381

Bicycles on Road

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				E Antler Ave				E Antler Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
02:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
02:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:40:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:50:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	5
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5

Passenger vehicles and light trucks

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				E Antler Ave				E Antler Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	5	0	0	0	13	0	0	0	0	0	0	0	0	1	0		
02:05:00 PM	0	7	0	0	1	7	1	0	2	0	0	0	0	0	0	0		
02:10:00 PM	0	8	0	0	0	12	1	0	1	0	0	0	0	0	0	0	59	
02:15:00 PM	0	7	3	0	0	12	1	0	3	0	0	0	0	1	0	0	67	
02:20:00 PM	0	5	0	0	2	9	2	0	2	1	1	0	1	0	2	0	74	
02:25:00 PM	0	4	0	0	1	12	1	0	2	0	1	0	0	1	3	0	77	
02:30:00 PM	0	7	0	0	1	25	0	0	0	0	2	0	1	0	1	0	87	
02:35:00 PM	0	4	2	0	1	21	3	0	2	2	1	0	0	0	1	0	99	
02:40:00 PM	1	8	0	0	3	12	3	0	0	0	2	0	1	1	0	0	105	
02:45:00 PM	1	8	2	0	0	10	1	0	3	0	1	0	0	0	2	0	96	
02:50:00 PM	0	5	2	0	1	16	0	0	1	0	0	0	0	1	0	0	85	
02:55:00 PM	0	7	1	0	2	19	2	0	3	0	0	0	1	0	3	0	92	333
03:00:00 PM	0	8	0	0	2	12	2	0	2	2	1	0	4	2	0	0	99	349
03:05:00 PM	0	15	2	0	1	13	1	0	2	3	0	0	3	0	3	0	116	374
03:10:00 PM	0	6	1	0	2	12	0	0	1	1	0	0	3	3	2	0	109	383
03:15:00 PM	0	10	1	0	2	7	1	0	3	2	1	0	2	1	1	0	105	387
03:20:00 PM	0	9	2	0	2	13	0	0	0	0	0	0	4	1	3	0	96	396
03:25:00 PM	1	13	0	0	4	14	5	0	1	0	1	0	0	2	2	0	108	414

03:30:00 PM	0	7	1	0	1	22	1	0	3	2	1	0	1	0	1	0	117	417
03:35:00 PM	0	8	0	0	1	24	2	0	0	0	0	0	2	0	3	0	123	420
03:40:00 PM	0	16	0	0	1	17	2	0	0	0	0	0	0	0	1	0	117	426
03:45:00 PM	0	12	0	0	1	10	0	0	1	1	0	0	2	2	2	0	108	429
03:50:00 PM	0	11	0	0	2	9	0	0	1	0	0	0	2	1	1	0	95	430
03:55:00 PM	0	10	0	0	2	15	0	0	2	1	0	0	0	1	2	0	91	425
04:00:00 PM	0	14	0	0	1	10	1	0	1	0	1	0	2	1	1	0	92	422
04:05:00 PM	0	12	0	0	0	26	2	0	0	1	0	0	2	1	0	0	109	423
04:10:00 PM	1	11	2	0	1	14	1	0	0	0	0	0	1	0	0	0	107	423
04:15:00 PM	0	9	0	0	0	11	0	0	1	2	2	0	0	2	0	0	102	419
04:20:00 PM	0	8	0	0	1	18	1	0	2	0	0	0	1	3	2	0	94	421
04:25:00 PM	1	7	0	0	0	19	3	0	2	0	0	0	0	1	1	0	97	412
04:30:00 PM	0	15	0	0	0	12	2	0	1	0	1	0	0	0	0	0	101	403
04:35:00 PM	0	19	1	0	0	27	2	0	1	1	0	0	1	0	1	0	118	416
04:40:00 PM	0	12	0	0	1	17	1	0	1	1	1	0	1	2	3	0	124	419
04:45:00 PM	0	12	0	0	0	14	3	0	1	0	0	0	2	0	0	0	125	420
04:50:00 PM	0	7	0	0	0	17	0	0	1	0	1	0	1	1	0	0	100	421
04:55:00 PM	0	9	0	0	0	13	2	0	3	1	0	0	2	0	0	0	90	418
05:00:00 PM	0	16	0	0	0	15	2	0	4	0	1	0	1	0	1	0	98	426
05:05:00 PM	1	12	0	0	0	23	2	0	5	0	0	0	2	0	0	0	115	427
05:10:00 PM	0	10	0	0	1	17	2	0	1	0	1	0	0	0	0	0	117	428
05:15:00 PM	0	7	1	0	0	26	0	0	3	1	1	0	0	0	1	0	117	441
05:20:00 PM	1	15	0	0	0	15	2	0	1	0	1	0	1	0	0	0	108	441
05:25:00 PM	1	6	0	0	0	15	5	0	0	0	0	0	1	0	0	0	104	435
05:30:00 PM	0	9	0	0	0	13	1	0	7	1	1	0	0	0	0	0	96	436
05:35:00 PM	0	6	0	0	0	12	0	0	3	1	0	0	1	0	0	0	83	406
05:40:00 PM	0	14	1	0	0	7	1	0	3	0	1	1	0	0	0	0	83	394
05:45:00 PM	1	9	0	0	2	6	2	0	1	0	0	0	0	0	0	0	72	383
05:50:00 PM	0	6	1	0	0	9	0	0	2	0	0	0	0	0	1	0	68	374
05:55:00 PM	0	7	0	0	0	10	0	0	2	0	0	0	0	1	0	0	60	364

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				E Antler Ave				E Antler Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0		
02:05:00 PM	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0		
02:10:00 PM	0	3	1	0	0	2	0	0	1	0	0	0	0	0	0	0	18	
02:15:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	1	0	17	
02:20:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	17	
02:25:00 PM	0	3	0	0	1	4	2	0	0	1	1	0	0	0	0	0	22	
02:30:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	1	0	1	0	23	
02:35:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	25	
02:40:00 PM	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	18	
02:45:00 PM	1	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18	
02:50:00 PM	0	3	0	0	0	1	3	0	0	0	0	0	0	0	1	0	19	
02:55:00 PM	1	3	0	0	0	1	0	0	1	0	0	0	1	0	0	0	21	79
03:00:00 PM	0	2	0	0	1	4	0	0	1	0	0	0	0	0	1	0	24	82
03:05:00 PM	0	2	0	0	0	1	0	0	2	0	1	0	0	0	0	0	22	83

03:10:00 PM	1	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	21	82
03:15:00 PM	0	2	0	0	1	4	1	0	0	0	0	0	0	0	0	0	20	85
03:20:00 PM	0	2	0	0	0	1	1	0	0	0	0	0	1	0	1	0	20	86
03:25:00 PM	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	18	78
03:30:00 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	14	76
03:35:00 PM	0	2	0	0	1	2	0	0	1	0	0	0	0	0	0	0	14	75
03:40:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	72
03:45:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	70
03:50:00 PM	0	0	0	0	0	5	0	0	1	0	0	0	0	0	1	0	13	69
03:55:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	16	67
04:00:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	60
04:05:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	10	57
04:10:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	55
04:15:00 PM	2	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	13	53
04:20:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	14	51
04:25:00 PM	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	14	51
04:30:00 PM	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	14	53
04:35:00 PM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	16	53
04:40:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	53
04:45:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	12	53
04:50:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	50
04:55:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	11	48
05:00:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	47
05:05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	46
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42
05:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	37
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	34
05:25:00 PM	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	34
05:30:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	30
05:35:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	25
05:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	21
05:50:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4	19
05:55:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	17

Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
02:00:00 PM	0	0	0	0		
02:05:00 PM	0	0	0	0		
02:10:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:20:00 PM	0	0	0	0	0	
02:25:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	
02:55:00 PM	0	0	0	0	0	0

03:00:00 PM	0	0	0	0	0	0
03:05:00 PM	0	0	0	0	0	0
03:10:00 PM	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0
03:20:00 PM	0	0	0	0	0	0
03:25:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:35:00 PM	0	0	0	0	0	0
03:40:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
03:50:00 PM	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	3	0	0	3	3
04:35:00 PM	0	0	0	0	3	3
04:40:00 PM	0	0	0	0	3	3
04:45:00 PM	0	0	0	0	0	3
04:50:00 PM	0	0	0	0	0	3
04:55:00 PM	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	3
05:20:00 PM	0	0	0	0	0	3
05:25:00 PM	0	0	0	0	0	3
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

EXHIBIT O - SKYLINE TIA

K-D-N
KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street:	***NE 9th St***
E/W street:	***NE Hemlock Ave***
City, State	Redmond OR
Study ID #	30
Location	44.283804 - -121.158847
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Peak Hour Start	03:10:00 PM
Peak 15 Min Start	03:30:00 PM
PHF (15-Min Int)	0.76

Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
38	139	12	0	16	101	1	0	33	19	90	0	59	22	37	0	189	118	142	118	250	209	61	47
Percent Heavy Vehicles																							
21.1%	5.0%	16.7%	0.0%	18.8%	12.9%	0.0%	0.0%	6.1%	21.1%	14.4%	0.0%	5.1%	22.7%	2.7%	0.0%	9.0%	13.6%	13.4%	7.6%	11.6%	4.8%	21.3%	19.1%

PHV- Bicycles																	PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	**Sum**	NB	SB	EB	WB	**Sum**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				NE Hemlock Ave				NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	1	13	0	0	0	6	1	0	0	0	6	0	1	3	1	0		
02:05:00 PM	2	6	3	0	1	2	0	0	0	0	8	0	3	1	1	0		
02:10:00 PM	0	4	2	0	2	6	0	0	2	2	1	0	0	1	1	0	80	
02:15:00 PM	4	7	0	0	4	11	0	0	1	1	7	0	0	2	4	0	89	
02:20:00 PM	4	12	0	0	1	11	1	0	2	2	1	0	1	3	2	0	102	
02:25:00 PM	2	4	4	0	1	9	0	0	6	0	3	0	3	1	0	0	114	
02:30:00 PM	3	7	2	0	1	14	1	0	2	3	7	0	4	1	6	0	124	
02:35:00 PM	9	13	1	0	1	9	1	0	3	1	8	0	3	2	5	0	140	
02:40:00 PM	2	10	3	0	2	6	1	0	2	3	10	0	1	1	1	0	149	
02:45:00 PM	3	11	0	0	3	14	0	0	2	3	4	0	2	3	0	0	143	
02:50:00 PM	3	6	2	0	3	6	0	0	3	1	2	0	1	6	2	0	122	
02:55:00 PM	1	11	2	0	0	10	1	0	2	3	3	0	3	2	2	0	120	463
03:00:00 PM	5	9	1	0	3	10	2	0	3	2	5	0	3	1	0	0	119	475
03:05:00 PM	3	9	1	0	1	8	0	0	2	2	9	0	2	4	2	0	127	491
03:10:00 PM	2	12	1	0	3	14	0	0	0	1	3	0	4	0	1	0	128	511
03:15:00 PM	1	13	3	0	1	8	1	0	3	1	4	0	2	0	1	0	122	508
03:20:00 PM	7	9	0	0	1	7	0	0	2	4	10	0	1	3	1	0	124	513
03:25:00 PM	3	3	0	0	0	5	0	0	2	1	14	0	4	3	0	0	118	515
03:30:00 PM	6	13	2	0	3	7	0	0	1	2	3	0	12	3	9	0	141	525
03:35:00 PM	3	13	2	0	1	14	0	0	4	3	10	0	8	3	6	0	163	536
03:40:00 PM	4	14	1	0	1	7	0	0	3	0	15	0	6	3	4	0	186	552
03:45:00 PM	2	13	1	0	0	8	0	0	2	0	9	0	3	1	0	0	164	546
03:50:00 PM	3	12	0	0	1	5	0	0	4	2	4	0	2	2	2	0	134	548
03:55:00 PM	2	9	2	0	3	7	0	0	3	1	2	0	3	2	1	0	111	543
04:00:00 PM	2	14	0	0	0	12	0	0	5	3	6	0	7	1	9	0	131	558
04:05:00 PM	3	14	0	0	2	7	0	0	4	1	10	0	7	1	3	0	146	567

04:10:00 PM	3	12	1	0	0	7	0	0	2	1	4	0	4	1	2	0	148	563
04:15:00 PM	2	8	0	0	0	8	0	0	1	2	8	0	1	3	2	0	124	560
04:20:00 PM	4	11	1	0	2	8	0	0	0	2	7	0	3	2	2	0	114	557
04:25:00 PM	5	10	2	0	1	7	1	0	3	1	7	0	4	1	2	0	121	566
04:30:00 PM	2	12	0	0	1	5	0	0	2	2	6	0	8	0	6	0	130	549
04:35:00 PM	4	10	0	0	1	7	0	0	5	3	5	0	3	2	3	0	131	525
04:40:00 PM	2	12	0	0	0	7	2	0	0	0	9	0	5	2	7	0	133	513
04:45:00 PM	2	11	0	0	1	1	0	0	2	0	9	0	5	4	3	0	127	512
04:50:00 PM	0	10	1	0	1	6	0	0	4	1	5	0	1	0	3	0	116	507
04:55:00 PM	0	7	0	0	0	3	1	0	4	0	8	0	2	0	1	0	96	498
05:00:00 PM	2	9	0	0	0	7	1	0	4	0	8	0	2	1	1	0	93	474
05:05:00 PM	2	16	0	0	0	9	1	0	2	0	17	0	3	0	2	0	113	474
05:10:00 PM	2	17	0	0	1	2	0	0	2	1	11	0	2	0	4	0	129	479
05:15:00 PM	3	16	3	0	0	11	0	0	4	0	5	0	0	0	2	0	138	488
05:20:00 PM	2	12	1	0	0	10	3	0	6	2	6	0	3	1	3	0	135	495
05:25:00 PM	1	7	0	0	0	3	0	0	3	0	6	0	0	2	0	0	115	473
05:30:00 PM	1	7	1	0	1	5	0	0	0	1	7	0	1	1	0	0	96	454
05:35:00 PM	0	12	0	0	0	8	1	0	4	1	3	0	2	0	4	0	82	446
05:40:00 PM	1	8	0	0	1	2	0	0	5	0	6	0	0	0	1	0	84	424
05:45:00 PM	3	7	0	0	0	3	0	0	2	0	1	0	0	0	0	0	75	402
05:50:00 PM	1	8	0	0	0	3	0	0	3	0	2	0	1	0	1	0	59	389
05:55:00 PM	1	6	1	0	0	2	0	0	3	0	3	0	0	0	1	0	52	380

Bicycles on Road

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				NE Hemlock Ave				NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
02:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Passenger vehicles and light trucks

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				NE Hemlock Ave				NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	12	0	0	0	5	1	0	0	0	6	0	1	2	0	0		
02:05:00 PM	1	5	3	0	0	2	0	0	0	0	7	0	2	1	1	0		
02:10:00 PM	0	3	1	0	2	6	0	0	2	2	1	0	0	0	1	0	67	
02:15:00 PM	2	6	0	0	3	9	0	0	1	0	6	0	0	1	4	0	72	
02:20:00 PM	3	12	0	0	1	8	1	0	2	2	0	0	1	3	2	0	85	
02:25:00 PM	2	4	3	0	1	7	0	0	6	0	3	0	2	1	0	0	96	
02:30:00 PM	1	5	2	0	0	12	1	0	2	3	7	0	4	1	6	0	108	
02:35:00 PM	8	13	0	0	1	9	1	0	3	1	7	0	3	2	5	0	126	
02:40:00 PM	2	9	2	0	1	6	1	0	1	2	7	0	1	1	1	0	131	
02:45:00 PM	1	9	0	0	3	9	0	0	2	3	3	0	2	2	0	0	121	
02:50:00 PM	2	5	1	0	2	6	0	0	3	1	2	0	0	3	2	0	95	
02:55:00 PM	1	10	2	0	0	8	1	0	2	1	3	0	3	1	2	0	95	389
03:00:00 PM	4	7	1	0	3	10	1	0	3	2	4	0	3	0	0	0	99	400
03:05:00 PM	3	8	1	0	1	8	0	0	2	1	6	0	0	2	2	0	106	412
03:10:00 PM	2	11	1	0	2	14	0	0	0	1	3	0	4	0	1	0	111	433
03:15:00 PM	1	12	3	0	1	7	1	0	3	1	3	0	2	0	1	0	108	436
03:20:00 PM	4	9	0	0	1	6	0	0	2	4	7	0	1	2	1	0	111	438
03:25:00 PM	2	3	0	0	0	5	0	0	2	1	12	0	4	3	0	0	104	441

03:30:00 PM	6	13	2	0	2	6	0	0	1	0	3	0	12	3	9	0	126	454
03:35:00 PM	2	12	1	0	1	11	0	0	4	3	9	0	7	2	6	0	147	459
03:40:00 PM	3	13	1	0	1	6	0	0	3	0	13	0	6	3	4	0	168	478
03:45:00 PM	2	13	1	0	0	7	0	0	2	0	7	0	3	0	0	0	146	479
03:50:00 PM	3	12	0	0	0	4	0	0	4	1	4	0	1	1	2	0	120	484
03:55:00 PM	0	9	1	0	3	5	0	0	2	0	2	0	2	1	1	0	93	476
04:00:00 PM	2	13	0	0	0	11	0	0	4	3	6	0	7	1	8	0	113	493
04:05:00 PM	3	12	0	0	2	6	0	0	4	1	8	0	7	1	3	0	128	506
04:10:00 PM	3	12	0	0	0	7	0	0	2	1	4	0	4	1	2	0	138	503
04:15:00 PM	1	8	0	0	0	6	0	0	1	2	8	0	1	3	2	0	115	500
04:20:00 PM	3	10	1	0	2	8	0	0	0	1	6	0	3	2	2	0	106	501
04:25:00 PM	5	10	2	0	1	5	1	0	3	1	6	0	3	1	2	0	110	509
04:30:00 PM	1	12	0	0	1	5	0	0	2	2	6	0	8	0	6	0	121	495
04:35:00 PM	4	10	0	0	1	6	0	0	5	2	5	0	3	2	3	0	124	478
04:40:00 PM	1	12	0	0	0	6	1	0	0	0	7	0	5	2	7	0	125	466
04:45:00 PM	1	11	0	0	1	1	0	0	2	0	9	0	5	3	3	0	118	467
04:50:00 PM	0	10	1	0	1	6	0	0	4	1	4	0	1	0	3	0	108	466
04:55:00 PM	0	6	0	0	0	3	1	0	4	0	7	0	2	0	1	0	91	464
05:00:00 PM	2	9	0	0	0	7	0	0	4	0	8	0	2	1	1	0	89	443
05:05:00 PM	1	16	0	0	0	9	0	0	2	0	17	0	3	0	2	0	108	446
05:10:00 PM	2	17	0	0	1	2	0	0	2	1	11	0	2	0	4	0	126	452
05:15:00 PM	3	16	3	0	0	11	0	0	4	0	5	0	0	0	2	0	136	464
05:20:00 PM	2	12	1	0	0	10	1	0	6	2	5	0	3	1	3	0	132	472
05:25:00 PM	0	7	0	0	0	3	0	0	3	0	5	0	0	2	0	0	110	452
05:30:00 PM	1	7	1	0	1	5	0	0	0	1	7	0	1	1	0	0	91	434
05:35:00 PM	0	12	0	0	0	8	1	0	4	1	2	0	2	0	4	0	79	427
05:40:00 PM	1	8	0	0	1	2	0	0	5	0	4	0	0	0	1	0	81	408
05:45:00 PM	2	7	0	0	0	3	0	0	2	0	1	0	0	0	0	0	71	387
05:50:00 PM	1	8	0	0	0	2	0	0	3	0	0	0	1	0	1	0	53	372
05:55:00 PM	0	6	1	0	0	2	0	0	3	0	3	0	0	0	1	0	47	364

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

	Northbound				Southbound				Eastbound				Westbound					
	NE 9th St				NE 9th St				NE Hemlock Ave				NE Hemlock Ave				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0		
02:05:00 PM	1	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0		
02:10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	13	
02:15:00 PM	2	1	0	0	1	2	0	0	0	1	1	0	0	1	0	0	17	
02:20:00 PM	1	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	17	
02:25:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	18	
02:30:00 PM	2	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	16	
02:35:00 PM	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	14	
02:40:00 PM	0	1	1	0	1	0	0	0	1	1	3	0	0	0	0	0	18	
02:45:00 PM	2	2	0	0	0	5	0	0	0	0	1	0	0	1	0	0	22	
02:50:00 PM	1	1	1	0	1	0	0	0	0	0	0	0	1	3	0	0	27	
02:55:00 PM	0	1	0	0	0	2	0	0	0	2	0	0	0	1	0	0	25	74
03:00:00 PM	1	2	0	0	0	0	1	0	0	0	1	0	0	1	0	0	20	75
03:05:00 PM	0	1	0	0	0	0	0	0	0	1	3	0	2	2	0	0	21	79

03:10:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17	78
03:15:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	14	72
03:20:00 PM	3	0	0	0	0	1	0	0	0	0	3	0	0	1	0	0	13	75
03:25:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	14	74
03:30:00 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	15	71
03:35:00 PM	1	1	1	0	0	3	0	0	0	0	1	0	1	1	0	0	16	77
03:40:00 PM	1	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	18	74
03:45:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	18	67
03:50:00 PM	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0	14	64
03:55:00 PM	2	0	1	0	0	2	0	0	1	1	0	0	1	1	0	0	18	67
04:00:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	18	65
04:05:00 PM	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	18	61
04:10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	60
04:15:00 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	60
04:20:00 PM	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	8	56
04:25:00 PM	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	11	57
04:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	54
04:35:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	47
04:40:00 PM	1	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	8	47
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	45
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	41
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	34
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	31
05:05:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	28
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24
05:20:00 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	23
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	21
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	19
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	16
05:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
05:50:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	6	17
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16

Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
02:00:00 PM	0	0	0	0		
02:05:00 PM	0	0	0	0		
02:10:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:20:00 PM	0	0	0	0	0	
02:25:00 PM	0	1	0	0	1	
02:30:00 PM	0	0	0	0	1	
02:35:00 PM	0	0	0	0	1	
02:40:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	
02:55:00 PM	0	0	0	0	0	1

03:00:00 PM	0	0	0	0	0	1
03:05:00 PM	0	0	0	0	0	1
03:10:00 PM	0	0	0	0	0	1
03:15:00 PM	0	0	0	0	0	1
03:20:00 PM	0	0	0	0	0	1
03:25:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:35:00 PM	0	0	0	0	0	0
03:40:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
03:50:00 PM	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Queues

Year 2020 Existing Conditions

1: NW 6th St & NW Maple Ave

Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	119	134	141	197	263	197	650	45	445
v/c Ratio	0.39	0.42	0.35	0.45	0.72	0.38	0.39	0.12	0.34
Control Delay	24.8	39.1	7.9	25.0	45.3	14.4	15.2	13.3	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	39.1	7.9	25.0	45.3	14.4	15.2	13.3	18.9
Queue Length 50th (ft)	50	74	0	87	147	56	111	12	75
Queue Length 95th (ft)	90	133	45	141	235	115	185	33	143
Internal Link Dist (ft)		1145			2525		1107		511
Turn Bay Length (ft)	190		190	100		100		100	
Base Capacity (vph)	343	569	596	484	628	619	1671	370	1296
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.24	0.24	0.41	0.42	0.32	0.39	0.12	0.34

Intersection Summary

HCM Signalized Intersection Capacity Analysis — Year 2020 Existing Conditions

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	130	137	191	213	42	191	403	228	44	281	150
Future Volume (vph)	115	130	137	191	213	42	191	403	228	44	281	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1863	1615	1787	1780		1770	3380		1612	3364	
Flt Permitted	0.39	1.00	1.00	0.51	1.00		0.39	1.00		0.40	1.00	
Satd. Flow (perm)	704	1863	1615	961	1780		725	3380		687	3364	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	134	141	197	220	43	197	415	235	45	290	155
RTOR Reduction (vph)	0	0	117	0	7	0	0	62	0	0	54	0
Lane Group Flow (vph)	119	134	24	197	256	0	197	588	0	45	391	0
Heavy Vehicles (%)	4%	2%	0%	1%	3%	10%	2%	1%	1%	12%	1%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	25.6	15.9	15.9	31.0	18.6		51.8	43.7		39.6	36.0	
Effective Green, g (s)	25.6	15.9	15.9	31.0	18.6		51.8	43.7		39.6	36.0	
Actuated g/C Ratio	0.27	0.17	0.17	0.33	0.20		0.55	0.47		0.42	0.38	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	316	274	427	353		527	1578		326	1293	
v/s Ratio Prot	0.04	0.07		c0.06	c0.14		c0.05	0.17		0.01	0.12	
v/s Ratio Perm	0.07		0.01	0.09			c0.16			0.05		
v/c Ratio	0.40	0.42	0.09	0.46	0.72		0.37	0.37		0.14	0.30	
Uniform Delay, d1	26.7	34.8	32.7	23.7	35.1		11.0	16.1		16.0	20.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.9	0.1	0.8	7.2		0.4	0.7		0.2	0.6	
Delay (s)	27.6	35.7	32.9	24.4	42.3		11.5	16.8		16.2	20.7	
Level of Service	C	D	C	C	D		B	B		B	C	
Approach Delay (s)		32.2			34.7			15.5			20.2	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2020 Existing Conditions

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	130	137	191	213	42	191	403	228	44	281	150
Future Volume (veh/h)	115	130	137	191	213	42	191	403	228	44	281	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1885	1856	1856	1870	1885	1885	1722	1885	1885
Adj Flow Rate, veh/h	119	134	141	197	220	43	197	415	235	45	290	155
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	0	1	3	3	2	1	1	12	1	1
Cap, veh/h	262	263	227	374	271	53	580	1096	614	418	1026	534
Arrive On Green	0.08	0.14	0.14	0.12	0.18	0.18	0.08	0.50	0.50	0.04	0.45	0.45
Sat Flow, veh/h	1753	1870	1610	1795	1508	295	1781	2213	1240	1640	2277	1185
Grp Volume(v), veh/h	119	134	141	197	0	263	197	335	315	45	226	219
Grp Sat Flow(s),veh/h/ln	1753	1870	1610	1795	0	1802	1781	1791	1662	1640	1791	1672
Q Serve(g_s), s	4.9	5.7	7.1	7.8	0.0	12.0	4.8	10.0	10.1	1.2	6.8	7.1
Cycle Q Clear(g_c), s	4.9	5.7	7.1	7.8	0.0	12.0	4.8	10.0	10.1	1.2	6.8	7.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.75	1.00		0.71
Lane Grp Cap(c), veh/h	262	263	227	374	0	324	580	887	823	418	806	753
V/C Ratio(X)	0.45	0.51	0.62	0.53	0.00	0.81	0.34	0.38	0.38	0.11	0.28	0.29
Avail Cap(c_a), veh/h	362	600	516	491	0	662	836	887	823	480	806	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	34.1	34.7	26.2	0.0	33.8	10.3	13.4	13.5	11.8	14.8	14.9
Incr Delay (d2), s/veh	1.2	1.5	2.8	1.1	0.0	4.9	0.3	1.2	1.3	0.1	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.6	2.9	3.3	0.0	5.6	1.8	4.1	3.9	0.4	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	35.6	37.5	27.4	0.0	38.7	10.6	14.7	14.8	11.9	15.7	15.9
LnGrp LOS	C	D	D	C	A	D	B	B	B	B	B	B
Approach Vol, veh/h		394			460			847			490	
Approach Delay, s/veh		34.6			33.9			13.8			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	47.0	14.4	16.6	11.7	43.1	11.1	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	42.5	15.5	27.5	19.5	29.5	11.5	31.5
Max Q Clear Time (g_c+I1), s	3.2	12.1	9.8	9.1	6.8	9.1	6.9	14.0
Green Ext Time (p_c), s	0.0	4.6	0.3	1.1	0.4	2.7	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	200	38	3	205	29	105	40	18	18	5	71
Future Vol, veh/h	76	200	38	3	205	29	105	40	18	18	5	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	1	0	1	0	0	0	20	0
Mvmt Flow	84	220	42	3	225	32	115	44	20	20	5	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	262	0	0	698	672	241	688	677	241
Stage 1	-	-	-	-	-	-	409	409	-	247	247	-
Stage 2	-	-	-	-	-	-	289	263	-	441	430	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.5	6.2	7.1	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4	3.3	3.5	4.18	3.3
Pot Cap-1 Maneuver	1320	-	-	1314	-	-	356	380	803	363	353	803
Stage 1	-	-	-	-	-	-	621	600	-	761	670	-
Stage 2	-	-	-	-	-	-	721	694	-	599	554	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	1314	-	-	302	355	803	305	330	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	355	-	305	330	-
Stage 1	-	-	-	-	-	-	581	562	-	712	669	-
Stage 2	-	-	-	-	-	-	644	693	-	504	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.1	27	12.6
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	338	1320	-	-	1314	-	-	578
HCM Lane V/C Ratio	0.53	0.063	-	-	0.003	-	-	0.179
HCM Control Delay (s)	27	7.9	-	-	7.7	-	-	12.6
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.9	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	95	30	55	140	70
Future Vol, veh/h	55	95	30	55	140	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	100	32	58	147	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	180	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1434	-	814	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1434	-	795	1014
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	1014	-	-	1434	-
HCM Lane V/C Ratio	0.19	0.073	-	-	0.022	-
HCM Control Delay (s)	10.7	8.8	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	12	2	60	23	0
Future Vol, veh/h	111	12	2	60	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	131	14	2	71	27	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	213	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1450	-	780	916
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1450	-	779	916
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	779	-	-	1450	-
HCM Lane V/C Ratio	0.035	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	1	221	117	1
Future Vol, veh/h	6	8	1	221	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	9	1	257	136	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	396	137	137	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	613	917	1459	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	917	1459	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	785	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Control Delay (s)	7.5	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	15	0	0	2	0	5	0	0	0
Future Vol, veh/h	0	0	2	15	0	0	2	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	3	19	0	0	3	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	3	0	0	40	40	2	43	41	0
Stage 1	-	-	-	-	-	-	2	2	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	5	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	1632	-	-	969	856	1088	965	855	-
Stage 1	-	-	-	-	-	-	1026	898	-	982	867	-
Stage 2	-	-	-	-	-	-	982	867	-	1022	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1632	-	-	-	846	1088	951	845	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	846	-	951	845	-
Stage 1	-	-	-	-	-	-	1026	898	-	982	857	-
Stage 2	-	-	-	-	-	-	970	857	-	1016	897	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.2		0
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	1632	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.011	-	-	-
HCM Control Delay (s)	-	0	-	-	7.2	0	-	0
HCM Lane LOS	-	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	51	1185	157	0	1046
Future Vol, veh/h	0	51	1185	157	0	1046
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	320	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	10	5	5	0	6
Mvmt Flow	0	54	1261	167	0	1113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	631	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.4	-	-	-	-
Pot Cap-1 Maneuver	0	405	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	405	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	405	-
HCM Lane V/C Ratio	-	-	0.134	-
HCM Control Delay (s)	-	-	15.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	85	3	2	36	9	0	4	3	11	0	16
Future Vol, veh/h	100	85	3	2	36	9	0	4	3	11	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	9	0	0	8	0	0	0	0	0	0	12
Mvmt Flow	116	99	3	2	42	10	0	5	3	13	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	102	0	0	394	389	101	388	385	47
Stage 1	-	-	-	-	-	-	333	333	-	51	51	-
Stage 2	-	-	-	-	-	-	61	56	-	337	334	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1560	-	-	1503	-	-	569	549	960	574	552	994
Stage 1	-	-	-	-	-	-	685	647	-	967	856	-
Stage 2	-	-	-	-	-	-	955	852	-	681	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1560	-	-	1503	-	-	524	505	960	533	508	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	524	505	-	533	508	-
Stage 1	-	-	-	-	-	-	631	596	-	891	855	-
Stage 2	-	-	-	-	-	-	936	851	-	620	596	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	0.3	10.8	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	634	1560	-	-	1503	-	-	735
HCM Lane V/C Ratio	0.013	0.075	-	-	0.002	-	-	0.043
HCM Control Delay (s)	10.8	7.5	0	-	7.4	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	20	96	63	23	39	40	148	13	17	107	1
Future Vol, veh/h	35	20	96	63	23	39	40	148	13	17	107	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	3	36	5	6	21	0	8	3	100	15	5	17
Mvmt Flow	46	26	126	83	30	51	53	195	17	22	141	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	10.2	10.3	12	11.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	23%	50%	14%	0%
Vol Thru, %	74%	13%	18%	86%	0%
Vol Right, %	6%	64%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	151	125	124	1
LT Vol	40	35	63	17	0
Through Vol	148	20	23	107	0
RT Vol	13	96	39	0	1
Lane Flow Rate	264	199	164	163	1
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.399	0.283	0.25	0.28	0.002
Departure Headway (Hd)	5.428	5.129	5.473	6.171	5.22
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	664	699	655	582	685
Service Time	3.46	3.169	3.514	3.906	2.954
HCM Lane V/C Ratio	0.398	0.285	0.25	0.28	0.001
HCM Control Delay	12	10.2	10.3	11.3	8
HCM Lane LOS	B	B	B	B	A
HCM 95th-tile Q	1.9	1.2	1	1.1	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	13	5	25	13	25	3	150	11	24	211	22
Future Vol, veh/h	27	13	5	25	13	25	3	150	11	24	211	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	32	8	20	8	0	12	67	18	0	13	10	24
Mvmt Flow	30	14	6	28	14	28	3	167	12	27	234	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	500	485	246	489	491	173	258	0	0	179	0	0
Stage 1	300	300	-	179	179	-	-	-	-	-	-	-
Stage 2	200	185	-	310	312	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.58	6.4	7.18	6.5	6.32	4.77	-	-	4.23	-	-
Critical Hdwy Stg 1	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.788	4.072	3.48	3.572	4	3.408	2.803	-	-	2.317	-	-
Pot Cap-1 Maneuver	436	473	751	480	481	845	1007	-	-	1333	-	-
Stage 1	649	655	-	809	755	-	-	-	-	-	-	-
Stage 2	738	736	-	688	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	403	460	751	456	468	845	1007	-	-	1333	-	-
Mov Cap-2 Maneuver	403	460	-	456	468	-	-	-	-	-	-	-
Stage 1	647	639	-	807	753	-	-	-	-	-	-	-
Stage 2	698	734	-	651	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.3	0.2	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	442	562	1333	-	-
HCM Lane V/C Ratio	0.003	-	-	0.113	0.125	0.02	-	-
HCM Control Delay (s)	8.6	0	-	14.2	12.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.1	-	-

Queues
14: US 97 & Evergreen Ave

Year 2020 Existing Conditions
Weekday PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	194	242	383	208	1124	205	90	923	47
v/c Ratio	0.44	0.61	0.92	0.77	0.76	0.76	0.26	0.57	0.75	0.07
Control Delay	65.3	45.2	89.7	49.8	66.6	34.9	4.4	66.7	39.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	45.2	89.7	49.8	66.6	34.9	4.4	66.7	39.9	0.2
Queue Length 50th (ft)	39	116	187	273	153	397	0	67	338	0
Queue Length 95th (ft)	82	176	#343	352	#280	#553	50	#154	#496	0
Internal Link Dist (ft)		844		1436		1602			3482	
Turn Bay Length (ft)	150		460		275		590	375		100
Base Capacity (vph)	131	468	263	613	283	1474	783	159	1231	690
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.41	0.92	0.62	0.73	0.76	0.26	0.57	0.75	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis — Year 2020 Existing Conditions

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	105	85	237	295	80	204	1102	201	88	905	46
Future Volume (vph)	51	105	85	237	295	80	204	1102	201	88	905	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1747		1703	1813		1805	3438	1553	1805	3374	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1747		1703	1813		1805	3438	1553	1805	3374	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	52	107	87	242	301	82	208	1124	205	90	923	47
RTOR Reduction (vph)	0	27	0	0	9	0	0	0	119	0	0	30
Lane Group Flow (vph)	52	167	0	242	374	0	208	1124	86	90	923	17
Heavy Vehicles (%)	2%	1%	2%	6%	1%	3%	0%	5%	4%	0%	7%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	6.8	20.8		18.5	32.5		18.3	50.6	50.6	10.6	42.9	42.9
Effective Green, g (s)	6.8	20.8		18.5	32.5		18.3	50.6	50.6	10.6	42.9	42.9
Actuated g/C Ratio	0.06	0.17		0.15	0.27		0.15	0.42	0.42	0.09	0.36	0.36
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	100	302		262	491		275	1449	654	159	1206	565
v/s Ratio Prot	0.03	0.10		c0.14	c0.21		c0.12	c0.33		0.05	0.27	
v/s Ratio Perm									0.06			0.01
v/c Ratio	0.52	0.55		0.92	0.76		0.76	0.78	0.13	0.57	0.77	0.03
Uniform Delay, d1	55.0	45.3		50.1	40.2		48.7	29.8	21.3	52.5	34.1	25.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	2.2		35.6	6.9		11.2	4.1	0.4	4.6	4.7	0.1
Delay (s)	59.8	47.5		85.7	47.1		60.0	34.0	21.7	57.1	38.8	25.1
Level of Service	E	D		F	D		E	C	C	E	D	C
Approach Delay (s)		50.1			62.0			35.8			39.7	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2020 Existing Conditions

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	105	85	237	295	80	204	1102	201	88	905	46
Future Volume (veh/h)	51	105	85	237	295	80	204	1102	201	88	905	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1811	1885	1885	1900	1826	1841	1900	1796	1870
Adj Flow Rate, veh/h	52	107	0	242	301	0	208	1124	205	90	923	47
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	1	1	6	1	1	0	5	4	0	7	2
Cap, veh/h	73	157		266	370		235	1865	839	113	1604	745
Arrive On Green	0.04	0.08	0.00	0.15	0.20	0.00	0.13	0.54	0.54	0.06	0.47	0.47
Sat Flow, veh/h	1781	1885	0	1725	1885	0	1810	3469	1560	1810	3413	1585
Grp Volume(v), veh/h	52	107	0	242	301	0	208	1124	205	90	923	47
Grp Sat Flow(s),veh/h/ln	1781	1885	0	1725	1885	0	1810	1735	1560	1810	1706	1585
Q Serve(g_s), s	3.5	6.6	0.0	16.6	18.3	0.0	13.6	26.6	8.4	5.9	23.6	1.9
Cycle Q Clear(g_c), s	3.5	6.6	0.0	16.6	18.3	0.0	13.6	26.6	8.4	5.9	23.6	1.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	157		266	370		235	1865	839	113	1604	745
V/C Ratio(X)	0.71	0.68		0.91	0.81		0.88	0.60	0.24	0.80	0.58	0.06
Avail Cap(c_a), veh/h	132	479		266	630		249	1865	839	113	1604	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	53.5	0.0	49.9	46.1	0.0	51.3	19.0	14.8	55.5	23.1	17.4
Incr Delay (d2), s/veh	11.9	5.1	0.0	32.6	4.4	0.0	28.2	1.5	0.7	31.5	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.4	0.0	9.5	9.0	0.0	8.0	10.8	3.1	3.7	9.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	58.6	0.0	82.5	50.5	0.0	79.5	20.4	15.5	87.0	24.6	17.5
LnGrp LOS	E	E		F	D		E	C	B	F	C	B
Approach Vol, veh/h		159	A		543	A		1537			1060	
Approach Delay, s/veh		61.9			64.8			27.8			29.6	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	70.5	23.0	14.5	20.1	62.4	9.4	28.1
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5
Max Green Setting (Gmax), s	7.5	44.0	18.5	30.5	16.5	35.0	8.9	40.1
Max Q Clear Time (g_c+I1), s	7.9	28.6	18.6	8.6	15.6	25.6	5.5	20.3
Green Ext Time (p_c), s	0.0	7.9	0.0	0.5	0.1	4.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	299	337	140	137	79
Future Vol, veh/h	69	299	337	140	137	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	4	1	8
Mvmt Flow	74	322	362	151	147	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	362	0	-	0	908	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.1	-	-	-	6.41	6.28
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.372
Pot Cap-1 Maneuver	1208	-	-	-	307	606
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1208	-	-	-	284	606
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	32.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1208	-	-	-	353
HCM Lane V/C Ratio	0.061	-	-	-	0.658
HCM Control Delay (s)	8.2	0	-	-	32.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	4.5

Queues

Year 2040 Existing Zoning

1: NW 6th St & NW Maple Ave

Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	146	179	253	311	249	880	56	613
v/c Ratio	0.52	0.43	0.41	0.56	0.79	0.56	0.56	0.21	0.50
Control Delay	28.5	40.5	8.3	27.7	50.6	19.1	21.4	16.3	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	40.5	8.3	27.7	50.6	19.1	21.4	16.3	25.6
Queue Length 50th (ft)	67	86	0	118	188	84	204	17	142
Queue Length 95th (ft)	113	146	56	183	285	153	301	42	237
Internal Link Dist (ft)		1145			2525		1107		511
Turn Bay Length (ft)	190		190	100		100		100	
Base Capacity (vph)	319	490	556	480	548	541	1573	268	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.30	0.32	0.53	0.57	0.46	0.56	0.21	0.50

Intersection Summary

HCM Signalized Intersection Capacity Analysis — Year 2040 Existing Zoning

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	142	174	245	246	55	242	576	277	54	402	193
Future Volume (vph)	148	142	174	245	246	55	242	576	277	54	402	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1863	1615	1787	1772		1770	3400		1612	3378	
Flt Permitted	0.31	1.00	1.00	0.47	1.00		0.27	1.00		0.27	1.00	
Satd. Flow (perm)	564	1863	1615	890	1772		512	3400		452	3378	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	153	146	179	253	254	57	249	594	286	56	414	199
RTOR Reduction (vph)	0	0	147	0	8	0	0	49	0	0	46	0
Lane Group Flow (vph)	153	146	32	253	303	0	249	831	0	56	567	0
Heavy Vehicles (%)	4%	2%	0%	1%	3%	10%	2%	1%	1%	12%	1%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	28.9	18.1	18.1	35.9	21.6		53.8	44.3		40.9	35.9	
Effective Green, g (s)	28.9	18.1	18.1	35.9	21.6		53.8	44.3		40.9	35.9	
Actuated g/C Ratio	0.29	0.18	0.18	0.36	0.22		0.54	0.44		0.41	0.36	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	290	338	293	449	383		445	1510		243	1216	
v/s Ratio Prot	0.06	0.08		c0.08	c0.17		c0.08	0.24		0.01	0.17	
v/s Ratio Perm	0.10		0.02	0.12			c0.23			0.08		
v/c Ratio	0.53	0.43	0.11	0.56	0.79		0.56	0.55		0.23	0.47	
Uniform Delay, d1	28.0	36.2	34.1	24.0	36.9		13.7	20.4		18.2	24.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.9	0.2	1.6	10.7		1.5	1.4		0.5	1.3	
Delay (s)	29.7	37.1	34.2	25.6	47.6		15.3	21.8		18.7	25.8	
Level of Service	C	D	C	C	D		B	C		B	C	
Approach Delay (s)		33.7			37.7			20.4			25.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	99.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2040 Existing Zoning

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	142	174	245	246	55	242	576	277	54	402	193
Future Volume (veh/h)	148	142	174	245	246	55	242	576	277	54	402	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1885	1856	1856	1870	1885	1885	1722	1885	1885
Adj Flow Rate, veh/h	153	146	179	253	254	57	249	594	286	56	414	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	0	1	3	3	2	1	1	12	1	1
Cap, veh/h	279	298	257	417	299	67	487	1100	529	313	958	455
Arrive On Green	0.09	0.16	0.16	0.14	0.20	0.20	0.10	0.47	0.47	0.04	0.41	0.41
Sat Flow, veh/h	1753	1870	1610	1795	1467	329	1781	2345	1128	1640	2355	1119
Grp Volume(v), veh/h	153	146	179	253	0	311	249	454	426	56	314	299
Grp Sat Flow(s),veh/h/ln	1753	1870	1610	1795	0	1796	1781	1791	1682	1640	1791	1684
Q Serve(g_s), s	6.6	6.6	9.8	10.5	0.0	15.5	7.1	16.7	16.8	1.8	11.7	11.9
Cycle Q Clear(g_c), s	6.6	6.6	9.8	10.5	0.0	15.5	7.1	16.7	16.8	1.8	11.7	11.9
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.67	1.00		0.66
Lane Grp Cap(c), veh/h	279	298	257	417	0	366	487	840	789	313	728	685
V/C Ratio(X)	0.55	0.49	0.70	0.61	0.00	0.85	0.51	0.54	0.54	0.18	0.43	0.44
Avail Cap(c_a), veh/h	345	515	443	484	0	574	699	840	789	362	728	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	35.6	36.9	26.0	0.0	35.6	13.4	17.5	17.6	15.4	19.8	19.9
Incr Delay (d2), s/veh	1.7	1.2	3.4	1.7	0.0	7.1	0.8	2.5	2.7	0.3	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.1	4.0	4.5	0.0	7.4	2.8	7.2	6.8	0.7	5.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	36.9	40.3	27.6	0.0	42.7	14.2	20.0	20.2	15.7	21.7	21.9
LnGrp LOS	C	D	D	C	A	D	B	C	C	B	C	C
Approach Vol, veh/h		478			564			1129			669	
Approach Delay, s/veh		36.3			36.0			18.8			21.3	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	48.1	17.2	19.3	14.1	42.3	13.1	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.6	43.6	16.2	25.6	20.7	29.5	12.1	29.7
Max Q Clear Time (g_c+I1), s	3.8	18.8	12.5	11.8	9.1	13.9	8.6	17.5
Green Ext Time (p_c), s	0.0	6.3	0.3	1.2	0.6	3.5	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	245	45	4	297	34	138	42	23	18	5	73
Future Vol, veh/h	78	245	45	4	297	34	138	42	23	18	5	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	1	0	1	0	0	0	20	0
Mvmt Flow	86	269	49	4	326	37	152	46	25	20	5	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	318	0	0	861	837	294	854	843	345
Stage 1	-	-	-	-	-	-	466	466	-	353	353	-
Stage 2	-	-	-	-	-	-	395	371	-	501	490	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.5	6.2	7.1	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4	3.3	3.5	4.18	3.3
Pot Cap-1 Maneuver	1207	-	-	1253	-	-	277	305	750	281	281	702
Stage 1	-	-	-	-	-	-	579	566	-	668	600	-
Stage 2	-	-	-	-	-	-	632	623	-	556	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1253	-	-	228	282	750	224	260	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	282	-	224	260	-
Stage 1	-	-	-	-	-	-	538	526	-	621	598	-
Stage 2	-	-	-	-	-	-	553	621	-	455	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.1	67.4	14.8
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	1207	-	-	1253	-	-	472
HCM Lane V/C Ratio	0.861	0.071	-	-	0.004	-	-	0.224
HCM Control Delay (s)	67.4	8.2	-	-	7.9	-	-	14.8
HCM Lane LOS	F	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	7.2	0.2	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	111	46	93	229	104
Future Vol, veh/h	76	111	46	93	229	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	117	48	98	241	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	274	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1388	-	720	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	693	986
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	986	-	-	1388	-
HCM Lane V/C Ratio	0.346	0.111	-	-	0.035	-
HCM Control Delay (s)	12.9	9.1	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.5	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	16	2	104	35	2
Future Vol, veh/h	165	16	2	104	35	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	194	19	2	122	41	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	330	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1369	-	669	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	668	842
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1369	-
HCM Lane V/C Ratio	0.064	-	-	0.002	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	24	3	335	139	3
Future Vol, veh/h	18	24	3	335	139	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	28	3	390	162	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	560	164	165	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	493	886	1426	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	492	886	1426	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	712	-	-
HCM Lane V/C Ratio	0.002	-	0.069	-	-
HCM Control Delay (s)	7.5	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	15	0	0	6	0	5	0	0	0
Future Vol, veh/h	0	0	30	15	0	0	6	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	38	19	0	0	8	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	38	0	0	57	57	19	60	76	0
Stage 1	-	-	-	-	-	-	19	19	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	22	38	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	1585	-	-	945	838	1065	941	818	-
Stage 1	-	-	-	-	-	-	1005	884	-	982	867	-
Stage 2	-	-	-	-	-	-	982	867	-	1002	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1585	-	-	-	828	1065	927	808	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	828	-	927	808	-
Stage 1	-	-	-	-	-	-	1005	884	-	982	857	-
Stage 2	-	-	-	-	-	-	970	857	-	996	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.3		0
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	1585	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.012	-	-	-
HCM Control Delay (s)	-	0	-	-	7.3	0	-	0
HCM Lane LOS	-	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	72	1365	175	0	1249
Future Vol, veh/h	0	72	1365	175	0	1249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	320	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	10	5	5	0	6
Mvmt Flow	0	77	1452	186	0	1329

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	726	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.4	-	-	-	-
Pot Cap-1 Maneuver	0	349	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	349	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	349	-
HCM Lane V/C Ratio	-	-	0.219	-
HCM Control Delay (s)	-	-	18.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	104	3	2	44	11	1	4	3	13	0	20
Future Vol, veh/h	122	104	3	2	44	11	1	4	3	13	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	9	0	0	8	0	0	0	0	0	0	12
Mvmt Flow	142	121	3	2	51	13	1	5	3	15	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	124	0	0	480	475	123	473	470	58
Stage 1	-	-	-	-	-	-	407	407	-	62	62	-
Stage 2	-	-	-	-	-	-	73	68	-	411	408	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1545	-	-	1475	-	-	499	491	933	505	495	981
Stage 1	-	-	-	-	-	-	625	601	-	954	847	-
Stage 2	-	-	-	-	-	-	942	842	-	622	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1475	-	-	450	442	933	461	446	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	442	-	461	446	-
Stage 1	-	-	-	-	-	-	563	542	-	860	846	-
Stage 2	-	-	-	-	-	-	919	841	-	554	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	0.3	11.6	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	1545	-	-	1475	-	-	679
HCM Lane V/C Ratio	0.017	0.092	-	-	0.002	-	-	0.057
HCM Control Delay (s)	11.6	7.6	0	-	7.4	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	24	119	77	28	48	69	245	16	21	141	1
Future Vol, veh/h	46	24	119	77	28	48	69	245	16	21	141	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	3	36	5	6	21	0	8	3	100	15	5	17
Mvmt Flow	61	32	157	101	37	63	91	322	21	28	186	1
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.5	13.2	17.2	14.8
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	50%	13%	0%
Vol Thru, %	0%	94%	13%	18%	87%	0%
Vol Right, %	0%	6%	63%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	261	189	153	162	1
LT Vol	69	0	46	77	21	0
Through Vol	0	245	24	28	141	0
RT Vol	0	16	119	48	0	1
Lane Flow Rate	91	343	249	201	213	1
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.178	0.614	0.421	0.362	0.418	0.002
Departure Headway (Hd)	7.075	6.435	6.089	6.478	7.067	6.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	563	592	556	509	585
Service Time	4.775	4.135	4.131	4.525	4.813	3.855
HCM Lane V/C Ratio	0.178	0.609	0.421	0.362	0.418	0.002
HCM Control Delay	11.3	18.8	13.5	13.2	14.8	8.9
HCM Lane LOS	B	C	B	B	B	A
HCM 95th-tile Q	0.6	4.1	2.1	1.6	2	0

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	50	12	73	23	61	3	223	31	47	263	27
Future Vol, veh/h	54	50	12	73	23	61	3	223	31	47	263	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	32	8	20	8	0	12	67	18	0	13	10	24
Mvmt Flow	60	56	13	81	26	68	3	248	34	52	292	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	729	699	307	717	697	265	322	0	0	282	0	0
Stage 1	411	411	-	271	271	-	-	-	-	-	-	-
Stage 2	318	288	-	446	426	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.58	6.4	7.18	6.5	6.32	4.77	-	-	4.23	-	-
Critical Hdwy Stg 1	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.788	4.072	3.48	3.572	4	3.408	2.803	-	-	2.317	-	-
Pot Cap-1 Maneuver	303	357	693	337	367	750	948	-	-	1220	-	-
Stage 1	562	585	-	722	689	-	-	-	-	-	-	-
Stage 2	634	663	-	580	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	341	693	279	350	750	948	-	-	1220	-	-
Mov Cap-2 Maneuver	251	341	-	279	350	-	-	-	-	-	-	-
Stage 1	560	560	-	720	687	-	-	-	-	-	-	-
Stage 2	553	661	-	491	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.1	21.9	0.1	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	306	384	1220	-	-
HCM Lane V/C Ratio	0.004	-	-	0.421	0.454	0.043	-	-
HCM Control Delay (s)	8.8	-	-	25.1	21.9	8.1	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2	2.3	0.1	-	-

Queues | Year 2040 Existing Zoning

14: US 97 & Evergreen Ave | Weekday PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	224	413	526	254	1347	290	118	1105	57
v/c Ratio	0.62	0.62	1.29	0.84	0.82	1.10	0.39	0.66	1.16	0.10
Control Delay	81.2	44.4	193.6	48.1	70.7	94.3	4.9	71.6	121.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	44.4	193.6	48.1	70.7	94.3	4.9	71.6	121.7	0.3
Queue Length 50th (ft)	49	136	~408	367	195	~656	0	89	~532	0
Queue Length 95th (ft)	#112	207	#607	480	#413	#794	60	#222	#667	0
Internal Link Dist (ft)		844		1436		1602			3482	
Turn Bay Length (ft)	150		460		275		590	375		100
Base Capacity (vph)	104	467	319	699	311	1226	740	178	955	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.48	1.29	0.75	0.82	1.10	0.39	0.66	1.16	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis — Year 2040 Existing Zoning

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	126	93	405	387	128	249	1320	284	116	1083	56
Future Volume (vph)	62	126	93	405	387	128	249	1320	284	116	1083	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1754		1703	1802		1805	3438	1553	1805	3374	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1754		1703	1802		1805	3438	1553	1805	3374	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	63	129	95	413	395	131	254	1347	290	118	1105	57
RTOR Reduction (vph)	0	24	0	0	11	0	0	0	189	0	0	41
Lane Group Flow (vph)	63	200	0	413	515	0	254	1347	101	118	1105	16
Heavy Vehicles (%)	2%	1%	2%	6%	1%	3%	0%	5%	4%	0%	7%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	5.7	24.2		22.5	41.0		20.7	41.9	41.9	11.9	33.1	33.1
Effective Green, g (s)	5.7	24.2		22.5	41.0		20.7	41.9	41.9	11.9	33.1	33.1
Actuated g/C Ratio	0.05	0.20		0.19	0.34		0.17	0.35	0.35	0.10	0.28	0.28
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	84	353		319	615		311	1200	542	178	930	436
v/s Ratio Prot	0.04	0.11		c0.24	c0.29		c0.14	c0.39		0.07	0.33	
v/s Ratio Perm									0.07			0.01
v/c Ratio	0.75	0.57		1.29	0.84		0.82	1.12	0.19	0.66	1.19	0.04
Uniform Delay, d1	56.4	43.2		48.8	36.4		47.8	39.0	27.2	52.1	43.5	31.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.8	2.1		154.0	9.7		15.2	66.5	0.8	8.9	95.5	0.2
Delay (s)	87.2	45.3		202.7	46.2		63.0	105.6	28.0	61.1	139.0	31.9
Level of Service	F	D		F	D		E	F	C	E	F	C
Approach Delay (s)		54.5			115.0			87.9			127.0	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	102.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2040 Existing Zoning

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	126	93	405	387	128	249	1320	284	116	1083	56
Future Volume (veh/h)	62	126	93	405	387	128	249	1320	284	116	1083	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1811	1885	1885	1900	1826	1841	1900	1796	1870
Adj Flow Rate, veh/h	63	129	0	413	395	0	254	1347	290	118	1105	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	1	1	6	1	1	0	5	4	0	7	2
Cap, veh/h	81	181		323	449		204	1705	767	113	1507	700
Arrive On Green	0.05	0.10	0.00	0.19	0.24	0.00	0.11	0.49	0.49	0.06	0.44	0.44
Sat Flow, veh/h	1781	1885	0	1725	1885	0	1810	3469	1560	1810	3413	1585
Grp Volume(v), veh/h	63	129	0	413	395	0	254	1347	290	118	1105	57
Grp Sat Flow(s),veh/h/ln	1781	1885	0	1725	1885	0	1810	1735	1560	1810	1706	1585
Q Serve(g_s), s	4.2	8.0	0.0	22.5	24.2	0.0	13.5	38.7	13.9	7.5	32.1	2.5
Cycle Q Clear(g_c), s	4.2	8.0	0.0	22.5	24.2	0.0	13.5	38.7	13.9	7.5	32.1	2.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	181		323	449		204	1705	767	113	1507	700
V/C Ratio(X)	0.78	0.71		1.28	0.88		1.25	0.79	0.38	1.04	0.73	0.08
Avail Cap(c_a), veh/h	105	479		323	721		204	1705	767	113	1507	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	52.6	0.0	48.7	44.1	0.0	53.3	25.4	19.1	56.3	27.7	19.4
Incr Delay (d2), s/veh	23.5	5.1	0.0	146.5	7.5	0.0	145.6	3.8	1.4	96.8	3.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.0	0.0	22.8	12.2	0.0	14.4	16.4	5.3	6.5	13.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	57.8	0.0	195.2	51.6	0.0	198.8	29.2	20.5	153.0	30.9	19.6
LnGrp LOS	F	E		F	D		F	C	C	F	C	B
Approach Vol, veh/h		192	A		808	A		1891			1280	
Approach Delay, s/veh		65.1			125.0			50.6			41.6	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.0	27.0	16.0	18.0	59.0	9.9	33.1
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5
Max Green Setting (Gmax), s	7.5	40.0	22.5	30.5	13.5	34.0	7.1	45.9
Max Q Clear Time (g_c+I1), s	9.5	40.7	24.5	10.0	15.5	34.1	6.2	26.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	74.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	408	510	191	183	134
Future Vol, veh/h	108	408	510	191	183	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	4	1	8
Mvmt Flow	116	439	548	205	197	144

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	548	0	-	0	1322	651
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.1	-	-	-	6.41	6.28
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.372
Pot Cap-1 Maneuver	1032	-	-	-	~ 173	458
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	~ 147	458
Mov Cap-2 Maneuver	-	-	-	-	~ 147	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	$ 356.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	206
HCM Lane V/C Ratio	0.113	-	-	-	1.655
HCM Control Delay (s)	8.9	0	-	-	$ 356.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	22.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Queues

Year 2040 With Rezone

1: NW 6th St & NW Maple Ave

Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	146	179	281	329	249	928	87	613
v/c Ratio	0.53	0.44	0.40	0.60	0.79	0.57	0.63	0.34	0.52
Control Delay	27.8	40.7	7.1	27.6	48.6	19.9	24.0	18.4	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	40.7	7.1	27.6	48.6	19.9	24.0	18.4	26.8
Queue Length 50th (ft)	64	84	0	127	191	85	222	27	143
Queue Length 95th (ft)	110	147	47	199	295	157	341	62	243
Internal Link Dist (ft)		1145			2525		1107		511
Turn Bay Length (ft)	190		190	100		100		100	
Base Capacity (vph)	315	488	565	502	588	530	1478	287	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.30	0.32	0.56	0.56	0.47	0.63	0.30	0.52

Intersection Summary

HCM Signalized Intersection Capacity Analysis — Year 2040 With Rezone

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	142	174	273	246	73	242	576	324	84	402	193
Future Volume (vph)	148	142	174	273	246	73	242	576	324	84	402	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1863	1615	1787	1754		1770	3381		1612	3378	
Flt Permitted	0.32	1.00	1.00	0.45	1.00		0.26	1.00		0.22	1.00	
Satd. Flow (perm)	591	1863	1615	844	1754		493	3381		370	3378	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	153	146	179	281	254	75	249	594	334	87	414	199
RTOR Reduction (vph)	0	0	147	0	11	0	0	64	0	0	47	0
Lane Group Flow (vph)	153	146	32	281	318	0	249	864	0	87	566	0
Heavy Vehicles (%)	4%	2%	0%	1%	3%	10%	2%	1%	1%	12%	1%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	27.8	17.4	17.4	37.3	22.4		51.6	40.6		40.0	33.5	
Effective Green, g (s)	27.8	17.4	17.4	37.3	22.4		51.6	40.6		40.0	33.5	
Actuated g/C Ratio	0.28	0.18	0.18	0.38	0.23		0.53	0.41		0.41	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	289	331	287	469	401		437	1402		233	1155	
v/s Ratio Prot	0.06	0.08		c0.09	c0.18		c0.08	c0.26		0.02	0.17	
v/s Ratio Perm	0.09		0.02	0.13			0.22			0.13		
v/c Ratio	0.53	0.44	0.11	0.60	0.79		0.57	0.62		0.37	0.49	
Uniform Delay, d1	27.9	35.9	33.8	22.6	35.6		14.2	22.5		18.7	25.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.9	0.2	2.1	10.3		1.7	2.0		1.0	1.5	
Delay (s)	29.6	36.9	33.9	24.7	45.9		15.9	24.6		19.7	26.9	
Level of Service	C	D	C	C	D		B	C		B	C	
Approach Delay (s)		33.4			36.1			22.7			26.0	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2040 With Rezone

1: NW 6th St & NW Maple Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	142	174	273	246	73	242	576	324	84	402	193
Future Volume (veh/h)	148	142	174	273	246	73	242	576	324	84	402	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1885	1856	1856	1870	1885	1885	1722	1885	1885
Adj Flow Rate, veh/h	153	146	179	281	254	75	249	594	334	87	414	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	0	1	3	3	2	1	1	12	1	1
Cap, veh/h	285	300	258	445	300	88	472	970	545	291	896	426
Arrive On Green	0.09	0.16	0.16	0.15	0.22	0.22	0.11	0.44	0.44	0.05	0.38	0.38
Sat Flow, veh/h	1753	1870	1610	1795	1376	406	1781	2210	1242	1640	2355	1119
Grp Volume(v), veh/h	153	146	179	281	0	329	249	481	447	87	314	299
Grp Sat Flow(s),veh/h/ln	1753	1870	1610	1795	0	1782	1781	1791	1662	1640	1791	1684
Q Serve(g_s), s	6.4	6.4	9.4	11.1	0.0	15.9	7.1	18.5	18.5	2.9	11.8	12.0
Cycle Q Clear(g_c), s	6.4	6.4	9.4	11.1	0.0	15.9	7.1	18.5	18.5	2.9	11.8	12.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	285	300	258	445	0	388	472	786	729	291	682	641
V/C Ratio(X)	0.54	0.49	0.69	0.63	0.00	0.85	0.53	0.61	0.61	0.30	0.46	0.47
Avail Cap(c_a), veh/h	348	522	450	536	0	627	688	786	729	387	682	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	34.2	35.5	24.1	0.0	33.6	14.0	19.3	19.3	16.5	20.8	20.9
Incr Delay (d2), s/veh	1.6	1.2	3.3	1.7	0.0	6.0	0.9	3.5	3.8	0.6	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.9	3.9	4.8	0.0	7.3	2.8	8.1	7.5	1.1	5.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	35.4	38.8	25.9	0.0	39.6	15.0	22.8	23.1	17.1	23.1	23.3
LnGrp LOS	C	D	D	C	A	D	B	C	C	B	C	C
Approach Vol, veh/h		478			610			1177			700	
Approach Delay, s/veh		34.9			33.3			21.3			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	43.8	17.9	18.9	14.1	38.6	12.8	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.7	39.3	18.0	25.0	20.5	28.5	11.5	31.5
Max Q Clear Time (g_c+I1), s	4.9	20.5	13.1	11.4	9.1	14.0	8.4	17.9
Green Ext Time (p_c), s	0.1	6.2	0.4	1.2	0.5	3.4	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	322	45	4	343	34	138	42	23	18	5	73
Future Vol, veh/h	78	322	45	4	343	34	138	42	23	18	5	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	1	0	1	0	0	0	20	0
Mvmt Flow	86	354	49	4	377	37	152	46	25	20	5	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	403	0	0	997	973	379	990	979	396
Stage 1	-	-	-	-	-	-	551	551	-	404	404	-
Stage 2	-	-	-	-	-	-	446	422	-	586	575	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.5	6.2	7.1	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4	3.3	3.5	4.18	3.3
Pot Cap-1 Maneuver	1156	-	-	1167	-	-	224	254	672	227	233	658
Stage 1	-	-	-	-	-	-	520	519	-	627	569	-
Stage 2	-	-	-	-	-	-	593	592	-	500	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1156	-	-	1167	-	-	181	234	672	175	215	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	234	-	175	215	-
Stage 1	-	-	-	-	-	-	482	481	-	581	567	-
Stage 2	-	-	-	-	-	-	514	590	-	403	440	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	131.5	17
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	1156	-	-	1167	-	-	405
HCM Lane V/C Ratio	1.072	0.074	-	-	0.004	-	-	0.26
HCM Control Delay (s)	131.5	8.4	-	-	8.1	-	-	17
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	10.1	0.2	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	116	46	133	235	104
Future Vol, veh/h	148	116	46	133	235	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	20	-	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	156	122	48	140	247	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	392	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1296	-	616	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	591	895
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	632	895	-	-	1296	-
HCM Lane V/C Ratio	0.391	0.122	-	-	0.037	-
HCM Control Delay (s)	14.3	9.6	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.9	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	165	32	56	0	42	2	33	0	0	2	0	104
Future Vol, veh/h	165	32	56	0	42	2	33	0	0	2	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	194	38	66	0	49	2	39	0	0	2	0	122

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	104	0	0	570	510	71	509	542	50
Stage 1	-	-	-	-	-	-	459	459	-	50	50	-
Stage 2	-	-	-	-	-	-	111	51	-	459	492	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1562	-	-	1500	-	-	435	469	997	478	450	1024
Stage 1	-	-	-	-	-	-	586	570	-	968	857	-
Stage 2	-	-	-	-	-	-	899	856	-	586	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1500	-	-	344	407	997	429	390	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	407	-	429	390	-
Stage 1	-	-	-	-	-	-	508	494	-	839	857	-
Stage 2	-	-	-	-	-	-	792	856	-	508	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	0	16.8	9.1
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1562	-	-	1500	-	-	998
HCM Lane V/C Ratio	0.113	0.124	-	-	-	-	-	0.125
HCM Control Delay (s)	16.8	7.6	0	-	0	-	-	9.1
HCM Lane LOS	C	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	16	0	27	7	0
Future Vol, veh/h	9	16	0	27	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	64	0	108	28	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	176	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1505	-	818	1001
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1505	-	818	1001
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	818	-	-	1505	-
HCM Lane V/C Ratio	0.034	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	24	42	0	6	3	335	71	5	139	3
Future Vol, veh/h	18	0	24	42	0	6	3	335	71	5	139	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	0	28	49	0	7	3	390	83	6	162	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	617	655	164	628	615	432	165	0	0	473	0	0
Stage 1	176	176	-	438	438	-	-	-	-	-	-	-
Stage 2	441	479	-	190	177	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	405	388	886	398	409	628	1426	-	-	1099	-	-
Stage 1	831	757	-	601	582	-	-	-	-	-	-	-
Stage 2	599	558	-	816	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	385	886	383	406	628	1426	-	-	1099	-	-
Mov Cap-2 Maneuver	398	385	-	383	406	-	-	-	-	-	-	-
Stage 1	829	752	-	600	581	-	-	-	-	-	-	-
Stage 2	591	557	-	786	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	15.4	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	581	403	1099	-	-
HCM Lane V/C Ratio	0.002	-	-	0.084	0.138	0.005	-	-
HCM Control Delay (s)	7.5	-	-	11.8	15.4	8.3	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	30	24	0	0	24
Future Vol, veh/h	46	30	24	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	120	96	0	0	96

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	584	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1510	-	-	-	477	966
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	415	966
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	966
HCM Lane V/C Ratio	0.122	-	-	-	0.099
HCM Control Delay (s)	7.7	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	30	15	0	0	6	4	5	0	3	24
Future Vol, veh/h	30	0	30	15	0	0	6	4	5	0	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	0	38	19	0	0	8	5	6	0	4	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	38	0	0	150	133	19	139	152	0
Stage 1	-	-	-	-	-	-	95	95	-	38	38	-
Stage 2	-	-	-	-	-	-	55	38	-	101	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	1585	-	-	822	761	1065	836	743	-
Stage 1	-	-	-	-	-	-	917	820	-	982	867	-
Stage 2	-	-	-	-	-	-	962	867	-	910	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1585	-	-	-	752	1065	819	734	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	752	-	819	734	-
Stage 1	-	-	-	-	-	-	917	820	-	982	857	-
Stage 2	-	-	-	-	-	-	946	857	-	899	805	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		7.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	1585	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.012	-	-	-
HCM Control Delay (s)	-	-	-	-	7.3	0	-	-
HCM Lane LOS	-	-	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	5	4	2	0
Future Vol, veh/h	0	10	5	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	6	5	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1002	1087	1632	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	998	1087	1632	-	-	-
Mov Cap-2 Maneuver	998	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	72	1365	238	0	1249
Future Vol, veh/h	0	72	1365	238	0	1249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	320	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	10	5	5	0	6
Mvmt Flow	0	77	1452	253	0	1329

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	726	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.4	-	-	-	-
Pot Cap-1 Maneuver	0	349	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	349	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	349	-
HCM Lane V/C Ratio	-	-	0.219	-
HCM Control Delay (s)	-	-	18.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	167	3	2	44	11	1	4	3	13	0	20
Future Vol, veh/h	122	167	3	2	44	11	1	4	3	13	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	9	0	0	8	0	0	0	0	0	0	12
Mvmt Flow	142	194	3	2	51	13	1	5	3	15	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	197	0	0	553	548	196	546	543	58
Stage 1	-	-	-	-	-	-	480	480	-	62	62	-
Stage 2	-	-	-	-	-	-	73	68	-	484	481	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1545	-	-	1388	-	-	447	447	850	452	450	981
Stage 1	-	-	-	-	-	-	571	558	-	954	847	-
Stage 2	-	-	-	-	-	-	942	842	-	568	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1388	-	-	402	401	850	411	403	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	401	-	411	403	-
Stage 1	-	-	-	-	-	-	512	501	-	856	846	-
Stage 2	-	-	-	-	-	-	919	841	-	503	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.3	12.3	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	500	1545	-	-	1388	-	-	634
HCM Lane V/C Ratio	0.019	0.092	-	-	0.002	-	-	0.061
HCM Control Delay (s)	12.3	7.6	0	-	7.6	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	24	119	77	28	48	69	253	16	21	183	1
Future Vol, veh/h	109	24	119	77	28	48	69	253	16	21	183	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	3	36	5	6	21	0	8	3	100	15	5	17
Mvmt Flow	143	32	157	101	37	63	91	333	21	28	241	1
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	20	15.2	21.9	20
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	43%	50%	10%	0%
Vol Thru, %	0%	94%	10%	18%	90%	0%
Vol Right, %	0%	6%	47%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	269	252	153	204	1
LT Vol	69	0	109	77	21	0
Through Vol	0	253	24	28	183	0
RT Vol	0	16	119	48	0	1
Lane Flow Rate	91	354	332	201	268	1
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.194	0.692	0.616	0.404	0.569	0.002
Departure Headway (Hd)	7.686	7.042	6.683	7.223	7.635	6.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	510	537	495	470	532
Service Time	5.466	4.822	4.761	5.318	5.421	4.471
HCM Lane V/C Ratio	0.196	0.694	0.618	0.406	0.57	0.002
HCM Control Delay	12.3	24.3	20	15.2	20.1	9.5
HCM Lane LOS	B	C	C	C	C	A
HCM 95th-tile Q	0.7	5.3	4.1	1.9	3.5	0

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	50	12	73	23	61	3	231	31	47	305	27
Future Vol, veh/h	54	50	12	73	23	61	3	231	31	47	305	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	32	8	20	8	0	12	67	18	0	13	10	24
Mvmt Flow	60	56	13	81	26	68	3	257	34	52	339	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	785	755	354	773	753	274	369	0	0	291	0	0
Stage 1	458	458	-	280	280	-	-	-	-	-	-	-
Stage 2	327	297	-	493	473	-	-	-	-	-	-	-
Critical Hdwy	7.42	6.58	6.4	7.18	6.5	6.32	4.77	-	-	4.23	-	-
Critical Hdwy Stg 1	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	5.58	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.788	4.072	3.48	3.572	4	3.408	2.803	-	-	2.317	-	-
Pot Cap-1 Maneuver	277	331	651	309	341	741	906	-	-	1210	-	-
Stage 1	529	557	-	714	683	-	-	-	-	-	-	-
Stage 2	627	657	-	547	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	316	651	253	325	741	906	-	-	1210	-	-
Mov Cap-2 Maneuver	228	316	-	253	325	-	-	-	-	-	-	-
Stage 1	527	533	-	712	681	-	-	-	-	-	-	-
Stage 2	546	655	-	459	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.2	24.4	0.1	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	906	-	-	281	356	1210	-	-
HCM Lane V/C Ratio	0.004	-	-	0.459	0.49	0.043	-	-
HCM Control Delay (s)	9	-	-	28.2	24.4	8.1	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	2.6	0.1	-	-

Queues
14: US 97 & Evergreen Ave

Year 2040 With Rezone
Weekday PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	224	451	526	254	1411	290	118	1134	57
v/c Ratio	0.62	0.63	1.35	0.83	0.80	1.17	0.40	0.64	1.22	0.10
Control Delay	81.2	45.3	215.9	46.9	68.0	123.0	5.1	69.7	148.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	45.3	215.9	46.9	68.0	123.0	5.1	69.7	148.2	0.4
Queue Length 50th (ft)	49	137	~458	365	194	~723	0	88	~568	0
Queue Length 95th (ft)	#112	207	#663	472	#413	#861	61	#222	#703	0
Internal Link Dist (ft)		844		1436		1602			3482	
Turn Bay Length (ft)	150		460		275		590	375		100
Base Capacity (vph)	104	467	333	714	319	1203	732	183	927	563
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.48	1.35	0.74	0.80	1.17	0.40	0.64	1.22	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis — Year 2040 With Rezone

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	126	93	442	387	128	249	1383	284	116	1111	56
Future Volume (vph)	62	126	93	442	387	128	249	1383	284	116	1111	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1754		1703	1802		1805	3438	1553	1805	3374	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1754		1703	1802		1805	3438	1553	1805	3374	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	63	129	95	451	395	131	254	1411	290	118	1134	57
RTOR Reduction (vph)	0	24	0	0	10	0	0	0	191	0	0	42
Lane Group Flow (vph)	63	200	0	451	516	0	254	1411	99	118	1134	15
Heavy Vehicles (%)	2%	1%	2%	6%	1%	3%	0%	5%	4%	0%	7%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	5.7	23.7		23.5	41.5		21.2	41.1	41.1	12.2	32.1	32.1
Effective Green, g (s)	5.7	23.7		23.5	41.5		21.2	41.1	41.1	12.2	32.1	32.1
Actuated g/C Ratio	0.05	0.20		0.20	0.35		0.18	0.34	0.34	0.10	0.27	0.27
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	84	346		333	623		318	1177	531	183	902	423
v/s Ratio Prot	0.04	0.11		c0.26	c0.29		c0.14	c0.41		0.07	0.34	
v/s Ratio Perm									0.06			0.01
v/c Ratio	0.75	0.58		1.35	0.83		0.80	1.20	0.19	0.64	1.26	0.04
Uniform Delay, d1	56.4	43.6		48.2	36.0		47.4	39.5	27.7	51.8	44.0	32.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.8	2.3		178.0	8.9		13.1	97.9	0.8	7.6	124.8	0.2
Delay (s)	87.2	46.0		226.2	44.8		60.4	137.3	28.5	59.4	168.7	32.7
Level of Service	F	D		F	D		E	F	C	E	F	C
Approach Delay (s)		55.0			128.6			111.2			153.0	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	123.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary — Year 2040 With Rezone

14: US 97 & Evergreen Ave — Weekday PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	126	93	442	387	128	249	1383	284	116	1111	56
Future Volume (veh/h)	62	126	93	442	387	128	249	1383	284	116	1111	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1811	1885	1885	1900	1826	1841	1900	1796	1870
Adj Flow Rate, veh/h	63	129	0	451	395	0	254	1411	290	118	1134	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	1	1	6	1	1	0	5	4	0	7	2
Cap, veh/h	81	167		338	451		204	1702	765	113	1504	698
Arrive On Green	0.05	0.09	0.00	0.20	0.24	0.00	0.11	0.49	0.49	0.06	0.44	0.44
Sat Flow, veh/h	1781	1885	0	1725	1885	0	1810	3469	1560	1810	3413	1585
Grp Volume(v), veh/h	63	129	0	451	395	0	254	1411	290	118	1134	57
Grp Sat Flow(s),veh/h/ln	1781	1885	0	1725	1885	0	1810	1735	1560	1810	1706	1585
Q Serve(g_s), s	4.2	8.0	0.0	23.5	24.2	0.0	13.5	41.9	14.0	7.5	33.4	2.5
Cycle Q Clear(g_c), s	4.2	8.0	0.0	23.5	24.2	0.0	13.5	41.9	14.0	7.5	33.4	2.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	167		338	451		204	1702	765	113	1504	698
V/C Ratio(X)	0.78	0.77		1.34	0.88		1.25	0.83	0.38	1.04	0.75	0.08
Avail Cap(c_a), veh/h	105	479		338	737		204	1702	765	113	1504	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	53.5	0.0	48.3	44.0	0.0	53.3	26.2	19.1	56.3	28.1	19.5
Incr Delay (d2), s/veh	23.5	7.4	0.0	169.7	6.9	0.0	145.6	4.8	1.4	96.8	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.1	0.0	26.0	12.1	0.0	14.4	17.9	5.3	6.5	14.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	60.9	0.0	218.0	50.8	0.0	198.8	31.1	20.6	153.0	31.7	19.7
LnGrp LOS	F	E		F	D		F	C	C	F	C	B
Approach Vol, veh/h		192	A		846	A		1955			1309	
Approach Delay, s/veh		67.2			139.9			51.3			42.1	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	64.9	28.0	15.1	18.0	58.9	9.9	33.2
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5
Max Green Setting (Gmax), s	7.5	39.0	23.5	30.5	13.5	33.0	7.1	46.9
Max Q Clear Time (g_c+I1), s	9.5	43.9	25.5	10.0	15.5	35.4	6.2	26.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	66.6
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	93.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	408	510	199	188	171
Future Vol, veh/h	108	408	510	199	188	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	4	1	8
Mvmt Flow	116	439	548	214	202	184

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	548	0	-	0	1326	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.1	-	-	-	6.41	6.28
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.372
Pot Cap-1 Maneuver	1032	-	-	-	~ 172	456
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	~ 146	456
Mov Cap-2 Maneuver	-	-	-	-	~ 146	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	$ 410.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	216
HCM Lane V/C Ratio	0.113	-	-	-	1.787
HCM Control Delay (s)	8.9	0	-	-	$ 410.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	26.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Skyline Village Affordable Housing Site

Findings Report

Comprehensive Plan, Zoning Map and Urban Growth Boundary Amendment

Master Development Plan

Partition

Prepared for
City of Redmond

July 2020

Table of Contents

LIST OF EXHIBITS 3

1 INTRODUCTION AND OVERVIEW 4

2 PROJECT BACKGROUND 9

2.1 State of Oregon House Bill 4079 (Affordable Housing Pilot Program).... 9Error! Bookmark not defined.

2.1.1 Site Characteristics 12

2.1.2 Planning Considerations 14

2.1.3 Land Use Concept 14

2.2 Eastside Framework Plan .....Error! Bookmark not defined.

3 FINDINGS IN SUPPORT OF UGB, COMPREHENSIVE PLAN, AND ZONING AMENDMENTS 18

3.1 Statewide Planning Guidelines and Oregon Administrative Rules (OARs) for Planning Goals 19

Goal 1: Citizen Involvement.....

Goal 2: Land Use Planning

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 7: Areas Subject to Natural Hazards

Goal 11: Public Facilities and Services 19

Goal 14: Urbanization..... Error! Bookmark not defined.

3.2 City of Redmond Comprehensive Plan 23

3.3 City of Redmond Development Code 39

Title 18, Zoning 39

List of Exhibits

Exhibit A City of Redmond Application for Affordable Housing Pilot Program and Approval

Exhibit B Land Donation Agreement Between Deschutes County and the City of Redmond, Approval from State to do Pilot Program

Exhibit C Eastside Framework Plan Land Use Map

Exhibit D Phase I Environmental Site Assessment Report

Exhibit E City of Redmond Engineer Memo

Exhibit F Property Ownership Information

Exhibit G Title Report

1 Introduction

1.1 Proposal Overview

This report supplements the application of Skyline Village to the City of Redmond to amend the Urban Growth Boundary (UGB) of the City of Redmond and the Redmond Comprehensive Plan to incorporate the property into the Redmond UGB for subsequent annexation and urban development. The application also includes a request for a Zoning Map Amendment, Master Development Plan, and a Partition. A separate, but related application is being submitted to the Deschutes County for an Amendment to the Redmond UGB and Redmond Comprehensive Plan to add this property into the Redmond UGB.

The application proposes to partition 40 acres from a 1,610 acre parcel owned by Deschutes County, once the 40 acres has been annexed into the City (for the purposes of this report, it is called the "Skyline Village Tract") and apply the City of Redmond General Residential (R-4) zone to the subject site, in accordance with the Eastside Framework Plan. Ultimately, the parcel will be developed out as a 485-unit, mixed residential, mixed-use neighborhood with at least 50% of the residential units designated as affordable (defined as those making 80% or less than the Area Median Income and not spending more than 30% of their monthly income on rent/mortgage) and the remainder market rate units. A variety of housing unit types will be built, including cottage units, townhomes, four-plexes, and apartments distributed throughout the site and surrounding parks, greenways, trails, and other open space. A small, mixed use areas – with commercial on the first floor and housing above is incorporated to provide residents and neighboring businesses shopping and/or eating and drinking opportunities.

The City plans to pursue a master developer approach to building out Skyline Village. A formal RFP process will be used to select both development partners and an overall master developer/project manager to carry out the City's vision for constructing the neighborhood.

The affordable housing project is facilitated by adoption of State House Bill 4079 (HB 4079), which established a pilot program to help cities build affordable housing by expediting the UGB Amendment process, in exchange for the city dedicating at least a third of the units as affordable.

A partnership between the City Redmond and Deschutes County has resulted in a signed donation agreement that stipulates the County will convey to the City 40 acres of land upon recordation of a final partition plat and further agree to reserve at least 50% of the units as affordable for a period of at least 50 years.

The Skyline Village Tract is located east of the existing Redmond UGB and immediately north of existing City M-2 zoned (Heavy Industrial) land (Figure 1, vicinity map, on next page). This parcel is currently zoned Exclusive Farm Use (EFU-AL) – Alfalfa Subzone. See Figure 2, (Site Map) for a map of these proposed land uses.

Figure 1. Vicinity Map

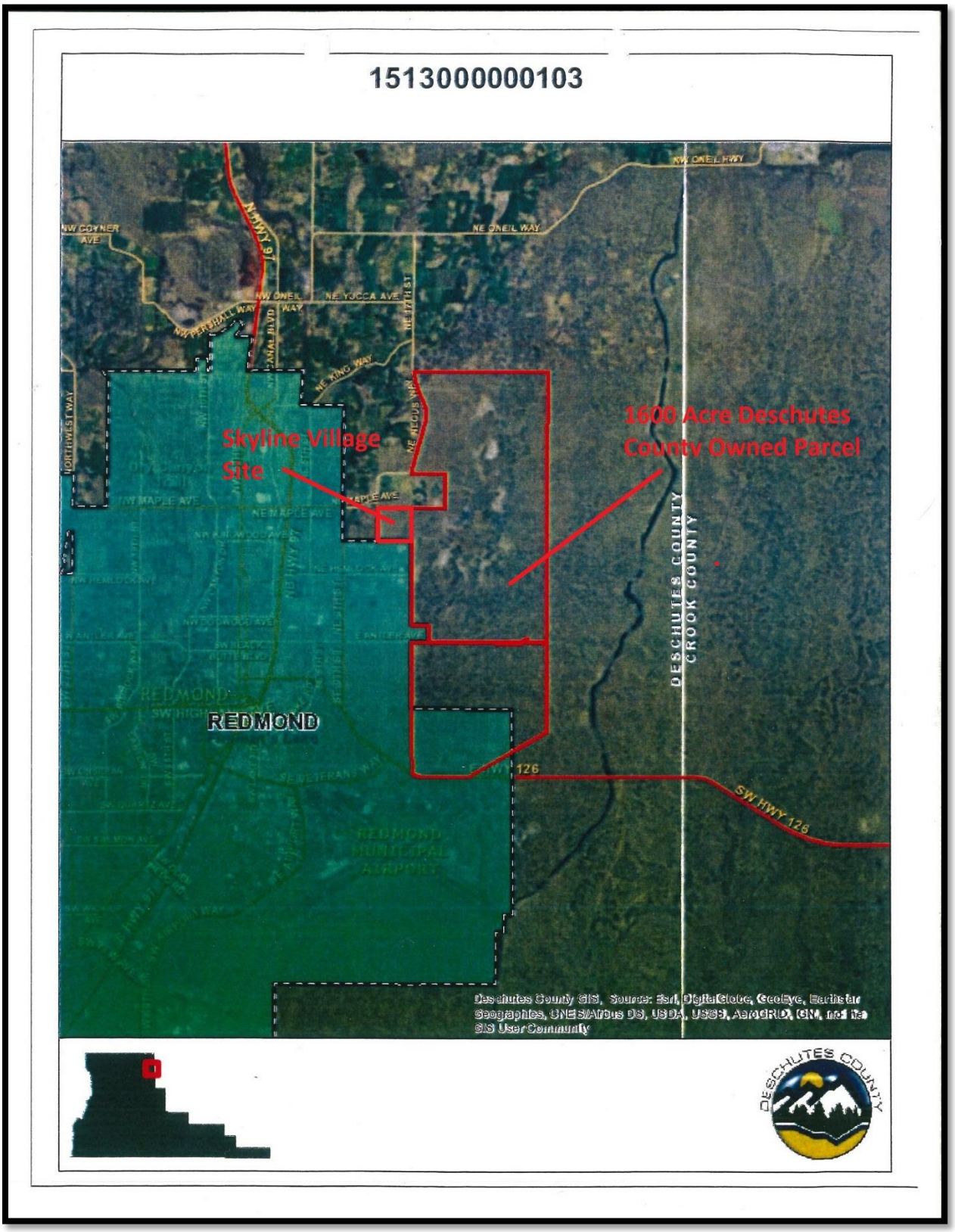
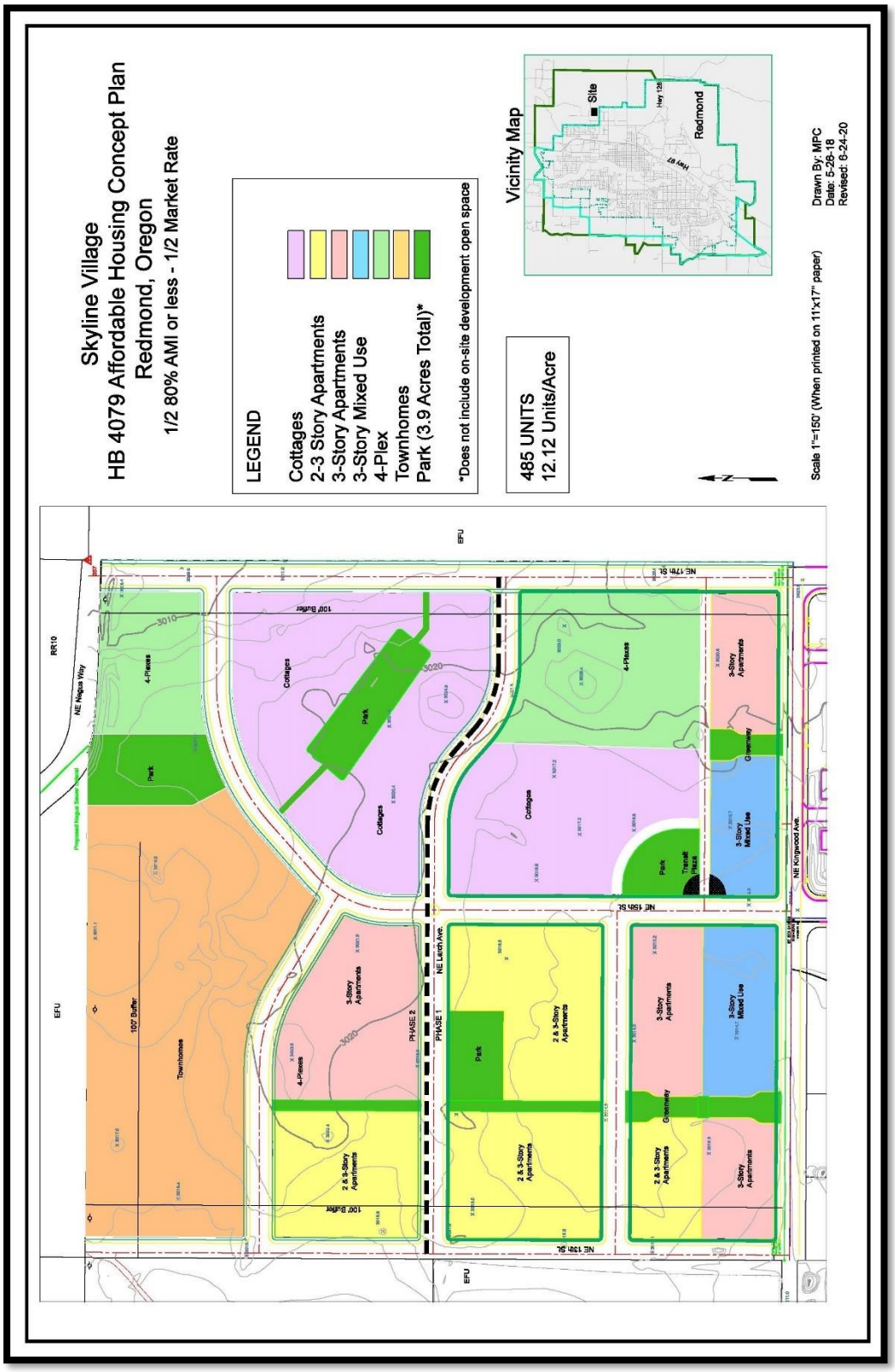


Figure 2. Site Map



1.2 Requested Approvals

The purpose of this report is to demonstrate conformance with the approval criteria for all applications that are required to bring the Skyline Village Tract within the City of Redmond UGB and set the stage for eventual development. These applications and the relevant approval criteria are summarized in Table 1. The table also presents the section of this report where the findings that address each approval criteria can be found.

Table 1. Applications and Approval Criteria

APPLICATION	APPROVAL CRITERIA	SECTION
Master Development Plan	City of Redmond Development Code, Section 8.0300(3)(B)(1) (a) Whether the proposed Plan is generally consistent with the Framework Plan and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space	Sections 3.6 and 3.7
	(b) Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas; and natural resources and hazards.	Section 3.7
	(c) Whether the proposed Plan is functionally integrated with developed or planned areas.	Section 3.7
	(d) The proposed plan meets the applicable Great Neighborhood Principles in Section 8.3050.	Section 3.7
Urban Growth Boundary Amendment, Comprehensive Plan and Zoning Map Amendment	City of Redmond Development Code, Section 8.0760 1. In conformity with all applicable State statutes;	Section 3.3
	2. In conformity with the State-wide planning goals whenever they are determined to be applicable;	Section 3.1 and 3.2
	3. In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and	Section 3.6 and 3.7
	4. That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.	Section 3.7
Partition	City of Redmond Development Code, Section 8.2410 (A) Proposal is in compliance with ORS Chapter 92, the Transportation System Plan (TSP) and applicable zoning.	Section 3.4
	(B) Proposal does not conflict with acquired public access easements within or adjacent to the partition.	Section 3.7

APPLICATION	APPROVAL CRITERIA	SECTION
	(C) Each parcel is suited for the use intended or offered.	Section 3.2
	(D) The partition will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.	Section 3.4
	(E) A water rights division plan has been approved by the applicable irrigation district.	Section 3.5
	(F) The partition contributes to orderly development and land use patterns in the area. Orderly development and land use patterns in general is development that: i. Is consistent with zoning district's density requirements; ii. Does not overtax supporting public facilities and services and logical extensions thereof; iii. Provides for continued maintenance of supporting facilities and services; iv. Recognizes topographical limitations; v. Is consistent with existing land use patterns and development; vi. Does not foreclose future development opportunities on adjacent undeveloped or under-developed lands; and, vii. Is consistent with applicable Great Neighborhood Principles described in Section 8.0300 (3)(C)(13) and adopted Area Plans.	
	(G) Provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.	

1.3 Report Organization

The report is organized into three sections. This first section establishes the purpose and reviews the organization of the report. The second section provides background on the project. The third section demonstrates conformity of the proposed amendment with all required and relevant approval standards. The section begins with key Statewide Planning Goals and Oregon Administrative Rules that govern UGB amendments and ends with relevant county and city comprehensive plan policies and development code standards.

The findings are organized as follows.

3.1. Statewide Planning Guidelines and Oregon Administrative Rules (OAR)
- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 7: Areas Subject to Natural Hazards
- Goal 11: Public Facilities and Services (only that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary)
- Goal 14: Urbanization (except the Land Need and Boundary Location provisions)

3.2. Oregon Revised Statutes (ORS)

3.3. Redmond Comprehensive Plan

3.4. Redmond Development Code

Additional factual documentation in support of the findings are cited throughout the report. Most of these documents are incorporated with this report as Exhibits.

2 Project Background

2.1 State of Oregon House Bill 4079

In 2016, the Oregon Legislature passed House Bill 4079 (HB 4079) which formed a pilot program aimed to help cities build affordable housing. The program allowed two cities to add new housing units on lands currently outside their urban growth boundaries (UGBs) without going through the normal UGB expansion process.

The law directed the Land Conservation and Development Commission (LCDC) to set up a process to select two pilot projects: one for a city with a population up to 25,000, and one for a city with a

population greater than 25,000. When selected, cities can use an expedited UGB process if at least 30% of the newly built housing is affordable and the newly added land is protected for this use for at least 50 years. LCDC adopted rules that provided the details on the pilot program process and project requirements (see OAR 660-039 below). The rules require 30% of the housing units to be affordable to households making 80% or less of the area median income. The remaining units may be market rate.

In November 2018, following a review of multiple city proposals, LCDC selected the City of Bend, instead of the City of Redmond's proposal for the pilot program for City's over 25,000 population. No City under 25,000 people applied. In lieu of that, the Legislature amended the original statute by passing HB 2336 in 2019, which allowed LCDC to select the City of Redmond's application for the affordable housing pilot program.

Now that Redmond has been selected, the program requires that the City amend their urban growth boundaries, annex the proposed project site, and adopt needed regulations and issue permits for development to occur. The selected cities are also required to send annual reports to LCDC for the next 10 years with information on development costs, the housing units available, and lessons learned from the project.

According to LCDC adopted rules in Oregon Amended Rules 660-039-0090 (Subsequent Events) these are the next steps for implementation of the affordable housing program:

> (a) In concert with the county in which the urban growth boundary is located, amend the urban growth boundary to include the pilot project site, and identify the provisions of law and rules pursuant to OAR 660-039-0030 relating to urban growth boundary amendments that are not applied to allow the pilot project site to be included within the urban growth boundary;
>
> (b) Annex the pilot project site to the qualifying city within two years of the acknowledged urban growth boundary amendment;
>
> (c) Adopt plan and zone designations for the pilot project site that authorize development of the concept plan included in the application;
>
> (d) Adopt measures ensuring that affordable housing developed on the pilot project site remains affordable for a period of at least 50 years after the selection of the pilot project site; and
>
> (e) Issue permits for development on the pilot project site only after annexation of the site to the qualifying city and adoption of measures ensuring that housing developed on the pilot project site will continue to be used to provide affordable housing for a period of at least 50 years after the selection of the pilot project site.
>
> (2) For a post-acknowledgement plan amendment or land use regulation change under OAR chapter 660, division 18 that proposes amendments with any effect upon existing comprehensive plan designations or provisions that impact residential development, or land use regulations that

impact residential development, the qualifying city may not, for a period of 50 years after approval of the pilot project by the commission, consider the existence of housing units existing or approved on the pilot project site when making findings regarding the proposed amendment.

(3) The qualifying city for the pilot project site selected by the commission may not plan or zone the site to allow a use or mix of uses not authorized by the commission unless the qualifying city, in concert with the county, withdraws the pilot project site from the urban growth boundary and rezones the site pursuant to law, statewide land use planning goals and land use regulations implementing the goals that regulate allowable uses of land outside of urban growth boundaries.

The State DLCD office that certain Statewide Goals are exempt in processing this UGB Amendment, including Goal 12 (Transportation). Further clarification of the Subsequent Events section confirms from the State DLCD office that certain Statewide Goals are exempt in processing this UGB Amendment, including Goal 12 (Transportation)

60-039-0030 Compliance with Goals, Statutes, Administrative Rules

(1) Regarding the pilot project site, a qualifying city submitting a pilot project nomination is exempt from compliance, and the commission is not required to select a pilot project that complies, with:

(a) ORS 197A.320;

(b) The Land Need or Boundary Location provisions of Goal 14 (*Urbanziation*);

(c) Goals 3, 4, 6, 8, 9, 10, 12, 13, and 19;

(d) Goal 11, except that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary;

(e) Goal 15, unless the land is within the Willamette River Greenway Boundary;

(f) Goals 16, 17, and 18, unless the land is within a coastal shorelands boundary; or

(g) Any administrative rules implementing, clarifying, or interpreting these goals.

(2) A qualifying city submitting a pilot project nomination is required to make findings showing compliance, and the commission is required to select a pilot project that complies with:

(a) Goal 5, regarding resources located on the project site; and

(b) Goal 7.

(3) Notwithstanding section (1), a qualifying city may not bring high-value farmland within its urban growth boundary to implement a pilot project. 660-039-0040 Provision of Public Facilities and

2.1.1 Eastside Framework Plan

The Eastside Framework Plan (EFP) is a general land use plan, adopted by the City of Redmond in 2007 during the UGB expansion process. The Plan identifies a development pattern for an 1,800-acre area within the City of Redmond Urban Reserve Area (URA) on land owned by Deschutes County and Central Oregon Irrigation District.

The EFP envisions a mixed-use community, based on the Great Neighborhood Principles, providing basic services and activities within a short travel distance (See Exhibits for EFP Land Use Map). The mixed-use pattern reflects those of adjacent urban lands, with residential development toward the north and east, and industrial and employment activities to the south and southwest.

Land uses are generally most intense on the west boundary, adjacent to the existing City lands and transition to lower density along the east boundary where it borders the URA and Bureau of Land Management (BLM) lands. An open space network forms a major design feature for the site. To address existing limited access and offsite transportation impacts of future development, internal circulation includes dedicated pedestrian and bicycle corridors connecting employment areas with residential neighborhoods, and the creation of neighborhood commercial centers within walking distance.

The Skyline Village Tract is located within the western, central part of the EFP on land designated by the EFP as Residential – Medium Density, adjacent to Residential – High Density and industrially zoned land. As the first project to be considered in the EFP, it will build upon the mixed-use and residential intentions set by the EFP to grow Redmond's housing and commercial development.

2.1.2 Site Characteristics

The site is located directly north of existing City of Redmond jurisdiction and M-2 zoned lands (Heavy Industrial), east of a SM (Surface Mining) zoned land that is a portion of the larger Deschutes County owned land, south of County zoned EFU TRB (Exclusive Farm Use - Tumalo/Redmond/ Bend Subzone) and RR-10 (Rural Residential - 10 Acre Minimum) zoned land.

Current Uses, Access, and Zoning

Past and recent uses of the Skyline Village Tract have been wildlife habitat, rangeland, and open space. It has never been farmed and is not part of any irrigation district.

Access to the property is available from the west via the following City streets: NE Kingwood Avenue and from the south via NE 17th Street and NE 15th Street, which connects to NE Hemlock Avenue and NE 9th Street. From NE 9th Street, you can go north to NE Negus, which turns into Maple Avenue or south to OR 126 and Evergreen Avenue to access US Highway 97 and downtown. From the north, access will be provided via Deschutes County owned NE Negus Way.

The Tract is zoned by Deschutes County for EFU-AL (Exclusive Farm Use - Alfalfa Subzone).

Physical Characteristics and Agricultural Potential

The site is located at the western margin of the High Lava Plains Physiographic Province of Central Oregon. This region is characterized by semi-arid high desert vegetation along the eastern foothills of the High Cascade Mountain Range. Annual precipitation in the Redmond area is approximately ten inches, most of which falls in the form of snow during the winter months. The site and surrounding areas are composed of relatively thin volcanic soils overlying Pleistocene age Newberry basalt flows (Sherrod et al., 2004). With exception of talus deposits, lake sediments, and fluvial debris, most of the rocks in the province are volcanic, and thick accumulations of basaltic lava are common. The average site elevation ranges from 3,020 to 3,030 feet above mean sea level.

The Tract has no evidence of permanent or seasonal water and there are no water rights associated with this property. The National Wetlands Inventory Map does not identify wetlands on the Tract. There are no known sensitive, threatened or endangered plant or animal species, hazardous or solid wastes, nor wilderness values on the Tract. There are no designated flood hazard zones. There is no current or historic record of any mining activity on or near the Tract.

Soils on the Tract are designated as Class VII and VIII. The land is not recommended for dry land grazing due to a lack of water and proximity to urban uses. The Tract has never been farmed and is not suitable for agricultural production.

To examine any potential site development issues, the City commissioned Wallace Group to conduct a Phase I Environmental Site Assessment (ESA) for the 40-acre parcel. The findings of this environmental assessment did not find the presence of potential or RECs regarding soil and groundwater, or the transport, storage, use or disposal of hazardous materials or petroleum hydrocarbons at the subject site. Based on these findings, the study does not recommend additional environmental assessment or remedial activities with respect to the site at this time.

The property is zoned EFU, but the land is intended to be developed and currently is part of the Eastside Framework Master Plan. The master plan shows the Skyline Village property as residential. Based on information provided to the City by Deschutes County, the following describes the agricultural potential:

- Soils are not classified as High Value Farmland.
- Property has never been used for growing crops or perennials.
- Is located east of the Coast Range.
- Has never been within an irrigation district boundary or decree for water by the Water Resources Department.
- Has never had wine grapes grown on the property.
- Is higher than 3,000 feet above sea level.
- Does not contain water resources, rivers, or riparian habitat.
- Does not contain mining or aggregate resources.

Archaeological and Cultural Resources

The site does not contain historic or cultural areas or resources as this site is not included in the Goal 5 inventory in the Deschutes County Comprehensive Plan; and does not contain approved Oregon Recreation Trails or inventoried scenic areas.

2.1.3 Planning Considerations

The City of Redmond considered many factors in determining the best site for the Skyline Village project. The 40-acre Skyline Village Tract currently owned by Deschutes County (and part of a 1,600-acre parcel) was ultimately selected for the following reasons:

- The property is in the Redmond Urban Area Reserve and immediately adjacent to City of Redmond municipal boundaries.
- Public utilities are currently available to the property, including water, sewer and streets that exist along the property frontage. Gas and electric service is available.
- Deschutes County has agreed to provide the City of Redmond with the development parcel free of charge to aid in the delivery of truly affordable housing by removing the underlying land costs.
- The parcel is designated as future Residential in the Eastside Framework Plan, which guides the future development of the 1,600-acre, Deschutes County owned parcel.
- The site is a good location for residential because it is close to downtown and shopping, close to recreational facilities (High Desert Sports Complex) with hiking and biking trails, great Cascade Mountain views, and possible future transit connections.

These considerations led the City of Redmond to conclude the urban development of the site was feasible and would be consistent with state, regional and local policy goals.

2.1.4 Land Use Concept

In preparation for the submittal to the State of Oregon for the Affordable Housing Pilot Program, the City of Redmond developed a master plan concept for the Skyline Village Tract (Figure 2).

The concept is for a mixed income, mixed use neighborhood consisting of a wide variety of housing types, including cottages, townhomes, four-plexes, two-three story apartment buildings and three story, mixed use structures. A total of 485 residential units will be constructed (equating to 12+ units per acre) and is designed to appeal to families, singles, professionals, empty nesters and active seniors. At least half of the units will be affordable, and the other half will be market rate units. The affordable and the market rate units will be mixed throughout the site, amongst all types of housing units and within the same the same buildings, to create a more dynamic community and to not create enclaves of any type of housing. Parks, open space corridors and greenway with trails are planned

throughout the development to enhance the livability of the community and a transit plaza has been planned in adjacent to the mixed-use area and a park.

Rezoning the parcel to R-4 (General Residential) is proposed to accommodate the project. The purpose of the R-4 is "to provide high density residential neighborhoods with a mix of single-family residences, duplexes and some conditionally permitted multi-family residential development. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development." All of the proposed residential uses are allowed in the R-4 zone and the small amount of commercial can be considered ancillary space to the primary use.

The primary goal of the project is to provide a significant number of units that are affordable to most people. While the State of Oregon Affordable Housing Pilot Program required at least 1/3 of the units to be affordable, the City has increased the commitment to 50%. The other half will be market rate housing, which means that they will rent or sell at whatever rate the market will allow for the type of unit. To ensure that the affordable units stay affordable, the Pilot Program requires that assurances, such as deed restrictions be required so that the affordable units stay that way for a minimum of 50 years.

At least half of the units will be affordable to those making 80% or less than the Area Median Income (AMI) and the other half will be market rate units. The Deschutes County AMI is $69,600, based on data from HousingWorks, the local housing authority. This figure is used to determine the maximum rent a family of four can afford (rent burden occurs when housing costs exceed 30% of net income). Many Redmond households experience rent burden. Using 80% of the AMI and not spending more than 30% of one's income on rent, the maximum allowable rent would be $1,392 for rent per month.

Parks and open space are spread throughout the Skyline Village neighborhood to create a very livable and healthy environment that encourages both passive and active recreation and social interaction. A total of 3.9 acres, or almost 10% of the site, is dedicated to these types of uses. Connecting parks and open space are greenway, trail corridors that will create easy access for all and opportunities for walking, biking and running loops. Additional recreational opportunities can be found close by at the High Desert Sports Complex, Smith Rock Golf Course, and BMX and the Radlands trail system.

The City plans to pursue a master developer approach to build out Skyline Village. A formal RFP process will be used to select both development partners and an overall master developer/project manager to carry out the vision for the constructing the neighborhood.

Access to the site will be provided by extending the City street grid into service the property in accordance with City policy. To that end, existing NE 15th Street and NE 17th Street will be extended north into the site, with NE 15th connecting at the north property line to existing NE Negus Way. A new street, NE 13th Street, will also be constructed on the west edge of the property. A new section of NE Larch Avenue and other streets will provide east to west connectivity. Additional local streets and private access lanes will be added within this street framework to provide complete access to the property.

Construction of the entire 40 acres will be carried out in two phases. Phase 1 will include everything from NE Kingwood Avenue to the proposed NE Larch Avenue, as the southern half is located closer to existing water and sewer utilities in NE Kingwood Avenue. As utilities are extended farther north with this development, Phase 2 will commence and consist of the remainder of the development from NE Larch Avenue up to the north property line.

Major infrastructure to serve the site is available to the southern property line that can be extended into the site. According to a memo prepared by City Engineer Mike Caccavano (and detailed below), the project site can be reasonably served with public facilities and services and the providers of the public facilities and services have the capacity and financial resources to serve development on the site as proposed in the concept plan. The following is a breakdown, by infrastructure, of the available infrastructure:

Water: A hydrant test in 2010 showed a static pressure of 77 pounds per square inch (psi) with 2,221 gallons per minute (gpm) flow at 74 psi from a 4½-inch port. The system will easily provide flow exceeding the 1,500 gpm residential fire flow standard.

Sewer: The 12-inch sewer line in NE Kingwood Avenue is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

The 12-inch sewer in NE Kingwood Avenue connects to an 8-inch sewer in NE 5th Street which runs north to NE Negus Way. The 12-inch sewer has sufficient capacity to serve its sewer basin at buildout, along with Skyline Village. The 8-inch sewer does not have sufficient capacity, so approximately 750 feet of 12-inch sewer line will need to be installed to extend the line to the Eastside Sewer Interceptor. A second option for sewer is in the City's Wastewater Collection System Master Plan. A 12-inch line is proposed for NE Negus Avenue that would have the capacity and depth to serve the entire affordable housing site with gravity sewer.

In summary, the existing sewer in NE Kingwood Avenue can provide service to initial phases totaling 150 units of housing. The full development can be served either with:

- Construction of 750 feet of 12-inch sewer in NE Kingwood Avenue between NE 5th Street and the Eastside Sewer Interceptor at a cost of approximately $150,000 and a pump station to serve the northeast portion of the site at a cost of approximately $250,000.
- Construction of the master planned sewer in NE Negus Way at a cost of approximately $850,000. Although this is the more expensive option, it provides a better long-term gravity sewer solution and may be possible to funded with an existing loan from the Department of Environmental Quality (DEQ).

Transportation: The street network in this area will provide good access to the site. On the south side of the site, NE 15th Street, NE 17th Street and NE Kingwood Avenue connect to NE Hemlock Avenue, which provides direct access to Highway 97. They also connect to NE 9th

Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus Way, which is a direct connection to shopping, the medical district and the central part of Redmond.

3 Findings in Support of Urban Growth Boundary, Comprehensive Plan, and Zoning Map Amendments

This section of the report demonstrates conformity of the proposed amendment with all required and relevant approval standards. The section begins with key Statewide Planning Goals and OARs that govern UGB amendments as part of the Affordable Housing Pilot Program of HB 4079, and ends with relevant county plan policies and development code standards. The findings are organized as follows.

3.1. Statewide Planning Guidelines and OARs - ***Per 60-039-0030 Compliance with Goals, Statutes, Administrative Rules, only the following Goals are required***:

- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 7: Areas Subject to Natural Hazards
- Goal 11: Public Facilities and Services (only that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary)
- Goal 14: Urbanization (except the Land Need and Boundary Location provisions)

3.2. Oregon Revised Statutes (ORS)

3.3. Deschutes County Comprehensive Plan

3.4. Deschutes County Code

3.1 Statewide Planning Guidelines and Oregon Administrative Rules (OARs) for Goals

According to 60-039-0030 Compliance with Goals, Statutes, Administrative Rules, the Affordable Housing Pilot Project is only required to comply with the following Statewide Land Use Goals:

Goal 1: Citizen Involvement

Goal 2: Land Use Planning

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 7: Areas Subject to Natural Hazards

Goal 11: Public Facilities and Services (only that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary)

Goal 14: Urbanization (except the Land Need and Boundary Location provisions)

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.

Response: This proposed UGB amendment adhered to the citizen involvement procedures for legislative actions required by the City of Redmond and Deschutes County Development Codes, including a public hearing and notice of the hearing published in a newspaper at least ten days in advance. Public agencies affected by this amendment were involved throughout the development of the proposal. In addition, individual property owners affected by the amendment were provided notice of the proposed amendment and hearing.

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: This application was submitted to both the City of Redmond and Deschutes County in accordance with the land use planning processes established by these jurisdictions. The proposal is supported by a factual base of analyses that are consistent with state, regional and local requirements for decisions related to UGB amendments.

GOAL 5: OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The Skyline Village Tract does not include any significant natural resources, scenic or open spaces, nor contain any significant historic areas.

As described in Section 2.1.1 of this report, the property does not include any wetlands, habitat for sensitive, threatened or endangered plant or animal species, wilderness values, and no mineral potential or mineral rights. The soils are not considered as High Value Farm Land, have never been used for growing crops or perennials, the property is east of the Coast Range, has never been within an irrigation district boundary or decree for water by the Water Resources Department, the land has never had wine grapes grown, and is higher than 3,000 feet above sea level.

Historic and cultural resources surveys conducted on the site indicate that the Tract was not occupied by prehistoric or historic peoples and contains no significant historic or cultural resources. The site also does not contain approved Oregon Recreation Trails or inventoried scenic areas. The subject site is not listed as a Goal 5 resource in the Deschutes County Comprehensive Plan.

Goal 7: AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect people and property from natural hazards.

Response: There are no areas on the site that are subject to flooding or landslide activity. Wildfire hazards are not substantially different from other areas within or adjacent to the Redmond UGB, and development of the site could improve fire protection by providing access and water infrastructure. Therefore, inclusion of this site within the UGB and subsequent development will be consistent with Goal 7.

GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: As provided in OAR 660-039-0030, qualifying Cities under the Affordable Housing Pilot Project are exempt from complying with this goal, except that portion applicable to the impact of development of the pilot project site upon existing and planned public facilities within the qualifying city's urban growth boundary. The following addresses the impact of development of Skyline Village project upon existing and planned public facilities within the city boundaries.

According to a memo prepared by City Engineer Mike Caccavano (and detailed above), the project site can be reasonably served with public facilities and services and the providers of the public facilities and services have the capacity and financial resources to serve development on the site as proposed in the concept plan.

The 40-acre site proposed for affordable housing located between NE 13th Street, NE 17th Street, NE Kingwood Avenue and NE Negus Way is served by city sewer and water as well as the existing street network. There are existing 12-inch diameter water and sewer lines in NE Kingwood Avenue along the south boundary that can be extended into the site.

Water: A hydrant test in 2010 showed a static pressure of 77 psi with 2,221 gallons per minute (gpm) flow at 74 psi from a 4½-inch port. The system will easily provide flow exceeding the 1,500 gpm residential fire flow standard.

Sewer: The 12-inch sewer line in NE Kingwood Avenue is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

The 12-inch sewer in NE Kingwood Avenue connects to an 8-inch sewer in NE 5th Street which runs north to NE Negus Way. The 12-inch sewer has sufficient capacity to serve its' sewer basin at buildout, along with the proposed 40-acre affordable housing development. The 8-inch sewer does not have sufficient capacity, so approximately 750 feet of 12-inch sewer line will need to be installed to extend the line to the Eastside Sewer Interceptor.

A second option for sewer is in the City's Wastewater Collection System Master Plan. A 12-inch line is proposed for NE Negus Avenue that would have the capacity and depth to serve the entire affordable housing site with gravity sewer.

In summary, the existing sewer in NE Kingwood Avenue can provide service to initial phases totaling 150 units of housing. The full development can be served either with:

- Construction of 750 feet of 12-inch sewer in NE Kingwood Avenue between NE 5th Street and the Eastside Sewer Interceptor at a cost of approximately $150,000 and a pump station to serve the northeast portion of the site at a cost of approximately $250,000.
- Construction of the master planned sewer in NE Negus Way at a cost of approximately $850,000. Although this is the more expensive option, it provides a better long-term gravity sewer solution and may be possible to funded with an existing loan from the Department of Environmental Quality (DEQ).

Transportation: The street network in this area will provide good access to the site. On the south side of the site, NE 15th Street, NE 17th Street and NE Kingwood Avenue connect to NE Hemlock Avenue, which provides direct access to Highway 97. They also connect to NE 9th Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus Way, which is a direct connection to shopping, the medical district and the central part of Redmond.

GOAL 14: URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: As provided in OAR 660-039-0030, qualifying Cities under the Affordable Housing Pilot Project are exempt from complying with the Land Need and Boundary Location provisions of this goal.

The purpose and intent of Goal 14 was considered throughout the development of this proposed UGB amendment. The proposal provides for orderly and efficient transition to urban land uses because the site is part of the planned future uses in the Eastside Framework Plan and is directly adjacent to the City of Redmond's existing UGB, so it can be served by a direct extension of existing public facilities.

The proposed use of the site for a higher density affordable housing development is an efficient use of the land and will provide a livable community through a well laid out neighborhood complete with parks, open spaces, and trails and access to a small commercial area, all in close proximity to the other amenities of Redmond accessible by a short drive or bus or bicycle ride; the specific contributions to livability needs are addressed in other findings throughout this report, including conformance with the Great Neighborhood Principles provided under the City of Redmond's Master Planning Requirements.

3.2 City of Redmond Comprehensive Plan

CHAPTER 1: COMPREHENSIVE PLANNING

Chapter 2: Land Use Planning

Policies

(5) To provide a sound basis for orderly and efficient urbanization by establishing proper relationships between residential, commercial, industrial, public and open land uses, and transportation uses.

Response: Incorporating this parcel into the City boundaries, in the manner emphasized in the publicly reviewed Eastside Framework Plan, provides the sound basis for orderly and efficient urbanization. A balance of residential, commercial, industrial and open space is planned into the Plan, along with a grid street system that adequately accommodates the expected traffic generation.

(6) To provide for a close correlation between the provision of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

Response: *Access and utilities will be provided in conjunction and commensurate with urban development to ensure orderly and efficient development, adjacent to existing urban development, so that this will not result in any "scattered, unrelated development."*

(7) To provide a safe, coordinated, efficient and effective transportation system to bring about the best relationship between places where people live, work, shop and play.

Response: *A City standard street system will be provided within and adjacent to the development, including full width streets with on-street parking where permitted, curb, gutter, sidewalks and multi-use walking and biking paths. In addition, Cascade East Transit has agreed to analyze the feasibility of adding the project to their fixed route bus system that they will be implementing in the next few years. This transportation system will allow residents to easily proceed in and out of the site and from their residence to the proposed on-site and adjacent open space and recreation opportunities.*

(8) To bring about general overall increase in population density throughout the community in order to facilitate efficient transportation systems as energy conservation factors become more prevalent.

Response: The development proposed 485 units on 40 acres for a gross density of 12 units per acre, which is an increase in the average density of the community. Provision of increased density on this site will create the conditions for transit feasibility and an efficient transportation system that will take cars off of the street and result in energy conservation.

(9) The City of Redmond will adopt a Comprehensive Plan Map (Comp Plan Map) that identifies planned uses for all land within the Redmond Urban Growth Boundary (UGB). The land use designations in Table 2.9.1 will be used on the Comp Plan Map to designate areas intended for the land uses described. The table also includes a list of City and County zoning designations that are compatible with the associated Comp Plan Map designation. All property added to the UGB from the URA is considered to have an urban holding area comprehensive plan designation and an Urban Holding-10 (UH-10) zone. Urban development consistent with the plan designation may not be approved until the land is annexed to the City of Redmond and rezoned consistent with the zoning categories listed below.

Table 2.9.1 Redmond Comprehensive Plan Land Use Map Designations

RM	Residential Medium Density	Land designated for a mix of housing types; single family, duplex, triplex, and multi-family structures	R-3, R-4	UH-10

Response: With annexation, the site will be rezoned to R-4, which is in accordance with the following Land Use Map Designation:

RM Residential Medium Density Land designated for a mix of housing types; single family, duplex, triplex, and multi-family structures are permitted. R-3, R-4 UH-10

(10) The following purpose statements describe the predominant land uses designated on the Redmond Urban Area Comp Plan Map.

a. *Urban Holding Area (UHA) – This plan designation is applied to all areas added to the UGB that have not yet completed planning for urban uses. Agricultural, rural residential uses and other uses allowed in the UH-10 zone are allowed on an interim basis so long as their location and operation does not impair the future conversion of these lands from rural to urban use. New parcels less than 10 acres in size may not be created within areas designated UHA.*

b. *Residential Low Density (RL) – Areas designated RL are intended primarily for development as single family home sites. Planned urban densities are expected to average 3 dwelling units per acre with densities ranging from 2 units per net acre to 5 units per net acre. The Redmond Development Code (Development Code) may establish more than one zoning district for the RL designation to address local conditions and the need for different development review criteria.*

c. *Residential Medium Density (RM) – Areas designated RM are intended primarily for development as single-family home sites intermixed with attached housing products. Planned urban densities are expected to average more than four dwelling units per acre with densities ranging from four units per net acre to twelve units per net acre. The Development Code may establish more than one*

zoning district for the RM designation to address local conditions and the need for different development review criteria.

d. *Residential High Density (RH) – Areas designated RH are intended primarily for development as multi-family development complexes, condominiums, congregate living facilities, and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre. The Development Code may establish more than one zoning district for the RH designation to address local conditions and the need for different development review criteria.*

e. *Neighborhood Center (NC) – Areas designated NC are intended for development as commercial service areas supporting surrounding residential neighborhoods. Neighborhood Centers may also be focused around a cultural activity or a school. Commercial uses and development form may not be of a type found in highway commercial and strip commercial development areas. NC areas also may include residential uses, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in NC areas may not take direct access from arterial or collector streets.*

f. *Mixed Use Downtown (MUD) – The MUD designation is for the area defined as the Redmond Downtown. Uses in the MUD area are subject to regulations contained in the Redmond Downtown Plan and related zoning districts.*

g. *Mixed Use Employment (MUE) – Areas designated MUE are intended for development as employment centers developed as campus-type or light industrial with some limited commercial and residential development contained within the MUE area. Stand alone residential projects are not permitted within the MUE area. The City may provide for mixed use projects located within the MUE through planned developments. Commercial uses must be of a type and scale that is designed to support surrounding industrial and employment uses and may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments.*

h. *Commercial (C) – Areas designated Commercial on the plan map are intended primarily for commercial retail and service uses for local or regional scale development. Highway commercial uses are allowed where transportation impacts can be managed in conformance with state and local requirements. Residential development may be permitted in the C designation, either in the form of residences on upper stories above retail uses or, where compatible with surrounding uses, as stand alone high density residential development. Stand alone residential projects in "C" areas may not take direct access from arterial or collector streets.*

i. *Industrial (I) – areas designated "I" on the plan map are intended primarily for industrial and employment uses. Commercial uses may be permitted when they are of a type and scale that is designed to support surrounding industrial and employment uses. Industrial areas may not be used for commercial development that serves a regional retail function, such as large merchandise retailers, home improvement centers, and mini-mall developments. The Development Code may establish more than one zoning district for the "I" designation to address local conditions and the need for different development review criteria to serve different types of industrial uses, such as heavy industrial, light industrial, and campus industrial uses.*

j. *Public Facilities (PF) – Areas designated PF on the Comp Plan Map are intended for development as public and quasi-public facilities serving local and regional needs. Uses may include municipal utility installations, electrical installations, schools, public recreational uses, government buildings and other uses. The Development Code may establish more than one zoning district for the PF designation to address different development review criteria for different types of public facilities.*

k. *Open Space (OS) – Areas designated OS include areas not intended for urban development that are planned to remain in an undeveloped state for use as active or passive recreation or to avoid placing development in areas that may have development hazards. The Development Code may establish more than one zoning district for the OS designation to address different types of OS objectives, including areas where development is restricted altogether or permitted on limited bases subject to special review criteria.*

l. *Mixed Use Live Work (MULW) – The purpose of the MULW zone is to:*

   (1) *provide a mixed use area that is appropriate for development which may include both living units and work space;*

   (2) *Provide flexibility for the development of live/work units; and*

   (3) *Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.*

m. *Mixed Use Live Work - Special District (MULW-SD) – The purpose of this Special District Overlay is to allow uses within a portion of the MULW Zone that exist at the time of the effective date of the adoption of this ordinance to be permitted as outright permitted uses. The Special District Overlay will allow existing uses and businesses to continue and potentially expand their operations in perpetuity, subject to the requirements of this Section.*

Response: The proposed development – consisting mostly of multi-family unit and other attached dwelling products over 8 units per acre - is in accordance with the following land use purpose statement for RH zoning:

"Residential High Density (RH) – Areas designated RH are intended primarily for development as multi-family development complexes, condominiums, congregate living facilities, and other attached dwelling products. Planned urban densities are expected to average more than 8 dwelling units per acre. The Development Code may establish more than one zoning district for the RH designation to address local conditions and the need for different development review criteria."

(11) The City of Redmond will adopt requirements to prepare and approve Master Development Plans (MDP(s)) or Partial Master Development Plans (PMDP(s)). These plans will be used to support rezoning land zoned Urban Holding-10 (UH-10), whether or not the land is inside City limits. City approval of a MDP or PMDP will require an amendment to the comprehensive plan map and zone change to reflect the new land use designations. Properties may be annexed concurrently with the City's approval of and MDP or PMDP unless otherwise approved by the City per Policy 12 below. However, properties previously annexed without master plan approval shall be zoned UH-10 until the City approves MDP or PMDP for a specific area.

a. *MDPs/PMDPs may be approved through a City initiated or property owner initiated quasi-judicial approval process. MDPs/PMDPs must be consistent with the Redmond Urban Framework Plan or the Comp Plan map in order to be approved through a quasi-judicial process.*

b. *City approval of a MDP or PMDP will result in an amendment to the Comp Plan Map and/or the zoning map.*

c. *Properties designated UH-10 may be annexed when they are subject to an approved MDP or PMDP; annexation may occur concurrently with approval of an MDP or PMDP.*

d. *The City intends that MDPs/PMDPs cover as large an area and as many contiguous UH-10 zoned properties as possible. Minority property interests may be subject to a MDP or PMDP without consent of the property owner. However, they may not be rezoned and annexed to the City without consent of the property owner.*

e. *The City will only approve Comp Plan designations and zoning for a MDP or PMDP that is consistent with identified urban lands shown in the Redmond Framework Plan or adopted Area Plans.*

f. *Once approved, compliance with an MDP or PMDP is mandatory for all property subject to that Plan.*

g. *MDPs or PMDPs that are not substantially consistent with the City Framework Plan or adopted Area Plans may only be approved through a comprehensive plan amendment planning process.*

Response: Master Development Plan approval is being applied for as part of the other land use requests and the proposal has been designed according to the Eastside Framework Plan principles, so is therefore is consistent with an applicable, adopted Area Plan.

12. Approval of a zone change from UH-10 to an urban zone may be granted without preparation of an MDP or PMDP pursuant to all of the following conditions.

a. *The zone change request is for a land parcel that is less than 12 acres and does not include more than 3 acres of proposed residential development.*

b. *For land outside the City, the request is made in conjunction with a petition for annexation.*

c. *The request is made in conjunction with an application for a planned unit development (PUD).*

d. *The proposed urban zoning is consistent with the Redmond Framework Plan or an adopted Area Plan when the property is within the boundary of such plans, and addresses applicable Great Neighborhood Principles.*

Response: Not applicable. The parcel is not zoned UH-10. Nevertheless, a Master Development Plan approval is being requested.

Chapter 3: Agricultural Land

Policies

(1) Conversion of rural agricultural land to urbanizable land shall be based on the following factors:

(a) Environmental, energy, social and economic consequences;

Response: The land has never been farmed and is currently non-irrigated land with native vegetation and no significant natural features. With urbanization, there will be environmental, energy, social or economic consequences, as compared to bare land, but one must factor the same consequences from people who work in Redmond, but commute long distances to and from where they live. This development will provide the opportunity to live closer, which brings about many benefits.

(b) Demonstrated need consistent with LCDC goals;

Response: The affordable housing provided via Skyline Village is consistent with LCDC goals and is the result of a pilot program created by LCDC to stimulate affordable housing in the State.

(c) Unavailability of an alternative suitable location for the requested use;

Response: The site is the best available for the proposed use as it is adjacent to the existing City, is part of an approved Area Plan designating it Residential and is owned by Deschutes County, who has agreed to donate the land under the condition that at least 50% of the units be deed restricted to residents making 80% or less of the Area Median Income. Taking away the cost of the land will help the City keep costs down and allow the City to offer them at prices that meet affordable housing goals.

(d) Compatibility of the proposed use with related agricultural land; and

(e) The retention of Class I, II, III, IV soils in farm use.

Response: There is no related agricultural land surrounding the proposed development and the site does not contain any class of soils for farm use.

Chapter 10: Housing

Policies

Existing Housing

1. The City shall investigate the status of existing manufactured home parks and determine if additional incentives are needed to ensure that the existing parks can provide opportunities for owners of the manufactured homes or mobile homes located in the Park.

2. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.

3. The City shall take steps to assist lower income homeowners with housing maintenance and preservation in order to maintain the viability and affordability of existing housing inventory.

Response: Not applicable as this proposal does not involve existing housing.

Residential Compatibility

1. New developments in existing residential areas shall be compatible with surrounding developments, including landscaping, visual impact, architectural styles and lighting, and their appearance should enhance the area.

2. Private and public nonresidential uses for the convenience or safety of neighborhood residents should be permitted within residential areas. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Response: The subject site is not located in an existing residential area – it is more industrial and service commercial in nature. Nonetheless, the development will include landscaping, attractive and diverse architectural styles and downcast lighting which will have the effect of enhancing the appearance of the area. Non-residential uses include parks and open space, which will be designed to be compatible with surrounding development and will enhance the area.

Accessory Dwellings

3. Accessory dwellings to homes, i.e. granny flats, shall be allowed in new subdivisions and existing neighborhoods.

4. Temporary improvements for medical hardships shall be permitted in residential areas.

Response: Accessory dwellings are not proposed at this time.

Manufactured & Mobile Homes

5. Manufactured homes may be located in mobile home parks, manufactured home subdivisions, or on individual housing lots in subdivisions consistent with state law to allow persons and families a choice of residential products.

6. The City shall establish clear and objective criteria and standards for the placement of a manufactured home on individual lots and for the design of manufactured dwelling parks in areas designated for residential use.

7. The City shall impose reasonable safety and inspection requirements for homes which were not constructed in conformance with the National Manufactured Home Construction and Safety Standards Act of 1974 (as amended).

Response: Manufactured and mobile homes are not proposed at this time. If the plans are modified in the future, compliance with these provisions will be met.

New Residential Development

8. All residential development should protect, to the greatest extent possible, the physical characteristics of the site relating to soils, slope, erosion, drainage, natural features and vegetation.

Response: As identified in various studies and from site visits, there are no significant physical site characteristics. Nonetheless, the development will not significantly alter the slope, will continue to provide for drainage and will retain existing vegetation to the extent practical, while still meeting the goals of providing community affordable housing.

9. Multi-modal (multiple transportation options) access for residential developments should be provided internally and to adjacent development.

Response: Vehicular, bicycle and pedestrian access is provided internally to the site and, for the most part, adjacent to the development. Transit service is being considered to the site as part of a new fixed route bus system in Redmond.

10. Garages should be accessed from alleys where alleys are provided.

Response: No alleys are proposed as currently planned, but if they are added later, garages (if proposed) will be accessed from the alleys.

11. Residential units should be permitted above or as an incidental use in conjunction with commercial and industrial uses.

Response: A small commercial component is proposed and will be designed with residential units above.

12. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan, and any approved Master Plans.

Response: The proposal is a new residential development in an area without an established character, so the architectural style, once established with future site and design applications, will have maximum flexibility in design and housing type and will be consistent with densities and goals and objectives of this Plan and the adopted Area Plan for the location: the Eastside Framework Plan.

Uses Permitted in Residential Areas/Zones

13. Public and semi-public uses and services, parks and schools, should be permitted within residential areas and shall have development standards which recognize the residential character of the neighborhood. Development standards shall be established for such uses that should provide off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.

Response: Parks, trails and related open space will be provided and is permitted with residential areas and will be designed for residential uses. Where necessary, off-street parking will be provided for access to these areas, along with required landscaping, signage, and other controls.

14. Golf courses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.

Response: Not applicable. No golf course is proposed.

15. A home occupation shall be permitted within residential areas as an outright use if there is no outward manifestation of the business other than signage permitted by ordinance.

16. A home occupation that displays any outward manifestations of the business shall be subject to conditional use approval.

Response: No home occupations are currently proposed but may be permitted should they be in compliance with the Redmond Development Code.

17. Transit stops shall be permitted within neighborhoods as required by an adopted

Response: If transit is established to the site, transit stops will be provided for safety and convenience of the residents and their visitors.

Transportation System Plan (TSP).

18. Public and semi-public buildings may be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and set a high standard for quality and design.

19. New fire stations and police substations may be located in close proximity to residential areas.

20. Schools and parks should be allowed as a conditional use in residential areas of the community to ensure there is adequate buffering between school and park activity areas and nearby dwelling units.

21. "Pocket Parks" or "tot lots" shall be incorporated into medium and high density residential subdivisions of twenty-five lots or greater and shall be sized consistent with City guidelines.

Response: Public and semi-public buildings, including fire stations and schools, are not currently proposed, but may be added in the future and, if added, will be compatible with their surroundings. Pocket parks will be incorporated into the master plan and will be sized consistent with City standards.

Multi - Family Housing Development

22. Designating areas to accommodate multi-family development should be based on compatibility with adjoining land uses.

23. Criteria for the location of multi-family housing shall include proximity to the City core, neighborhood commercial centers, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

24. Higher density neighborhoods should complement the areas in which they are located. Development criteria should include:

a) Buffering by means of landscaping, fencing or distance from conflicting uses.

b) Compatibility of design, recognizing the conflicts of mass and height between larger multi-family and mixed use buildings smaller single family houses.

c) On-site recreation space, such as adequate yard space for residents and play space for children in a distinct area shall be required for all new neighborhoods.

d) Open space must be used for amenity or recreational purposes. The uses authorized or required for the common open space must be appropriate to the scale and character of the development, considering the size, density, expected population, topography, and the number and type of dwellings to be provided.

e) Open space must be suitably improved for its intended use, but common open space containing natural features found worthy of preservation may be left undeveloped. The buildings, structures and improvements which are permitted in the common open space must be appropriate to the uses which are authorized.

f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.

g) The sitting of buildings to minimize the visual impact of parking areas from public streets.

h) Access points for automotive, pedestrian, and bike traffic.

i) Signage.

j) Street connectivity.

k) Traffic impacts.

Response: All of the above criteria are requirements of the City's Site and Design Review standards in the Redmond Development Code. Prior to development of any housing built on the site, a Site and Design Review application will be submitted to the City to confirm compliance with the applicable standards. The City is committed to building a quality community that incorporates aesthetically pleasing buildings, tree lined streets, ample and landscaped open spaces and mitigation of any negative impacts, such as parking lots by placing them behind buildings and/or with landscape buffers. A Traffic Impact Analysis was submitted with this application addressing potential traffic impacts and any necessary mitigation.

Affordable Housing

25. The City should encourage subsidized housing to be located at a variety of locations within city limits.

26. The City and the County should participate with Housing Works, Neighbor Impact and/or other public, private, or non-profit organizations in the development of a regional housing plan to address issues and to establish programs which address housing affordability, density, home ownership, neighborhoods and location.

27. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.

28. Density bonuses should be considered in new developments if affordable housing is provided.

Density

29. Residential zones should allow for a wide variety of compatible housing types and densities.

30. The City and County shall consider providing incentives to develop higher densities of housing.

31. Interim development that occurs in advance of the availability of municipal water and sewer service shall not inhibit the future development of the land at planned densities. A redevelopment plan shall be required for all residential development on parcels greater than one-acre showing how the property will be redeveloped consistent with planned residential densities once primary urban services are available.

32. The City shall designate an appropriate amount of land in the residential plan designations to meet the housing mix and density identified in the housing needs assessment.

Response: The development is a 485-unit, mixed residential, mixed-use neighborhood with at least 50% of the residential units designated as affordable (defined as those making 80% or less than the Area Median Income and not spending more than 30% of their monthly income on rent/mortgage) and the remainder market rate units. Many, if not all of the affordable housing policies mentioned above will be implemented in the project.

33. The City shall establish the following target density ranges for housing.

Map Label	Designation	Required Density	City Zones
R-L	Single Family Residential	Between 2.0 and 5.0 dwelling units per net acre	R-1, R-2
R-M	Residential Medium	Minimum 4.0 dwelling units per net acre	R-3, R-4
R-H	High Density Residential	Minimum 8.0 dwelling units per net acre	R-5

Response: The proposed zone – R-4 – accommodates the proposed density of approximately 12 units per acre.

Chapter 11: Public Facilities and Services

Goals

(2) To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.

Response: The proposal will ensure a close correlation between urban services and urban development in order to bring about an orderly and efficient development pattern by phasing the construction and the infrastructure to correlate with the pace of development.

High density residential development shall be permitted only in areas where necessary services can be provided

Chapter 12: Transportation

Policies

(3) Plan or ordinance amendments which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and level of service of the facility. This shall be accomplished by either:

(a) Limiting allowed land uses to be consistent with the present function, capacity, and level of service of the facility, or

(b) Amending the TSP and capital improvement programs to provide the transportation facilities adequate to support the proposed land uses, or,

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Response: The transportation impacts of the proposed UGB amendment were analyzed for their impact on the local and regional transportation system. The results of this analysis are documented in the Transportation Analysis Memorandum. The study concluded that significant impacts on the transportation system of the proposed amendment would be mitigated by construction of planned improvements. Further details regarding the methodology, assumptions and findings of the study are provided in Transportation Analysis Memorandum.

Chapter 14: Urbanization

Goals

(4) To direct development within the Redmond UGB at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, including but not limited to public water, sewer and urban streets.

Response: The location of the proposed UGB amendment will ensure an orderly and efficient development pattern as it is included in the master planned Eastside Framework Plan. Further, future Site and Design Review applications and associated site development requirements will ensure that phased development of the site occurs in an orderly manner. The findings above describe how the proposed UGB amendment will ensure a close correlation between urban services and urban development in order to bring about an orderly and efficient development pattern.

To establish and maintain an Urban Growth Boundary that provides adequate land to accommodate projected population and employment growth during the 20-year planning period.

Response: The purpose of this UGB amendment is to meet a need for affordable housing, pursuant to the provisions of State of Oregon House Bill 4079. The amendment's conformance with these provisions are described in the findings related to the OAR, earlier in the report.

Policies

> *(5) The establishment and change of the Urban Growth Boundary shall be a cooperative process between the City of Redmond and Deschutes County.*

Response: This UGB amendment is an outcome of the State of Oregon House Bill 4079 (Affordable Housing Pilot Program), which allows for more streamlined UGB amendments to accommodate affordable housing. The City and the County coordinated on the City's application for the program by agreeing to donate the 40 acres of land that the development will be built upon.

> *(8) The City and County will favor UGB additions that are of sufficient size and scale to be integrated into the urban area as complete neighborhoods or other community elements rather than isolated individual parcels. Privately initiated requests for UGB amendments should include a minimum of 150 acres and shall be based on demonstrated land needs to maintain a 20 year supply of urbanizable land within the UGB.*

Response: The Skyline Village Tract is 40 acres in size, which is sufficient size and scale to be integrated as a complete neighborhood, complete with a variety of housing unit types and ample open space and recreational areas. This is a publicly initiated request, therefore, the minimum of 150 acres in size is not applicable.

When land is brought into the UGB, it shall be designated URBAN HOLDING AREA (UHA) on the comprehensive plan map. Land that is inside the City may be zoned Urban Holding-10.

Response: The UHA zone is intended for land brought into the UGB to meet a long-term, general needs for employment or residential land. Because this proposal is for a specific type of use (residential), this policy is not applicable to this amendment. Contemporaneous to this UGB Amendment, a request is being made to rezone the parcel from the Deschutes County zone of EFU-AL directly to City zoning of R-4, so there is no need to zone it as Urban Holding-10.

Development Plans (MDPs) or Partial Master Development Plans (PMDPs) shall address the following requirements and in accordance with the Redmond Development Code.

Response: This amendment includes a Master Development Plan (MDP) that addresses the requirements of the Comprehensive Plan and Redmond Development Code. The findings of this report serve as the narrative for the MDP. A map diagram that illustrates the MDP is incorporated into this report.

Great Neighborhood Principles. Master Development Plans shall address 16. Great Neighborhood Principles. All types of Master Development Plans as well as major land division and site development plans, phased development plans, subdivisions, and site plans, shall address the applicable Great Neighborhood Principles below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to those specifically provided in the Area Plan.

Response: The findings in the Master Development Plan section describe how the amendment addresses the Great Neighborhood Principles. The Skyline Village Tract is located within the boundary of an adopted area plan, the Eastside Framework Plan, so additional Great Neighborhood Principles are applicable to this amendment.

> *(18) The City will adopt an Urban Framework Plan for future urban areas in the Urban Growth Boundary and Urban Reserve Area. The Redmond Urban Framework Plan will be used as a conceptual guide for future urban land uses in urban reserve areas and areas within the UGB. The Framework Plan is not parcel-specific and is intended to provide general guidance as to community form and design, and to be used as the basis for preparation of Area Plans.*

Response: The Redmond Urban Framework Plan does not designate the Skyline Village Tract for any specific urban land use, but an Area Plan has been adopted for the site (Eastside Framework Plan), designating the site as Residential.

Urban development on the edge of the urban growth boundary that is adjacent to land planned for long-term rural use should buffer urban uses with open spaces, when feasible, or lower density residential development, or other appropriate transitional uses.

Response: Prior to development, Tentative Subdivision and Site and Design Review approval will be required and include provisions for design treatments to ensure appropriate buffers between development on the site and adjacent lands to the north and east, which are planned for long-term rural use. The Great Neighborhood Principles require a 100-foot buffer where there is an urban/rural interface, which will be incorporated into this development to further ensure compatibility.

3.3 Redmond Development Code

TITLE 18, ZONING

Section 8.0300 Master Development Plan.

8.0300 Master Development Plans. A Master Development Plan is required to annexation as a condition of annexation, or after annexation but prior to or concurrent with rezoning from Urban Holding-10 to other City zoning districts. The Master Development Plan shall not create excessive demand on public facilities and services required to serve the development area, and shall not conflict with existing public access easements within or adjacent to the development area. The specific requirements for a Master Development Plan are as follows:

(1) Applicability. This section applies to all properties proposed for annexation and/or rezoning from Urban Holding-10 on or after the date of the adoption of this ordinance.

Response: This amendment proposes to annex the Skyline Village Tract into the City of Redmond. Therefore, the requirements of Section 8.0300 are applicable.

(2) Purpose. The purpose of Master Development Plan is to provide:

(A) Orderly and efficient development of the City consistent with Urban Framework Plans and an adopted Area Plan.

(B) Compatibility and/or transitions with adjacent developments and the character of the area.

(C) A complementary mix of uses and activities.

(D) An interconnected transportation network – streets, bicycle routes, and pedestrian trails – within the master plan area and to existing and planned City streets, routes and trails.

(E) A range of housing choices for areas planned to have residential components.

(F) A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan and an adopted Area Plan.

(G) Public and semi-public facilities and services.

(H) Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.

(I) Transitions or buffers between urban development and rural areas.

(J) Implementation of Redmond's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles described in 3(C)(13) below.

Response: The Master Development Plan (MDP) for the residential uses of the Skyline Village Tract was designed to this purpose defined by 8.0030(2). The MDP's consistency with these purposes and associated approval criteria is addressed in detail in 8.0030(3)(B).

(3) Procedures for Review.

(A) General. Master Development Plans (MDP or PMDP) shall be approved through a quasi-judicial review process. Application procedures and related fees for approval may be streamlined in order to promote timely development of urban planning for land zoned UH-10. The Community Development Director shall inform the applicant during the mandatory pre-application stage if the proposed Master Development Plan area appropriately includes all contiguous UH-10 zoned properties in the plan area. The Community Development Director shall base the determination for the proposed plan area utilizing the following factors:

(1) whether there are UH-10 properties that abut or are surrounded by the plan boundary that would reasonably fit within the zoning concept for the area plan;

(2) whether the extension of public services and infrastructure would be enhanced by the inclusion of abutting UH-10 properties;

(3) whether the total acreage of abutting or enclave UH-10 zoned properties is less than the acreage in the proposed plan area; and

(4) there is a community interest that would be served by including additional properties in the plan area.

Response: As noted in the foregoing findings, this application does not propose to apply the UH-10 zone to the subject property, and no adjacent properties are zoned UH-10. The appropriate plan area for the MDP is the R-4 (General Residential).

(B) Review and approval criteria for Master Development Plans or Partial Master Development Plans.

(1) General. In the review of any application for a Development Plan, the Planning Commission and City Council, if required, shall consider the following:

(a) Whether the proposed Plan is generally consistent with the Framework Plan and is consistent with an adopted Area Plan and Comprehensive Plan in terms of land use, density, transportation systems and networks, adequacy of infrastructure and open space

(b) Whether the proposed Plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas; and natural resources and hazards.

(c) Whether the proposed Plan is functionally integrated with developed or planned areas.

(d) The proposed plan meets the applicable Great Neighborhood Principles in Section 8.3050.

Response: The findings in response to the specific approval criteria under 8.030(C) below address the MDP's consistency with the general criteria listed in 8.030(B).

(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.

Response: This report serves as the narrative for the MDP. The goals and objectives of the plan and the urban characteristics of the planned area are addressed in detail in the Project Background section of this report.

(2) Development Plan Map. A map of the plan area and surrounding vicinity shall indicate planned land uses for each land parcel in the area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan map designations and zoning. The plan shall include a list of all affected properties with tax lot numbers, current ownership, parcel size, and other information that is pertinent to the plan.

Response: All of the maps required for inclusion in the MDP, including the Development Plan Map and all maps or diagrams defined by 8.030(2) through 8.030(11) are combined in one map that is incorporated as with this report as the Skyline Village Master Development Plan, which includes all necessary elements identified in 8.020(2). The map shows required information about all of the parcels included in the Master Development Plan. Additional information on this topic is provided in the findings in response to 8.030(C)(3) and 8.030(C)(5), below.

(3) Land Use Diagram. The land use diagram shall generally indicate the distribution and location of planned land uses for the master plan area, including plans for park and open space and community facilities, if known. The plan shall show proposed comprehensive plan designations, zoning, and density.

Response: In accordance with the proposed R-4 zone, the proposed MDP generally indicates that the entire Skyline Village Tract will be planned and zoned for residential development with a small amount of supporting services and parks, trails and open space. The plan shows comprehensive plan designations, zoning and density.

(4) Significant Resources Inventory. An inventory of significant natural resources, scenic and historic resources, and open space areas including those identified on the City's adopted inventory and those that have the potential to qualify for protection under Redmond's Goal 5 resource protection program. When significant resources are present, the proposed plan shall include a management plan to protect resource sites;

Response: The Skyline Village Tract does not include any significant natural or historic resources, as described in the findings under Statewide Planning Goal 5 in section 3.2 of this report.

(5) Parks and Open Space. Identify land suitable for park and recreation use in accordance with the needs analysis in the City of Redmond Park Master Plan (Park Plan) and an adopted Area Plan. In particular, where the Park Plan indicates there is a need for

neighborhood or community park, the master plan shall identify sites that may be suitable for park development using the design and location criteria from the Park Plan or an adopted Area Plan. Density transfers, SDC credits, dedication, and other value consideration may be identified in the planning process to compensate property owners for land dedicated to public use;

Response: The City's Park Master Plan does not indicate a need for a neighborhood or community park on the subject property, but the MDP identifies areas where parks, open spaces, and/or community facilities will be integrated into the future site design.

(6) Air, Noise, and Water Resources. Review air, noise and water resources that may be impacted by planned development and address how adverse impacts will be avoided or mitigated in compliance with applicable local, state, and federal regulations. The analysis may use City public facility plans, technical studies, and policies to meet this requirement when those plans address how urban development in the plan area can be served. In these instances, the Master Development Plan must show that the envisioned land uses in the plan area are consistent with the land use assumptions in the public facility plans. This requirement is particularly important for storm water management.

Response: Any potential impacts of future development on the quality of air, water or noise resources will be identified during the development review process, as the specific impacts cannot be known until a development is proposed. The City of Redmond has adequate provisions in place to protect the quality of air, water, and land resources from negative impacts of new development.

(7) Natural Hazard Areas. Inventory areas subject to natural hazards, particularly steep slopes, and program urban development that is suitable for the identified hazard areas;

Response: No natural hazards are located on the site, as addressed in the findings in earlier Sections - Statewide Planning Goal 7.

(8) Residential Uses. Identify areas planned for housing development, if any, and the proposed zoning districts to be applied. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets or exceeds the housing density objectives for the area that are identified in the Redmond Urban Framework Plan, adopted Area Plans, and the Comprehensive Plan. The Framework Plan and adopted Area Plans provide general guidance on housing densities that need to be achieved in order to meet future housing needs. Where proposed residential land uses differ from those shown in the Redmond Urban Framework Plan or adopted Area Plans, the master plan shall demonstrate how it meets the overall housing objectives of the Redmond Urban Framework Plan or adopted Area Plans. Applicants may propose new zoning districts when the proposed district(s) in total achieve the housing densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

Response: Residential uses are proposed for the site and are identified on the MPD plan. A mix of units are proposed, and the housing densities are in accordance with the adopted Area Plan (the EFP) and the Comprehensive Plan.

(9) Employment Uses. Identify areas planned for employment use and/or mixed uses and the proposed zoning for these areas. Applicants may propose new zoning districts in cases where existing districts are not suitable for the planned development provided the proposed district(s) achieve similar land improvement values and/or employment densities envisioned in the Redmond Urban Framework Plan or adopted Area Plans.

Response: The site is primarily intended for residential uses. A very small amount of supporting uses may generate minor employment opportunities. The intent of the development is to provide support for the employment uses in the area.

(10) Transportation Analysis and Diagram. Prepare a transportation impact analysis including a grid street plan that is consistent with street spacing and connectivity guidelines in the Redmond Transportation System Plan (TSP) and adopted Area Plans. Show the proposed classification for all streets down to collector roadways. Show the location of approved TSP improvement projects and any capital improvements that may need to be added to the TSP in order to serve the plan area. Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

Response: The Site Plan illustrated in the MPD shows the general transportation network proposed in the form of expanding the City street grid with streets that meet the minimum spacing requirements and connectivity guidelines. Specifically, the project will extend NE 13th, NE 15th and NE 17th Streets into the site and will connect with other streets, where feasible, and have stubbed them out at the property lines where connectivity cannot occur until neighboring properties develop. For east/west connectivity, several new streets will provide access, including an extended NE Larch Avenue. All street will be designated as Local Streets, except for NE 17th, which will be a Collector, and all will be constructed as development occurs and most likely phased.

Additional street grid patterns and proposed street classifications will be identified at the time of development proposals and will be consistent with the spacing and connectivity guidelines of the Redmond TSP.

(11) Show proposed bicycle pedestrian, and trail routes. Show how planned transportation facilities will connect to transportation facilities in adjacent urban areas.

Bicycle, pedestrian, and trail routes are shown in the form of greenways connecting different locations within the master plan. Additional opportunities will be available on-street in the form of sidewalks and/or bicycle lanes. Transit connection to the site is being investigated. In that case, bike and pedestrian facilities will be provided to that location. Further refinement of these facilities will occur with future Site and Design Review and Subdivision applications.

(12) Public Facilities Analysis and Diagram. The plan shall include a conceptual layout of public facilities, (including sanitary sewer, water, and storm drainage, needed to support the planned uses. The Public Facilities Analysis must be consistent with the city's adopted Public Facility Plan (PFP) and related facility master plans, including improvements related to the adopted Area Plan that may require amending the PFP.

Response: The MDP identifies the conceptual layout of public facilities be constructed along the same alignments as the conceptual street network. Additional information related to these facilities, as well as water and storm drainage facilities is found in the City Engineer's memo on Infrastructure. The memo confirms the ability to serve the site and consistency with the PFP (or with minor amendments). Further detail will be shown with future applications.

(13) North Redmond US 97 Interchange Area Management Plan (IAMP) Compliance. The master plan shall comply with the following policies, if applicable:

Response: The site is not within the planning area of the North Redmond US 97 Interchange Area Management Plan; therefore, this requirement is not applicable.

(14) Great Neighborhood Principles. Master Development Plans shall address applicable Redmond Great Neighborhood Principles described below. In instances where the property proposed for a Master Development Plan is located within the boundary of an adopted Area Plan, the Master Development Plan shall also address the Great Neighborhood Principles according to the specificity provided in the Area Plan.

(a) Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops.

Response: An illustrative, conceptual street network presented in the MDP consistent with the spacing and connectivity guidelines of the TSP, which are intended to create interconnected street grids that invite walking and biking. The cross-section design of each street will be consistent with the design standards of the City of Redmond in order to facilitate safe and reliable travel for all modes. Development of a well-connected street system in the area will be the foundation for convenient and safe access to all future destinations on the site.

The specific and final locations of individual streets, pathways and trails will be identified as part of future specific development proposals. Locations and designs will be based on considerations for lot configuration, location of key destinations and building entrances, and location of open spaces, plazas, or other amenities.

The transportation network will remain consistent with the spacing/connectivity guidelines and design standards in the City of Redmond TSP and will ensure travel within the site, as well as connection to future existing or planned trail or pathway systems. All streets, trails and pathways will be constructed to City of Redmond design standards.

(b) Housing. A mix of housing types and densities should be integrated into the design of new neighborhoods.

4 **Response:** A mix of housing types and densities, including cottages, 4-plexes, townhomes and two-three story apartments and mixed-use buildings, are integrated into the neighborhood design.

(c) Open spaces, greenways, recreation. All new neighborhoods shall provide useable open spaces with recreation amenities that are integrated to the larger community. Central parks and plazas shall be used to create public gathering

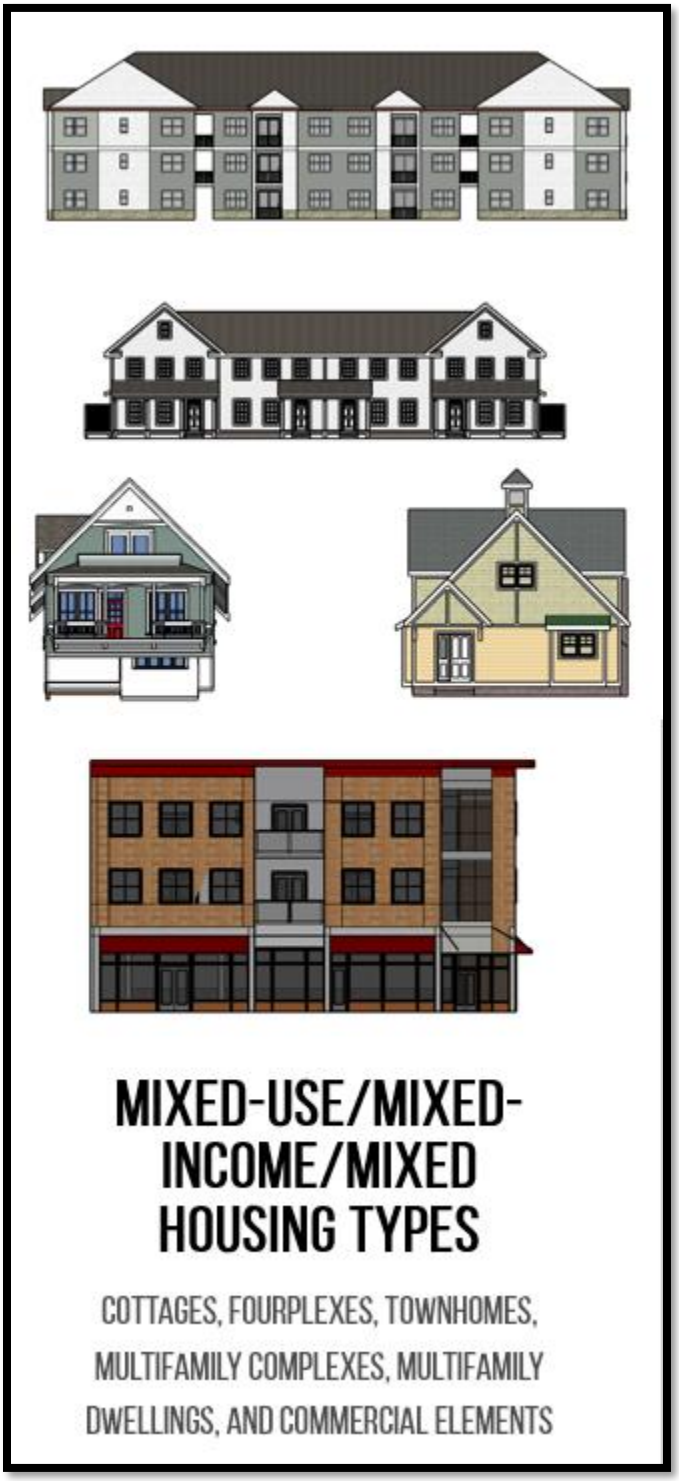
places. Incorporate significant geological features such as rock outcroppings, stands of clustered native trees, etc. into the design of new neighborhoods. Neighborhood and community parks shall be shown in appropriate locations consistent with policies in Redmond's Parks Master Plan.

Response: The MDP illustrates that locations for open spaces, plazas, greenways, parks or other gathering places to be integrated into the eventual site design. The specific location of open or public spaces may fluctuate with specific site plan and subdivision proposals but will be in general conformance with the MPD. The City of Redmond Park Master Plan does not indicate a need for a neighborhood or community park on the subject property, but ample park space is proposed. City staff has indicated that it is not necessary or applicable to this application to incorporate features such as rock outcroppings, stands or clustered trees or similar features into the design of the types of small plazas or public spaces that may be established on this site in the future.

Subsequent developers will construct open spaces such as parks, greenways, plazas or other gathering spaces for the use and enjoyment of future residents on the site. Open spaces will include a combination of amenities including but not limited to seating, landscaping (a combination of paved and vegetated areas), trees or shelters providing shade, exercise equipment, and/or public art. Open spaces will contribute to an attractive and sustainable site design for the property.

(d) Integrated design elements. Streets, civic spaces, signage, and architecture shall be coordinated to establish a coherent and distinct character for the Master Development Plan. Plans may integrate design themes with adjacent developed or planned areas.

Response: As a large site with one owner, the Skyline Village Tract presents a valuable opportunity to contribute to a coherent and distinct character for the area. The City of Redmond recognizes this opportunity and the importance of high-quality urban design and aesthetic character to the long-term value of the site. As defined by this Great Neighborhoods Principle, the design of streets, civic spaces, signage, and architecture will be coordinated throughout the site. Such elements could include street or other wayfinding signage, landscaping, gateway features, lighting, street furnishings, and/or building forms. The specific character and form of these elements cannot be known at this early stage of development as a specific user has not been identified. However, the City has prepared character sketches of the development and sample architecture to inform the public and neighbors on the quality of design being contemplated. See images below.



(e) Diverse mix of activities. A variety of uses is encouraged in order to create vitality and bring many activities of daily living within walking and biking distance or a short drive of homes.

Response: The MDP identifies a mix of housing types to bring about a mix of residents and create vitality. An expansive system of parks, open space, plazas, and connecting greenways with trails and paths provide additional activities within walking and biking distance of all residences. A mixed-use area will provide a small area with potential support services.

(f) Public art. Public art is encouraged at the gateways to neighborhoods and/or in and around the center of neighborhoods to provide focal points.

Response: As with urban design, the City recognizes the contribution that public art can make to the long-term value of the site and will use public art to distinguish the site from surrounding development and create a sense of arrival at a distinct and important place.

(g) Scenic views. Identify and preserve scenic views and corridors of the Cascade Range, Ochoco Mountains, and Smith Rock. Streets and common or public open spaces should be located and oriented to capture and preserve scenic views for the public. Minimize visual clutter within scenic corridors.

Response: Scenic view corridors will be a key consideration of the building orientation, street and trail alignments, and the location and furnishing of public spaces throughout the site. View corridors will be considered for the design and placement of signage, service areas, parking areas, and other elements, in order to ensure that views are preserved or created and to minimize visual clutter that detracts from the scenic views.

(h) Urban – rural interface. Urban development shall interface with rural areas through open space buffers at least 100 feet wide and the length of the urban development, excluding public streets, or shall be transitioned from higher density development to lower density development at the urban - rural interface, or utilize other appropriate and equivalent transitional elements.

Response: Open space buffers at least 100 feet wide will be reserved along the west, north, and east boundaries of the site that abut rural areas.

(i) "Pocket Parks" or "tot lots" shall be incorporated into medium and high density zoned residential subdivisions and site plans. These areas shall be developed for every twenty-five lots/units, a minimum of 1,500 square feet and privately maintained.

Response: As evidenced by the MPD, the development provides ample park space and pocket parks will be added with future subdivision and/or site plan applications.

(j) Canal trails. If canals or laterals are present, multi-use trails at least 10 feet wide shall be provided, subject to the Central Oregon Irrigation District's review and approval. Pedestrian amenities such as benches and trash receptacles shall be provided at appropriate locations.

Response: No canals are present on the site; therefore, this principle is not applicable to the amendment. Nevertheless, a network of multi-use trails of at least 10 feet side will be constructed to provide needed connectivity within the neighborhood.

(k) Green Design. Environmentally friendly and energy efficient design is encouraged for public and private infrastructure, architecture and building orientation, open spaces and natural areas and transportation facilities. In addition, the planting of native, drought-resistant trees is encouraged to provide shade and to minimize water usage.

Response: The City has stated a commitment to the natural environment in its Comprehensive Plan and measures will be taken to develop the Skyline Village Tract in an environmentally responsible and energy efficient manner. The City will work with the future users of the site to ensure that the development will incorporate sustainable design principles and techniques to the greatest extent that is economically feasible. These design features may include sustainable architectural elements and building orientation, green infrastructure—such as bioswales or rain gardens—and landscape design that uses native plants and trees.

(D) Implementation. Upon approval of a Master Development Plan, all subsequent development located within the area master plan boundaries shall be consistent with the approved master plan.

(E) Amendment/Modification to Master Development Plan. Any modifications to the approved master development plan shall be subject to the standards and procedures in Article II, "Modifications", and subject to the review criteria contained in this section.

(F) Expiration of Master Development Plan. An approved Master Development Plan or Partial Master Development Plan shall be subject to the requirements of Section 8.1605 of this Code concerning expiration, unless a specific timeline is approved through the land use review process.

Response: The City acknowledges that provisions 8.030(D) through 8.030(F) regulate the implementation, modification, and expiration of the MDP. This project will conform to these requirements upon approval of the amendment.

EXHIBIT P - SKYLINE VILLAGE CITY BURDEN OF PROOF

Section 8.0750-8.0775 Amendment.

8.0750 Authorization to Initiate Amendments

An amendment to the text of these standards, or to a zoning or plan map may be initiated by either City Council, or the Planning Commission. A property owner may initiate a request for a map or text amendment by filing an application with the Community Development Director using the form(s) prescribed by Article II of these standards.

Response: Deschutes County, as the property owner, has granted the City of Redmon, the applicant, to initiate the request for a map amendment by filing an application with the Community Development Director using the Comp Plan/Zoning Map Amendment Application Form.

8.0760 Criteria for Amendments

The burden of proof is upon the applicant. The applicant shall show the proposed change is:

(1) In conformity with all applicable State statutes;

Response: The findings of Section 3 of this report demonstrates that this amendment is in conformity with all applicable state statutes.

(2) In conformity with the State-wide planning goals whenever they are determined to be applicable;

Response: The findings of Section 3 of this report demonstrates that this amendment is in conformity with all applicable Statewide Planning Goals.

(3) In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and

Response: The findings of Section 3 of this report demonstrates that this amendment is in conformity with all applicable requirements and policies or the Redmond Comprehensive Plan.

(4) That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.

Response: The property was originally zoned EFU-Alfalfa Subzone in Deschutes County. There have been two changes of circumstance that justify the amendment to the Urban Growth Boundary and to the Redmond Comprehensives Plan and Zoning Map to rezone the property. The first is the adoption of the Eastside Framework Plan, which is a general land use plan identifying a development pattern for a 1,800-acre area within the City of Redmond Urban Reserve Area, including the subject property. Within the Plan, the site is designated as future Residential and is intended to be annexed into the City and developed at urban densities. The second change of circumstance is that the State of Oregon approved the City's application to be in the State's Affordable Housing Pilot Program, which provides for streamlined UGB Amendments in exchange for the delivery of affordable housing. In partnership with the landowner, Deschutes County, the City's plan is to amend the UGB and the zoning to facilitate that Program.

Section 8.2410 Partition.

8.2410 Requirements for Tentative Partition Approval.

1. *No application for partitioning shall be approved unless the following requirements are met:*

   B. *Proposal is in compliance with ORS Chapter 92, the Transportation System Plan (TSP) and applicable zoning.*

   Response: As noted in other sections of the report, the proposal is in compliance with ORS Chapter 92, the applicable portions of the TSP and the proposed R-4 zoning.

   C. *Proposal does not conflict with acquired public access easements within or adjacent to the partition.*

   Response: There are no public access easements within or adjacent to the partition.

   D. *Each parcel is suited for the use intended or offered.*

   Response: The newly created parcel is 40 acres in size, which is suited for the use intended as a 485 unit mixed-residential development. The adequacy of the layout on the parcel is evidenced by the Master Development Plan submitted with the application. The Plan depicts adequate space for the proposed residential units, parks and open space and right of way for street connections.

   E. *The partition will not exceed the operational capacity of public facilities and services as identified in the city's Water and Wastewater Master Plan and the Transportation System Plan, which are required to serve the development, or a determination that sufficient capacity can be provided.*

   Response: According to a memo submitted by the City of Redmond Engineer (attached as an exhibit to this document), which states that the site is served by City sewer and water, as well as the transportation network. There are existing 12-inch diameter water and sewer lines in NE Kingwood along the south boundary that can be extended into the site.

   The 12-inch sewer line in NE Kingwood is deep enough to serve most of the site with gravity sewer. A pump station is needed to serve the northeast corner of the site until the master planned Far East Sewer Interceptor is constructed. In accordance with City of Redmond policy, the pump station would be operated and maintained by a homeowner's association.

   The street network in this area will provide good access to the site. On the south side of the site, NE 15th, 17th and Kingwood connect to NE Hemlock which provides direct access to Highway 97 and connects to NE 9th Street, an arterial which provides access to Highway 126 to the south and Highway 97 to the north. On the north side, streets will connect to NE Negus which is a direct connection to shopping, the medical district and the central part of Redmond.

   F. *A water rights division plan has been approved by the applicable irrigation district.*

Response: There are no water rights associated with the property.

G. *The partition contributes to orderly development and land use patterns in the area. Orderly development and land use patterns in general is development that:*

i. *Is consistent with zoning district's density requirements;*

Response: The development proposes 485 units on 40 acres for a gross density of around 12 units/acre. The allowed density for the proposed R-4 zone district is 8-14 units/ net acre. The proposal is in compliance with this requirement.

ii. *Does not overtax supporting public facilities and services and logical extensions thereof;*

Response: As noted in the memo from the City of Redmond Engineer, the City has the capacity to serve the development relative to utilities and transportation with some improvements. Therefore, the development will not overtax any public facility.

iii. *Provides for continued maintenance of supporting facilities and services;*

Response: The majority of the streets and utilities will be public facilities. Once constructed to City standards, they will be accepted by the City for continued, long term maintenance. The remaining facilities will be private and the maintenance will be the responsibility of the homeowner associations of individual developments and subdivisions.

iv. *Recognizes topographical limitations;*

Response: As demonstrated by the Existing Conditions Plan, the site does not contain any topographical limitations.

v. *Is consistent with existing land use patterns and development;*

Response: Existing land use patterns in the area are either industrial/service commercial in nature to the south and west or rural residential to the north and east. A multi-family, higher density residential project would be new to the neighborhood, but, in the adopted Eastside Framework Plan for this site and land to the south and east, the subject parcel is designated as Residential. The proposal is therefore consistent with the future plans for the area.

vi. *Does not foreclose future development opportunities on adjacent undeveloped or under-developed lands; and,*

Response: With public streets on three sides and a connection to NE Negus Way along the northern property line, this proposal will actually create access opportunities for development of adjacent properties by constructing the majority of their access.

vii. *Is consistent with applicable Great Neighborhood Principles described in Section 8.0300 (3)(C)(13) and adopted Area Plans.*

Response: As detailed in the Master Development Plan section, the proposal complies with the Great Neighborhood Principles, and complies with the Eastside Framework Plan, which designates the property as Residential.

H. Provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features.

Response: As noted in the Existing Conditions Plan and from site visits, there are no significant natural features, such as streams, lakes, natural vegetation or special terrain features. Vegetation that is lost due to construction will be replaced with new landscaping.

2. Access Management proposals comply with the standards set forth in Section 8.2460 - 2499.

Response: Future access to the site will be required to comply with the standards set forth in Section 8.2460 – 2499.

3. The Hearings Body may approve an application for partitioning having the effect of creating more than three (3) parcels without subdividing provided that the partition complies with all applicable subdivision standards and criteria.

Response: Not applicable, as only two parcels are being created with the proposed Partition.

SKYLINE VILLAGE

LAND USE APPROVALS

REDMOND CITY COUNCIL
APRIL 13, 2021

TOPICS

- BRIEF HISTORY OF SKYLINE VILLAGE AND THE AFFORDABLE HOUSING PILOT PROGRAM
- OVERVIEW OF FOUR APPLICATIONS FOR REVIEW
  - PROCESS
  - PRODUCT

4079/2336 IN BRIEF

2016 - HB 4079 ADOPTED

2019 – HB 4079 AWARDED TO BEND
– HB 2336 ADOPTED
– HB 2336 AWARDED TO REDMOND

HISTORY

House Bill 4079
This pilot program authorizes a city to expand its UGB through an expedited process if the city dedicates at least 30 percent of the newly built housing as affordable and protects the newly added land for continued use as affordable housing for 50 years.

House Bill 2336
Amends House Bill 4079 to also award Redmond the Afford Housing Pilot Program outlined in HB 4079

ACTIONS, PROCESS & TIMELINES

STEP 01

CITY OF REDMOND AWARDED AFFORDABLE HOUSING PILOT PROJECT

2019

STEP 02

LAND DONATED BY COUNTY

2019

STEP 03

LEVEL 1 LAND USE ENTITLEMENTS

2020

STEP 04

LEVEL 2 LAND USE ENTITLEMENTS

July 2020 – April 2021

STEP 05

MASTER DEVELOPER RFP & SELECTION

Summer 2021

HISTORY

FOUR APPLICATIONS FOR REVIEW

CITY LAND USE APPROVALS REQUESTED:

WHAT? PROCESS

01

711-20-000089-PLNG (TA)

COMPREHENSIVE PLAN AMENDMENT

02

711-20-000088-PLNG (ZMA)

ZONE MAP AMENDMENT

03

711-20-000090-PLNG (RMP)

PARTITION

04

711-20-000087-PLNG (MD)

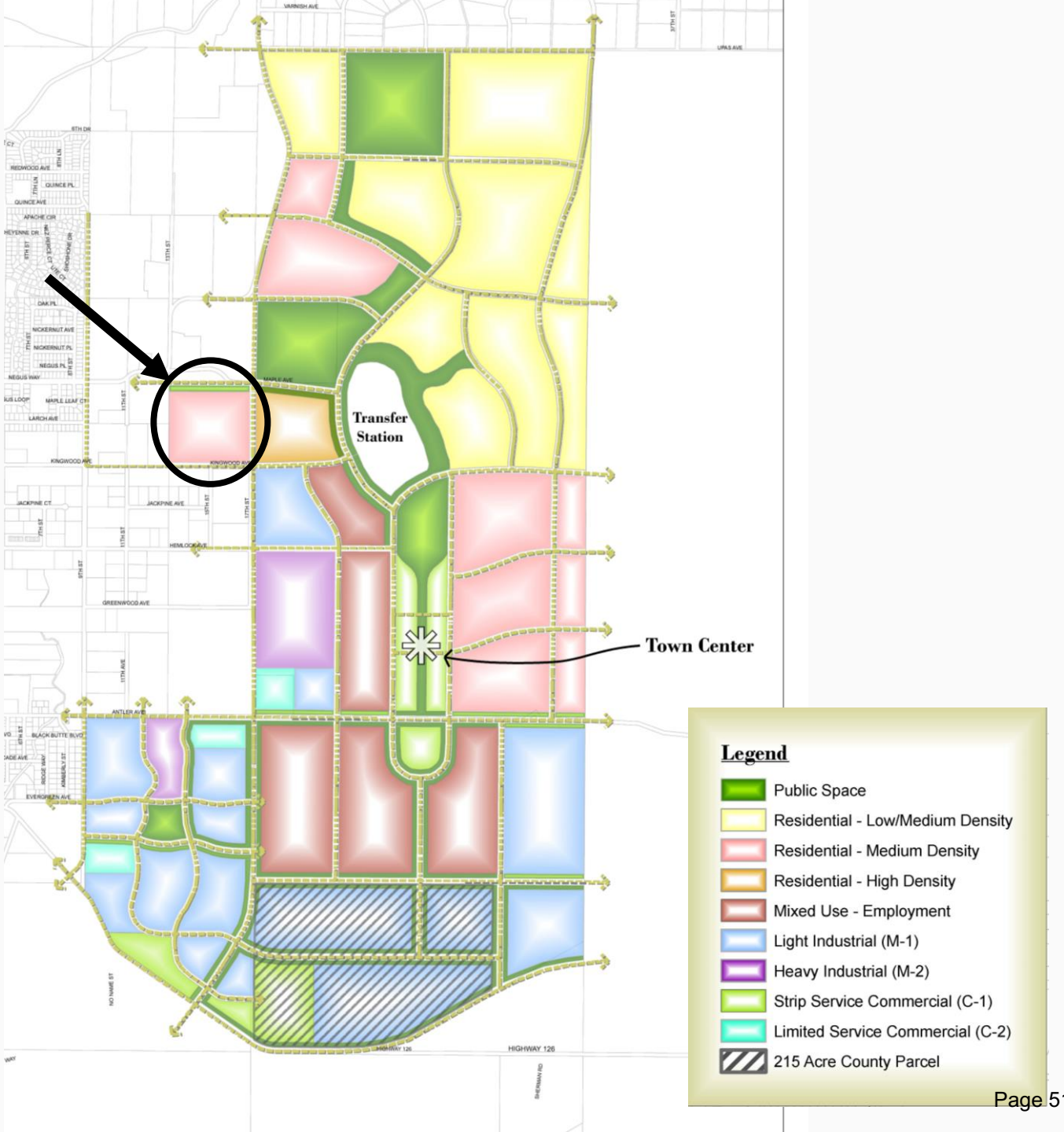
MASTER DEVELOPMENT PLAN

Walmart
High Desert Sports Complex
Radlands
Negus/Maple
SKYLINE VILLAGE
Kingwood

WHERE?

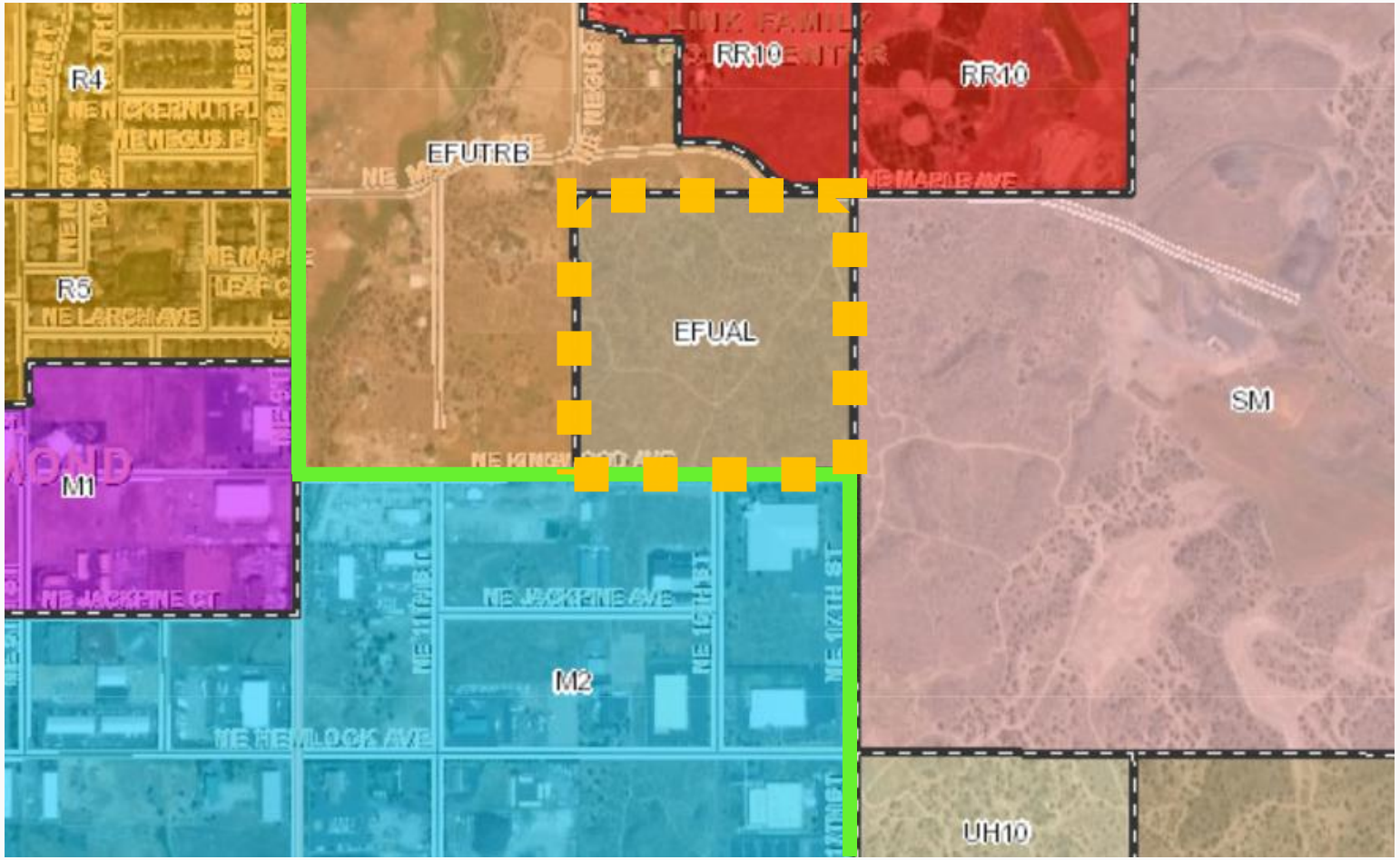
EASTSIDE FRAMEWORK PLAN

WHERE?



01 & 02 ZONING MAP AMENDMENT / COMPREHENSIVE PLAN AMENDMENT

EXISTING ZONING & UGB

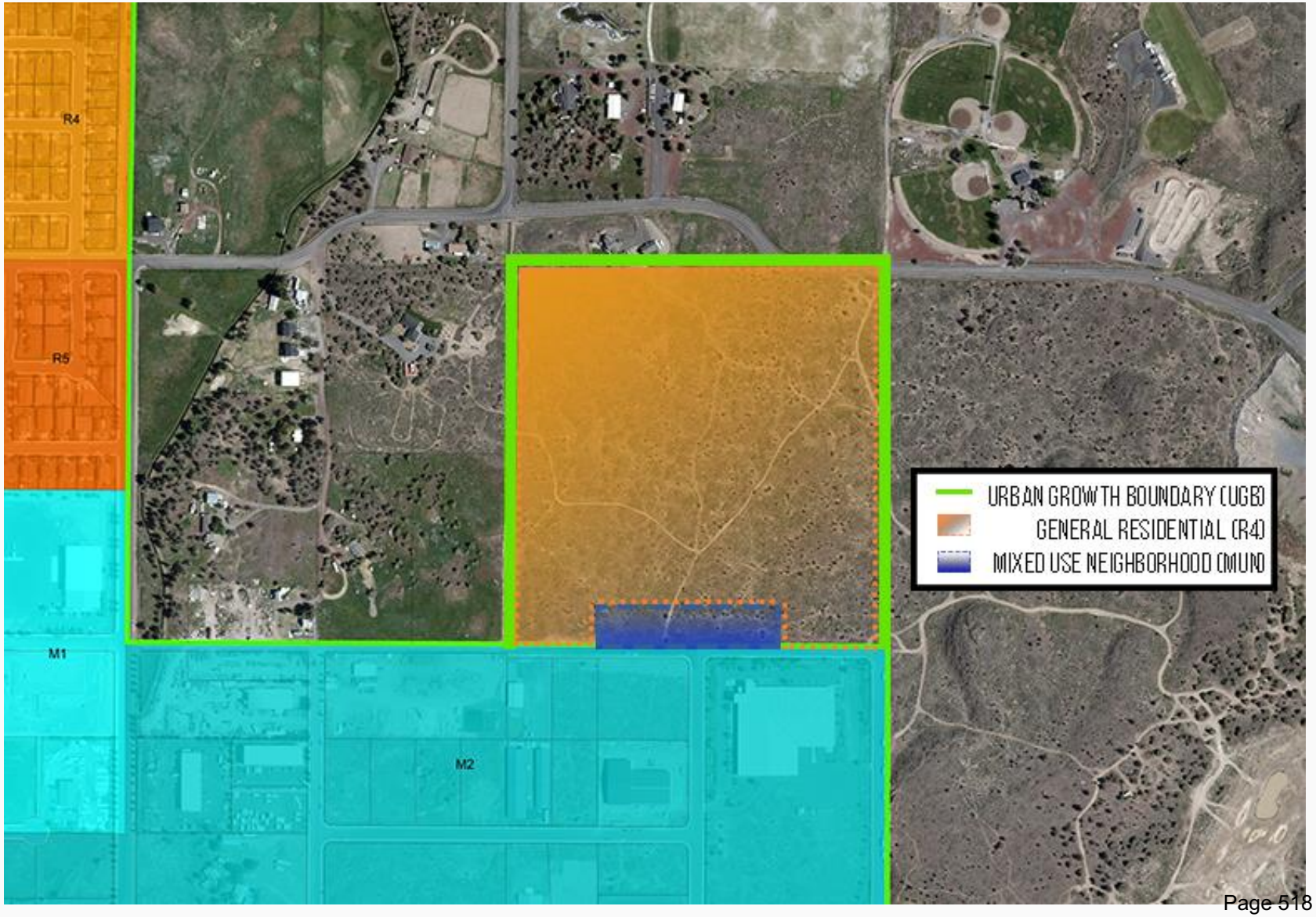


WHAT? PRODUCT

01 & 02: ZONING MAP AMENDMENT / COMPREHENSIVE PLAN AMENDMENT

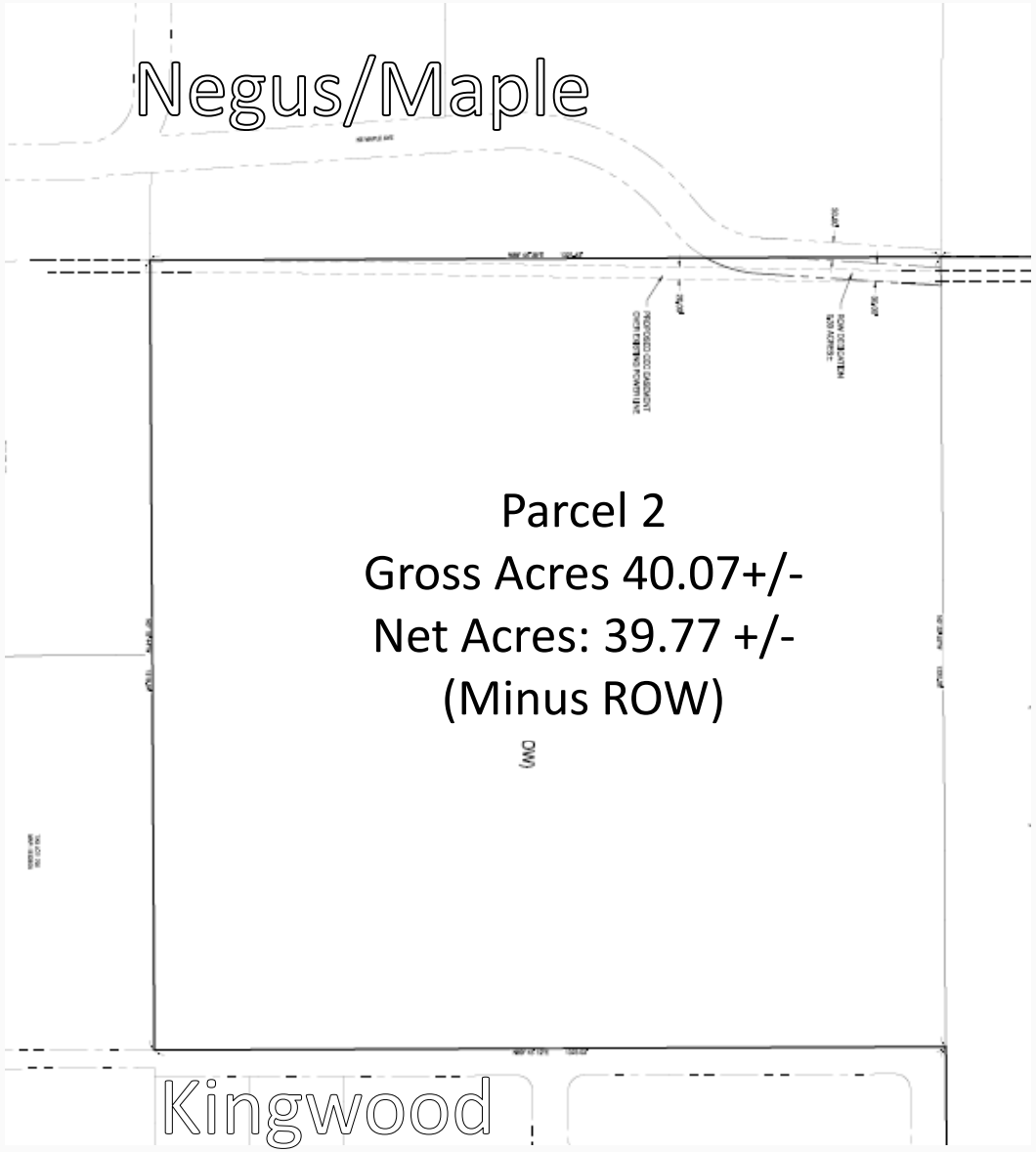
PROPOSED ZONING, UGB, & MASTER PLAN

WHAT? PRODUCT



03: PARTITION

PROPOSED PARTITION

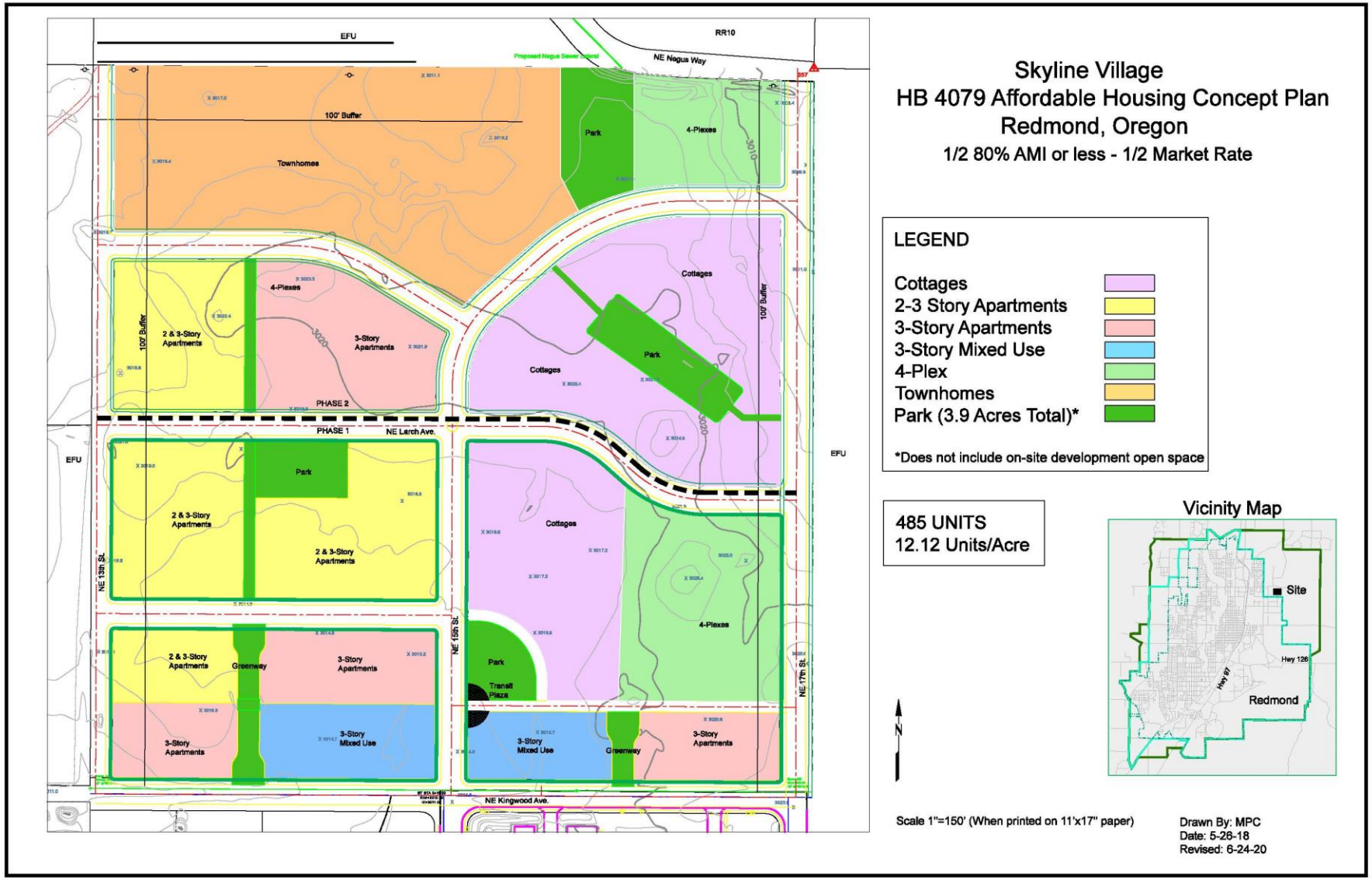


WHAT?
PRODUCT

04: MASTER PLAN DEVELOPMENT

CONCEPT PLAN

WHAT? PRODUCT



SLIDE / 12

HIGHLIGHTS OF REVIEW CRITERIA

UGB AMENDMENT AND ZONE AMENDMENT CRITERIA

- -CONFORMITY TO:
  - STATE STATUES
  - STATE-WIDE PLANNING GOALS AS APPLICABLE
  - REDMOND COMPREHENSIVE PLAN

CONDITIONS OF APPROVAL

  - ENGINEERING COMMENTS

HIGHLIGHTS OF REVIEW CRITERIA

GREAT NEIGHBORHOOD PRINCIPLES	
TRANSPORTATION	✓
HOUSING	✓
OPEN SPACES, GREENWAYS, RECREATION	✓
INTEGRATED DESIGN ELEMENTS	✓
DIVERSE MIX OF ACTIVITIES	✓
PUBLIC ART	✓
SCENIC VIEWS	✓
URBAN-RURAL INTERFACE	✓
POCKET PARKS	✓
CANAL TRAILS	✓
GREEN DESIGN	✓

FEEDBACK

EFU
RR10
NE Negus Way
100' Buffer
Townhomes
Park
4-Plexes
Cottages
2 & 3-Story Apartments
3-Story Apartments
PHASE 2
PHASE 1
NE Larch Ave.
Greenway
3-Story Mixed Use
Transit Plaza
NE 13th St.
NE 15th St.
NE 17th St.
NE Kingwood Ave.

NEXT STEPS

1. ACCEPT THE PLANNING COMMISSION RECOMMENDATION AND APPROVE ORDINANCE 2021-03

2. DO NOT APPROVE THE REQUEST.

3. TAKE NO ACTION, CONTINUE THE HEARING AND REQUEST MORE INFORMATION.

PLANNING COMMISSION RECOMMENDATION

SUGGESTED MOTION: STAFF RECOMMENDS APPROVAL OF ORDINANCE 2021-03.

"I MOVE TO HAVE A FIRST AND SECOND READING OF ORDINANCE 2021-03, BY TITLE ONLY."

(VOICE VOTE)

(CITY ATTORNEY WILL READ ORDINANCE BY TITLE ONLY, TWICE.)

"I MOVE TO ADOPT ORDINANCE 2021-03."

(ROLL CALL VOTE)

QUESTIONS?

CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE:	April 13, 2021
TO:	Redmond City Council
THROUGH:	Keith Witcosky, City Manager John Roberts, Deputy City Manager
FROM:	Chuck Arnold, Economic Development/Urban Renewal Program Manager
SUBJECT:	Res. #2021-03 - A resolution accepting ownership and maintenance of certain capital assets of the Redmond Urban Renewal Agency.

Addresses Council Goal:

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

6.F. Strive for an interconnected community of parks and open spaces.

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

Report in Brief:

This item requests City Council approve Resolution 2021-03 accepting the assets of the Centennial Park Expansion Project from the Redmond Urban Renewal Agency (RURA).

Background:

On July 22, 2014, the RURA and the City approved an Intergovernmental Agreement establishing procedures for transferring assets from RURA to the City.

On April 6, 2021, RURA approved Resolution No. 2021-02 which put in motion the transfer of the following to the City: Tax Lots 151316AB10100, 151316AB10000, 151316AB10001, 151316AB09800, and 151316AB09900.

Resolution No. 2021-03 accepts Centennial Park Expansion Project including five for a total asset transfer value of $2,830,111.28.

Discussion:

While RURA plays a role in funding construction of capital assets, it does not have the long-term funding responsibility to maintain improvements other than the initial period of maintenance up to two years after project completion.

The expansion of Centennial Park was completed and officially opened in 2019.

On April 6, 2021 RURA approved the transfer of these assets to the City of Redmond. This resolution is the final authorization needed to complete the transfer.

Fiscal Impact:

The City's Public Works Department and Parks Division has the capacity to assume maintenance of these assets.

The estimated annual costs are $25,000.

Alternative Courses of Action:

1) Adopt Resolution No. 2021-03
2) Request more information.
3) Do not adopt Resolution No. 2021-03

Recommendation / Suggested Motion:

"I move to adopt Resolution No. 2021-03 accepting the assets of the Centennial Park Expansion Project from the Redmond Urban Renewal Agency (RURA)."

CITY OF REDMOND
RESOLUTION NO. 2021-03

A RESOLUTION ACCEPTING OWNERSHIP AND MAINTENANCE OF CERTAIN CAPITAL ASSETS OF THE REDMOND URBAN RENEWAL AGENCY.

WHEREAS, the Redmond Urban Renewal Agency has invested its funds in projects that benefit the City of Redmond; and

WHEREAS, the Redmond Urban Renewal Agency does not maintain the improvements made, other than up to one year of landscape maintenance to protect the Agency's capital construction investments; and

WHEREAS, the City of Redmond has agreed to maintain the improvements made by the Redmond Urban Renewal Agency.

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

SECTION ONE: The City of Redmond does hereby accept ownership of a total of **$415,456** of property and **$2,414,655.28** of improvements as has been recorded in the financial records of the Agency.

SECTION TWO: The City of Redmond will add a total of **$2,830,111.28** in capital assets to its financial records representing expenses made by the Redmond Urban Renewal Agency for the Centennial Park Expansion Project.

SECTION THREE: Since real property is to be transferred, the effective date of transfer shall be the date the deed is recorded by the Deschutes County Recorder's office.

EFFECTIVE DATE OF RESOLUTION: This Resolution shall take effect immediately upon adoption by the City.

ADOPTED by the City Council and **SIGNED** by the Mayor this 13th day of April 2021.

_____
George Endicott, Mayor

ATTEST:

_____
Kelly Morse, City Recorder

CITY OF REDMOND

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STAFF REPORT

DATE: April 13, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Jackie Abslag, CDD Programs Coordinator
SUBJECT: Special Event Street Closure for the Redmond Street Festival: June 25 - 27, 2021.

Addresses Council Goal:
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.

Report in Brief:
This item requests City Council approve a Public Assembly Permit for the Redmond Street Festival scheduled for June 25-27, 2021. Permit issuance is dependent upon all fees and other terms/requirements in the application.

Background:
In 2014, City Council established that special events which request the closure of any portion of 5th and 6th Streets require approval from the Council. These streets play an important role as the spine of Redmond's downtown business corridor. Council's approval of events on these streets provides an opportunity for discussion and for the Council, general public and stakeholders to provide feedback.

Discussion:
Public assembly permit applications are reviewed for compliance with City Code to ensure public safety, transportation, parking, sanitation, trash removal, marketing, fire protection, medical services and public notice concerns are addressed. Each application is routed to impacted City departments and partner agencies for comments. Fees are established per the City's Fee Schedule to recover City costs for supporting the event.

The permit requests closure of SW 6th Street from Black Butte Avenue to Forest Avenue. The duration of the closure will be from 4:00 p.m., Friday, June 25, 2021, through 9:00 p.m. Sunday, June 27, 2021. The event involves approximately 70 vendors, which will locate on 6th Street with arts, crafts, and antiques. This is the 9th year of the Redmond Street Festival. The event was cancelled in 2020 due to COVID-19. This event has been very popular and brings many people to Redmond's downtown core. It is anticipated the same number of vendors as seen in previous years will attend.

In light of Oregon Health Authority (OHA) restrictions, this event will be managed differently than past years. As of April 6, OHA restrictions for fairs or markets determined to be operating in counties at 'moderate risk' sets a maximum occupancy of 75%. This will require approximately 86 square feet of space per person attending the event. The event organizer, Central Oregon Shows, has experience organizing and handling events within the OHA COVID guidelines. To make sure the organizer is complaint with OHA restrictions, the following modifications have been made the event:

- There will be no children's game area.
- Vendor booths will be in the middle of the street.
- Venders and booths will have a minimum 10-feet separation.
- Each booth will provide hand sanitizer.
- Staff have been hired to specifically enforce social distancing (i.e., 86 square feet requiring and capacity) and mask wearing.

Further modifications will be made to meet whatever compliance standards are required in alignment with the risk level at the time of the event.

The Organizer is planning on providing a stage for live entertainment. The organizer has not determined if it will apply for an OLCC permit and 'socially distanced' beer garden.

Below is a matrix of items considered as outlined in City Policy CM 101 governing Special Events:

Review Item from Policy	Staff Assessment
Who benefits or is adversely impacted from the event – business frontage, general community, special event organizer.	*Benefits: Business frontage and general community.*
The opportunities/benefits (increased pedestrian traffic; increased exposure, etc.) and impacts (restricted or reduced access, etc.) to the general area where the event is being held.	*Opportunities: Increased pedestrian traffic, increased exposure for businesses on frontage, community gathering.* *Impacts: restricted access to three primary blocks in downtown Redmond on SW 6th Street for a Saturday.*
Whether or not there is another event with a scheduled street closure on the same street or in the same general area during the same month.	*No other event is currently scheduled in the same general area or street during the month of June.*
If at all possible, avoid closing 5th or 6th streets more than twice a month; avoid closures on consecutive weekends; and aside from use of designated Festival Streets, avoid street closures which affect the same general area.	*No other event currently closes 5th or 6th streets during June 2021.*
Suggested minimum attendance for street closure durations are recommended per the following: If the event is between 4 – 12 hours, then at least 500 people should be expected. If the event is between 12 – 24 hours, then at least 1000 people should be expected. If the event is greater than 24 hours, then at least 2500 people should be expected.	*The request is for 48 hours but at least 2500 people are anticipated to attend over the course of the event.*
Whether or not the event is for a non-profit organization or for a private commercial organization and the overall community benefit of the event.	*Event is sponsored by a private commercial business. It is one of the larger events in downtown Redmond that attracts pedestrian traffic to the downtown core.*
All permit requirements, in accordance with the City Manager's discretion, by the Redmond City Code have been met.	*All requirements have been met.*

Fiscal Impact:

Fees per the City's Fee Schedule are paid to help recover City costs for supporting the event:

Permit Fee: Street Closure	$200.00
Public Works Fee – Traffic Control	$228.00
Deposit (Deposit is refundable after the event)	$250.00
TOTAL:	**$678.00**

Alternative Courses of Action:

1. Approve the Public Assembly Permit for the Redmond Street Festival.
2. Request more information.
3. Deny the Public Assembly Permit.

Recommendation / Suggested Motion:

"I move to approve the Public Assembly Permit for the Redmond Street Festival, maintaining the fee schedule as shown. If outdoor events are deemed too high a risk based upon OHA guidelines at the time of the event, the City Manager has the authority to revoke the permit."

REDMOND STREET FESTIVAL
JUNE 26 & 27, 2021

simply dummy text of the printing.

SLIDE / 1

Modifications to the 2021 Redmond Street Fest:

- There will be no children's game area.
- Vendor booths will be in the middle of the street.
- Each vendor booth will have a minimum 10-foot separation.
- Each booth will provide hand sanitizer.
- Organizer will hire staff to specifically enforce social distancing and mask wearing.

STREET CLOSURES

BLACK BUTTE TO FOREST AVENUES

Traffic Control Plan

Questions?

GERS & LYNCH
LYNCH & ROBERTS
Welcome
STILL WATERS
LAVENDER
Gifts
NERVE PAIN RELIEF
END CHRONIC PAIN
ASK ME HOW
BURLEY
B
O
O
K
S
BOUTIQUE

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:	April 13, 2021
TO:	Redmond City Council
THROUGH:	Keith Witcosky, City Manager John Roberts, Deputy City Manager
FROM:	Mike Caccavano, City Engineer
SUBJECT:	Amendment #1 to Cooperative Improvement Agreement 32801 with the Oregon Department of Transportation for Highway 126 Sidewalk Project; $50,000 Change - Project TR2004

Addresses Council Goal:
3.C. City Infrastructure - Leverage General Fund revenues by exploring resource development opportunities, grants and other sources of revenue to address City's infrastructure needs.

3.E. Look for opportunities to fund elements of the ADA Transition Plan over the long term.

Report in Brief:
This is a request for City Council approval of an amendment to Cooperative Improvement Agreement 32801 between the Oregon Department of Transportation (ODOT) and the City. The amendment would increase the shared cost of constructing sections of sidewalks along Highway 126 between SW 27th and SW 35th Streets from $200,000 to $300,000 ($50,000 more for each party).

Background:
There is a need to complete the missing sections of sidewalk on the south side of Highway 126 between SW 27th and SW 35th Streets. Sidewalks would provide safer pedestrian access and connectivity between residential, school and commercial uses in the area. Map attached.

In October 2019, Council approved a $200,000 cooperative improvement agreement to construct the missing sections of sidewalk in the subject area. This agreement split the cost of sidewalk construction 50/50 between the City and ODOT. However, ODOT's design and construction estimates have changed and costs for materials have increased.

Discussion:
The cost to construct approximately 1,900 feet of six-foot wide, property-tight, concrete sidewalk with curb ramps at intersections was originally estimated at $200,000.

As ODOT staff reviewed the plans for conformance with standards, they requested several changes and additions that extended the project beyond the original scope. ODOT is particularly concerned about meeting Americans with Disability Act (ADA) requirements and added reconstruction of the intersection of SW 31st Street and several curb ramps to the project. This work was not included in the original scope, but will improve accessibility. These changes have increased the estimated cost of the project to $300,000.

The cost estimate is based on 90 percent plus design and cost confidence is high. However, the bidding environment at this time is uncertain. Contractors are very busy which is driving up project costs. In light of the size of project turnout/bid submittal may be low and costs may very well be higher than anticipated.

If bids are determined to be higher than budget, staff recommend City Council either reject the bids, bid at a later date or abandon the project as currently envisioned.

The attached amendment to the agreement increases the total project amount to $300,000 and maintains the 50/50 split with ODOT and the City each contributing $150,000. Under the agreement, ODOT provided the survey work and the City is responsible for the design, bidding and construction management.

Fiscal Impact:
Costs for improvements are included in the proposed Fiscal Year 2021/2022 budget in the following account:

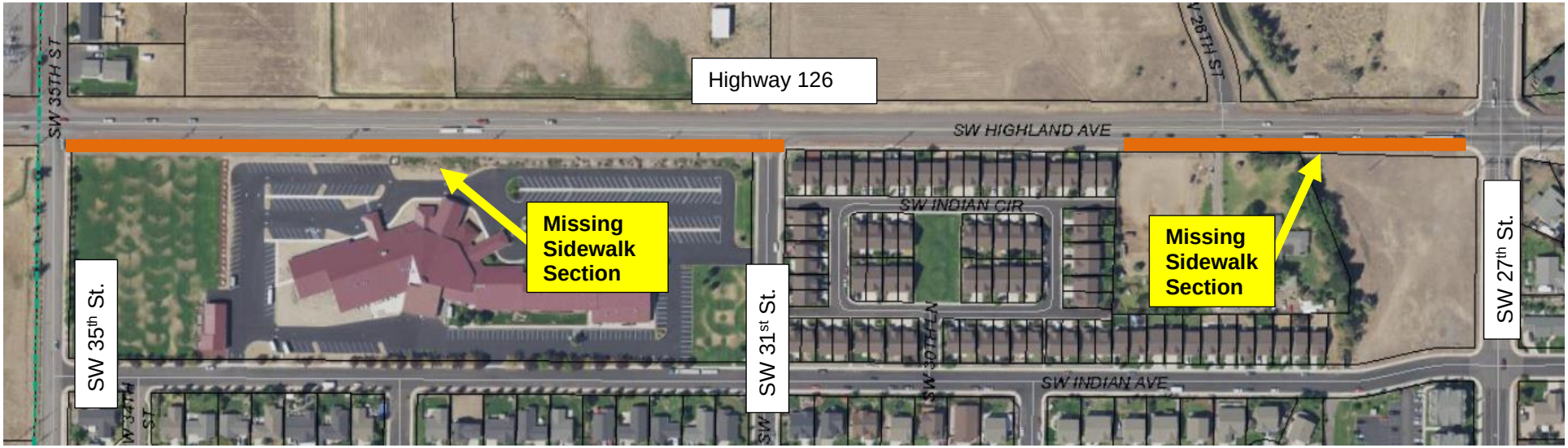
Sub-Fund Name: Transportation - Capital Projects
Sub-Fund Account Number: 22181-01-000-07-01-02
Amount: $150,000 (City total for project)

Alternative Courses of Action:

1. Approve Amendment #1 to Cooperative Improvement Agreement 32801 with ODOT for the Oregon 126 Sidewalk Improvement Project.
2. Do not approve the amendment.
3. Request additional information.

Recommendation / Suggested Motion:
Option #1: “I move to approve Amendment #1 to Cooperative Improvement Agreement 32801 with ODOT for the Oregon 126 Sidewalk Improvement Project.”

PROJECT MAP


SW 35TH ST
SW 35th St.
W 34TH ST
Missing Sidewalk Section
Highway 126
SW HIGHLAND AVE
SW 31st St.
SW 30TH LN
SW INDIAN CIR
SW INDIAN AVE
Missing Sidewalk Section
SW 26TH ST
SW 27th St.

AMENDMENT NUMBER 01
COOPERATIVE IMPROVEMENT AGREEMENT
OR126 Sidewalk Infill
City of Redmond

This is Amendment No. 0**1** to the Agreement between the **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT"," and **City of Redmond**, acting by and through its elected officials, hereinafter referred to as "Agency," entered into on August 20, 2019.

It has now been determined by State and Agency that the Agreement referenced above shall be amended to increase the total estimated Project cost and identify each Party's financial responsibility. New Language is indicated by **underlining and bold** and deleted language is indicated by ~~strikethrough~~.

1. **Effective Date.** This Amendment shall become effective on the date it is fully executed and approved as required by applicable law.

2. **Amendment to Agreement.**

a). TERMS OF AGREEMENT, Paragraph 2 shall be amended to read as follows:

The Project will be financed at an estimated cost of ~~$200,000~~ **$300,000** in State and Local funds and shall be funded as follows.

Fund Source	Amount
State SWIP funds	~~$100,000~~ **$150,000**
Local Agency Contribution	$~~100,000~~ **$150,000**
Total	~~**$200,000**~~ **$300,000**

b). AGENCY OBLIGATIONS, Paragraph 3 shall be amended to read as follows:

Agency shall keep accurate cost accounting records. Agency shall prepare and submit monthly itemized, progress invoices for construction directly to State's Project Manager for review and approval. Such invoices will be in a form identifying the Project, the Agreement number, the invoice number or the account number or both, and will itemize all expenses for which reimbursement is claimed. Under no conditions shall State's obligations exceed ~~$100,000~~ **$150,000**, including all expenses. Travel expenses will not be reimbursed

3. **Counterparts.** This Amendment may be executed in two or more counterparts (by facsimile or otherwise) each of which is an original and all of which when taken together are deemed one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart.

4. **Original Agreement.** Except as expressly amended above, all other terms and conditions of the original Agreement are still in full force and effect. Agency certifies that the representations, warranties and certifications in the original Agreement are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment.

SIGNATURE PAGE FOLLOWS

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

CITY OF REDMOND, by and through its elected officials

By _____
Mayor

Date _____

By _____

Date _____

LEGAL REVIEW APPROVAL (If required in Agency's process)

By _____
Agency Counsel

Date _____

STATE OF OREGON, by and through its Department of Transportation

By _____
Region 4 Manager

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

By__Jennifer O'Brien via email_____
Assistant Attorney General

Date:_March 19, 2021_____

Agency Contact:
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243 E. Antler Way
Redmond, OR 97756
(541) 504-2011
mike.caccavano@ci.redmond.or.us

State Contact:
Paul Singer – Local Agency Liaison
63055 N. Highway 97, Bldg M
Bend OR, 97701-5765
(541) 410-2993
paul.singer@odot.state.or.us