



CITY OF REDMOND

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CITY COUNCIL

May 25, 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

MAY 25, 2021

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Chuck Gustafson, Desert Song Community Church

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

V. CONSENT AGENDA

- A. Minutes of September 8, 2020, Council Meeting
- B. Minutes of October 13, 2020, Council Meeting
- C. Minutes of April 20, 2021, Council Workshop
- D. Minutes of May 4, 2021, Council Meeting
- E. Acceptance of Federal Aviation Administration Airport Coronavirus Relief Program Grant 3-41-0052-048-2021 (AP4819): \$3,453,887

VI. PROCLAMATIONS

- A. Immigrant Heritage Month

VII. PRESENTATIONS

- A. If I Were Mayor Contest

VIII. BID AWARDS / BID REJECTIONS

- A. NE Hemlock Avenue Improvement Project (TR2006) Contract Award to K & E Excavation: \$1,442,909

IX. PUBLIC HEARINGS

- A. Ordinance #2021-05 - An ordinance approving a Site and Design Plan, Minor Variance, and an Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. (Canal Mixed Use Project)

X. ACTION ITEMS

- A. Resolution #2021-11 - A resolution providing consent to convey and sell City property located in the Desert Rise Complex and Industrial Park. (Five acres at 1300 NE Hemlock Avenue; \$1,032,220)

XI. MAYOR'S COMMENTS

XII. COUNCIL COMMENTS

XIII. CITY MANAGER COMMENTS

XIV. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XV. EXECUTIVE SESSION

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

- A. Litigation – ORS 192.660(2)(h) authorizes executive sessions “to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.”
- B. Real Property – ORS 192.660(2)(e) authorizes executive session “to conduct deliberations with persons designated by the governing body to negotiate real property transactions.”

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Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

XVI. MOTIONS AS A RESULT OF EXECUTIVE SESSION

XVII. 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

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD SEPTEMBER 8, 2020, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock – Albert Calderon – Krisanna Clark-Endicott – George Endicott – Camden King – Ginny McPherson – Jay Patrick

MEDIA PRESENT: None

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

BLESSING

Pastor John McKay from Grace Bible Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Clark-Endicott led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond residents Richard Lance and Anne Polak addressed the Council regarding a Diversity, Equity, and Inclusion (DEI) Task Force and racism.

PRESENTATIONS

A. Current Events

Redmond Fire & Rescue (RF&R) Chief Kehmna provided an update on the various fires occurring across Oregon. The Central Oregon Emergency Information website is a good resource for fire information.

B. Outreach Status Report on the South Redmond US 97 Urban Renewal District

Urban Renewal Program Analyst Meghan Gassner provided a brief presentation on the status of outreach for the South Redmond US 97 Urban Renewal District. Ms. Gassner and Urban Renewal/Economic Development Programs Manager Chuck Arnold met with stakeholders to obtain feedback and questions. Ms. Gassner discussed next steps which include providing the feedback to the various taxing districts. Once recommendations from stakeholders and taxing districts are obtained, staff will bring those forward to Council in October with adoption occurring in November.

C. 4th Quarter Financial Report

Chief Financial Officer Jason Neff provided the Council with a 4th Quarter Financial Report noting that much of the quarter was spent on COVID-19 response. Key financial highlights include:

- Summary of COVID-19 financial impacts for Fiscal Year (FY) 2019/2020
 - General Operating Fund Resources (Actual versus Budget): Gas Tax down \$103,000 and Room Tax down \$201,000
 - Revenue for Development sub-funds remained steady and above budget
 - City-wide CARES reimbursements of \$643,000
 - The Airport's financial position was stabilized by CARES funding
- Operating expenditures are less than budget
- General Operating Funds increased fund balance in FY 2019/2020

Mr. Neff reviewed key statistics such as property tax collections, state shared revenue, General Operating Fund balance, water sales, and passenger facility charges.

ACTION ITEMS

A. Agreement with AssetWorks to Provide FleetFocus Software: \$123,682

Fleet Services Manager Scott Gibson requested Council approval of a five-year contract with AssetWorks in the amount of \$123,682 for FleetFocus software. The Fleet Services Division maintains 500 vehicles and pieces of equipment valued at over \$22 million. The six employees have a combined 150 years of experience. The all-in-one software solution is expandable and has GPS tracking and analysis capabilities.

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the Agreement between the City and AssetWorks for \$123,682 to provide FleetFocus software and authorize the City Manager to sign the Agreement, motion passed. (Bullock-yes, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

B. Addendum No. 1 to City Contract #2020-59 with Mead & Hunt, Inc. for Air Service Consulting Services: \$73,745.00

Airport Director Zachary Bass requested approval of Addendum #1 to City Contract #2020-59 with Mead & Hunt, Inc. for Air Service Consulting Services. On June 30, 2020, Council awarded the Airline Consulting Services Request for Proposal to Mead & Hunt, Inc. Amendment #1 adds the Year One costs (473,745.00) and scope of work to the contract.

Councilor King moved, seconded by Councilor Patrick, to approve Addendum #1 to City Contract #2020-59 with Mead & Hunt, Inc. in the amount of \$73,745 and authorize the City Manager to sign the addendum, motion passed. (Bullock-yes, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

Mayor Endicott commented on the Oregon wildfires and asked that we keep those affected in our thoughts and prayers. He and City Manager Keith Witcosky will meet with the Redmond School District (RSD) Superintendent and Board President on Wednesday to discuss how to move forward with the collaboration on the DEI task force.

COUNCIL COMMENTS

Councilor Calderon attended the Chamber of Commerce meeting and reported they will have another golf tournament in late October.

Councilor Bullock commented on the RSD's DEI Task Force goals. The Task Force will be comprised of RSD administrators, licensed staff, classified staff, parents/guardians, students and community members. Those interested in serving on the task force should apply with RSD by September 14, 2020.

Councilor Patrick asked for an estimate on when City Hall will reopen. In response, Mr. Witcosky explained that City Hall will remain closed until further notice adding that until COVID-19 is gone, the City will not put staff and the public in harm's way. Councilor Patrick asked Police Chief Dave Tarbet to plan for any issues that may come from the outcome of the election. He encouraged voters to keep an open mind when it comes to the election and to educate themselves of the issues.

CITY MANAGER COMMENTS

City Manager Keith Witcosky announced that Deschutes County Clerk Nancy Blankenship will provide a voting update to Council on September 22, 2020. A rally to raise awareness on racial issues and social justice will take place this Saturday. He and Police Department staff met with the organizers to identify the areas to consider to keep the event peaceful.

DRAFT

Mr. Witcosky shared that Senior Planner Scott Woodford has accepted a job at the City of Sisters as the Community Development Department and provided a presentation of Mr. Woodford's accomplishments. Council thanked Mr. Woodford for all he has done during his time in Redmond. Mr. Woodford thanked the Council for supporting the Community Development Department and its staff.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

EXECUTIVE SESSION

Mayor Endicott convened the Council into Executive Session at 7:16 p.m. in accordance ORS 192.660(2)(e) authorizes executive session "to conduct deliberations with persons designated by the governing body to negotiate real property transactions."

Mayor Endicott closed the Executive Session portion of the meeting at 7:38 p.m.

The regular portion of the meeting was called to order at 7:38 p.m.

MOTIONS AS A RESULT OF EXECUTIVE SESSION

There were no motions as a result of Executive Session

There being no further business, the meeting was adjourned at 7:38 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD OCTOBER 13, 2020, VIA GOTOMEETING.

COUNCIL MEMBERS PRESENT: Jon Bullock – Albert Calderon – Krisanna Clark-Endicott – George Endicott – Camden King – Ginny McPherson – Jay Patrick

MEDIA PRESENT: None

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

BLESSING

Pastor Curtis Tucker from Redmond Community Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Calderon led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

There were no comments from citizens at the meeting.

CONSENT AGENDA

- A. Minutes of February 11, 2020**
- B. Minutes of February 18, 2020**
- C. Minutes of February 25, 2020**
- D. Minutes of March 10, 2020**
- E. Minutes of June 9, 2020**
- F. Oregon Department of Transportation High Visibility Overtime Enforcement Grant**
Acceptances: \$21,500

Councilor Clark-Endicott moved, seconded by Councilor Patrick, to approve the Consent Agenda, motion passed. (Bullock-yes, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

PRESENTATIONS

A. Current Events

Redmond Fire & Rescue Chief Ken Kehmna reported that wildfire season is under control in Oregon although full containment will not be achieved until the end of October. Many Oregon fire crews are assisting on the California wildfires noting that the August fire alone is at 1 million acres. Chief Kehmna addressed questions on the status of evacuees.

Deschutes County Director of Public Health Nahad Sadr-Azodi provided an update on COVID-29 in Deschutes County. Cases have continued to increase since Labor Day. Mr. Sadr-Azodi noted there's been one positive case of influenza reported within the county as well.

Police Chief Dave Tarbet and Police Captain Devin Lewis shared details on calls for service received and the department's new wellness program.

ACTION ITEMS

- A. Amendment 2 to the Construction Manager/General Contractor Contract in the amount of \$2,560,443.91; South Redmond Water Facility Reservoir Construction: \$2,484,857.91 (WA1902) and Quartz Park Fill: \$75,586. (PK2001)**

City Engineer Mike Caccavano requested approval of Amendment 2 to the Construction Manager/General Contractor contract with Emery & Sons for the South Redmond Water Facility (SRWF) and the Quartz Park fill. Mr. Caccavano explained that Amendment 2 allows for the reservoir facility to be a component of the SRWF at a cost of \$2,484,857.91 and adds the re-use of a portion of the excavation material from the reservoir site as fill on the Quartz Park project at a cost of \$75,586.00. Total cost of Amendment #2 is \$2,560,443.91.

Councilor Bullock moved, seconded by Councilor King, to authorize the City Manager to sign Amendment #2 to the CM/GC contract with Emery & Sons Construction Group for reservoir base preparation, reservoir floor construction and Quartz Park fill in the amount of \$2,560,443.91, motion passed. (Bullock-yes, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

MAYOR'S COMMENTS

Mayor Endicott reported on the recent State of the City noting that Umpqua Bank's Amber Wilson received the Citizen of the Year Award. Mayor Endicott proposed approving an emergency order allowing people displaced by the Cascade Mountain wildfires to park recreational vehicles on private property. City Attorney Keith Leitz is reviewing a potential ordinance for Council adoption on October 27, 2021. Mayor Endicott provided an update on the Diversity, Equity and Inclusion (DEI) meeting he and City Manager Keith Witcosky had with Erika McCalpine, the DEI consultant from OSU-Cascades.

COUNCIL COMMENTS

Councilor King stated he is happy to hear the City is moving forward on the subject of DEI.

Councilor Calderon spoke to the current wildfires and thanked City Manager Keith Witcosky for information he was able to pass on to those affected.

Councilor Bullock spoke to the position schools are in with their efforts to reopen adding that the was to return to in-person learning is to drop the metrics which will require a community effort. Ballots will be delivered soon so Councilor Bullock encouraged citizens to educate themselves on the issues adding they have a voice by voting.

Councilor Patrick thanked Mr. Sadr-Azodi and St. Charles Medical Center for providing him with the COVID information he requested. Councilor Patrick addresses some of the statistics provided regarding hospitalizations, deaths, and testing. He encouraged people to continue looking out for our older community members and those with compromised immune systems. Citizens were also encouraged to vote.

CITY MANAGER COMMENTS

City Manager Keith Witcosky had no comments.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens at the meeting.

EXECUTIVE SESSION

Mayor Endicott convened the Council into Executive Session at 7:30 p.m.in accordance

- A. Real Property – ORS 192.660(2)(e) authorizes executive session “to conduct deliberations with persons designated by the governing body to negotiate real property transactions.”
- B. City Manager Evaluation – ORS 192.660(2)(i) authorizing executive sessions “to review and evaluate, pursuant to standards, criteria and policy directives adopted by the governing body, the employment-related performance of the chief executive officer of any public body...”

DRAFT

Mayor Endicott closed the Executive Session portion of the meeting at 8:28 p.m.

The regular portion of the meeting was called to order at 8:28 p.m.

MOTIONS AS A RESULT OF EXECUTIVE SESSION

Councilor King moved, seconded by Councilor Clark-Endicott, to authorize Redmond's City Manager, Keith Witcosky, to act on behalf of Redmond's City Council in the sale transaction of real property located in the City's Desert Rise complex to Bridge Masters, Inc. or their parent company. The subject property is zoned (M-1 Light Industrial) and generally described as: 5-acre partition of 1300 NE Hemlock, Redmond, OR 97756; Tax Lot #151310D001200.

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

Motion passed. (Bullock-recused, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

Councilor Patrick moved, seconded by Councilor King, to approve the changes to the contract with Keith Witcosky, to include the following: 1) Changing the contract begin date to July 1, 2020, and 2) Approving a COLA if non-represented employees receive a COLA during fiscal year 20-21, motion passed. (Bullock-yes, Calderon-yes, Clark-Endicott-yes, Endicott-yes, King-yes, McPherson-yes, Patrick-yes)

There being no further business, the meeting was adjourned at 8:32 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL WORKSHOP OF THE CITY OF REDMOND WAS HELD APRIL 20, 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 workshop to order at 6:00 p.m.

PRESENTATIONS

A. Redmond Cascade East Transit – Transit Feasibility Study

Derek Hofbauer and Andrea Breault of Cascades East Transit (CET) updated Council on the Redmond Fixed-Route Transit Planning Study. Highlights included existing services and needs, definitions of types of public transit service, options and phasing scenarios for future service and routes in Redmond and funding needs for future options. Results of outreach to the public showed support for starting slow with flex routes and building capacity as use increases. The first step will be adding two flex routes to the existing Dial-a-Ride service in summer or fall 2021. Council concerns and questions included future funding options for a fixed route system, privatized service, and service to the future Skyline Village neighborhood and other areas.

B. Public Safety/Mental Health Triage Facility Informational Item: Preliminary Land and Building Needs

Captain Devin Lewis provided the Council with information on the Police Department's facility needs. The current 12,850-square-foot police station was built on 1.1 acres in 1998 when the City and department were much smaller. Deficiencies of the site and building include: lack of secured parking for department vehicles and employees; lack of parking for the public; lack of records and evidence processing space; insufficient interview rooms, evidence storage and records space; lack of a secure lobby with opportunities for privacy; and various structural and mechanical issues. Due to the lot size and the structure of the building, expanding up or out is not feasible.

The City's Chief Financial Officer Jason Neff outlined possible funding scenarios.

Council directed staff to search for a suitable four-acre site, hire an architect to do a needs analysis, explore financing options, including learning the public's willingness to support a general obligation bond, and keep Council involved at each step.

There being no further business, the workshop was adjourned at 7:36 p.m.

Prepared by Trish Pinkerton, Assistant to the City Recorder's Office

APPROVED by the City Council and SIGNED by the Mayor this 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD MAY 4, 2021, IN THE CITY COUNCIL CHAMBERS.

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.

COUNCIL AGENDA SETTING

A. Future Agenda Setting Proposal

Mayor Endicott explained that as a result of the Effective City Council Relations and Communication training they received from the League of Oregon Cities, he asked Councilors Bullock and Wedding to work together to create a process the Council can use to present potential agenda items for consideration on future agendas. Councilors Bullock and Wedding described the research they did to arrive at their recommendation of adding a "Future Agenda Items" topic to the first Council workshop agenda of the month. Guidelines include:

1. May include proposals for policy requests, ordinances, resolutions, and proclamations.
2. Proposals shall be sent to the Mayor, City Manager and City Recorder no later than 5:00 p.m. on the Wednesday prior to the next scheduled meeting.
 - a. Submittals will be part of the Council packet for distribution the following day (Thursday)
 - b. Council members are limited to three items per meeting when "Future Agenda Topics" is on the Council calendar
 - c. Council members must complete the "Future Agenda Topic" template; submissions should be no longer than one page per item.
3. Council members will have up to 10-minutes per item to present their concept.
4. Council will vote on the proposed item for inclusion on a future agenda. The City Manager will determine an appropriate meeting date for each item.

The "Future Agenda Topics" template will include the following information:

1. Council Member Name
2. Topic
3. Purpose of Item
4. Objectives
5. Requested Worksession Month

After discussion regarding time permitted per item, bringing items to the Mayor initially, purpose of bringing an item forward, and the number of items that can be brought forward, the consensus of the Council was to accept the proposal process. The process will begin June 1 and adjustments will be made to the process if needed.

PRESENTATIONS

A. Public Property Camping/Sleeping Limitations

City Attorney Keith Leitz led a discussion with the Council on sleeping and/or camping on public property. Mr. Leitz reviewed recent relevant history from Boise and Grants Pass, Oregon legislation (House Bills 3124, 2367, and 3115), City ordinances, and things to consider when creating a local ordinance. Mr. Leitz addressed questions throughout his presentation.

PROCLAMATIONS

A. Asian American Pacific Islander Heritage Month

Councilor Patrick moved, seconded by Councilor Clark-Endicott, to approve the proclamation designating May 2021 as Asian American Pacific Islander Heritage Month, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

Mayor Endicott read the proclamation.

BID AWARDS / BID REJECTIONS

A. Broker of Record for Health Insurance Services

Mr. Leitz requested approval of a bid award for Broker of Record for Health Insurance Services to Aldrich Benefits Consulting. The two-year contract with three optional one-year extensions (if executed) would be \$177,500. The City received six proposals in response to a Request for Proposal (RFP). After review by an evaluation committee, three companies were selected for second round interviews. Interviews were held with Aldrich Benefits Consulting, WHA, and Brown and Brown. The evaluation committee deemed Aldrich Benefit Consulting the most qualified firm.

Councilor Clark-Endicott moved, seconded by Councilor Fitch, to award a two-year contract with three optional one-year extensions for Health Insurance Broker Services to Aldrich Benefits Consulting and authorize the City Manager to execute the contract, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

B. Agent of Record for Property/Casualty and Liability Insurance

Mr. Leitz requested approval of a bid award for Agent of Record for Property/Casualty and Liability Insurance. The two-year contract with three optional one-year extensions (if executed) would be \$113,615. The City received three proposals in response to a RFP. After review by an evaluation committee, all three companies were selected for second round interviews. Interviews were held and the evaluation committee deemed Brown and Brown the most qualified firm.

Councilor Fitch declared a potential conflict of interest because he assisted Matt and Mike McGowan in establishing OnCourse and they have been family friends for over 25 years. Councilor Fitch raised concerns over the scores Brown and Brown received for the community involvement criteria. He opined the review process was flawed and recommended re-doing the RFP. In response, Mr. Leitz commented that while Brown and Brown listed several entities they are involved with locally, OnCourse scored higher overall on Community involvement than the other two firms.

Councilor Patrick explained he trusts staffs review of the proposals; however, he disagrees with the decision. Matt McGowan has been involved on the City's Juniper Golf Committee and OnCourse is highly visible in the community. Councilor Patrick stated the Council is permitted to have opinions and should be able to share those. He is unsure why local businesses continue to be overlooked and should receive a stronger look.

City Manager Keith Witcosky provided some history on the previous RFP and how the Portland Development Commission addressed small businesses, minority owned, and women owned businesses.

Mayor Endicott stated that he has know the McGowan's for many years as well, but there are times when emotions need to be removed and opined that staff did so and evaluated the proposals objectively.

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to award a two-year contract with three optional one-year extensions for Property Insurance Agent of Record Services to Brown & Brown Northwest and authorize the City Manager to execute the contract, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-no, Patrick-no, Wedding-yes)

OTHER BUSINESS

DRAFT

A. Appointment of Pam Garney to the Juniper Golf Committee, term expiring December 31, 2021.

Mayor Endicott recommended the appointment of Pam Garney to the Juniper Golf Committee, term expiring December 31, 2021, motion passed. (Bullock-yes, Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes)

There being no further business, the meeting was adjourned at 7:19 p.m.

Prepared by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

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STAFF REPORT

DATE: May 25, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: Zachary Bass, Airport Director
SUBJECT: Acceptance of Federal Aviation Administration Airport Coronavirus Relief Program Grant 3-41-0052-048-2021 (AP4819): \$3,453,887

Addresses Council Goal:

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

Report in Brief:

This action requests City Council authorize the Redmond Municipal Airport (Airport) to accept the grant offer for Federal Aviation Administration (FAA) Airport Coronavirus Relief Grant Program (ACRGP) 3-41-0052-048-2021 in the amount of \$3,453,887.

Background:

This grant is provided by the FAA in accordance with the Coronavirus Response and Relief Supplemental Appropriations Act. (CRRSA Act). The ACRGP grant is to provide funding to the Airport for costs related to operations, personnel, cleaning, sanitation, janitorial services, combating the spread of pathogens and for debt service payments.

Discussion:

The purpose of this ACRGP grant is to prevent, prepare for, and respond to the impacts of the Coronavirus.

Funds provided under this grant must only be used for purposes directly related to the Airport. This can include the reimbursement of the Airport's operational and maintenance expenses or debt service in accordance with the limitations prescribed in the Act.

Fiscal Impact:

The total amount of the ACRGP grant offer is \$3,453,887. This is a 100% FAA-funded grant with no sponsor match requirement.

To date the Airport has received \$12,361,541 (including this grant) in Federal funding through CARES/COVID funding sources.

Alternative Courses of Action:

1. Approve the Airport's request
2. Do not approve the Airport's request
3. Request more information

Recommendation / Suggested Motion:

"I move to accept the Federal Aviation Administration's Airport Coronavirus Relief Program Grant No. 3-41-0052-048-2021 and authorize the City Manager to sign the grant offer."

City of Redmond PROCLAMATION

A proclamation designating the month of June 2021 as

IMMIGRANT HERITAGE MONTH

WHEREAS, generations of immigrants from every corner of the globe have built our country's economy and created the unique character of our nation; and

WHEREAS, immigrants continue to grow businesses, innovate, strengthen our economy, and create jobs in Redmond; and

WHEREAS, immigrants have provided the United States with unique social and cultural influence, fundamentally enriching the extraordinary character of our nation; and

WHEREAS, immigrants have been tireless leaders not only in securing their own rights and access to equal opportunity, but have also campaigned to create a fairer and more just society for all Americans; and

WHEREAS, despite these countless contributions, the role of immigrants in building and enriching our nation has, from time to time, been overlooked and undervalued throughout our history.

NOW, THEREFORE BE IT RESOLVED THAT the City Council of the City of Redmond, Oregon, hereby proclaims June 2021 as **IMMIGRANT HERITAGE MONTH** in the City of Redmond.

APPROVED by the City Council and **SIGNED** by the Mayor this 25th day of May 2021.

The City of Redmond, Oregon

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

2021 If I Were Mayor, I would..." Student Contest

Poster Participants...Grades 4th – 5th

<u>Student</u>	<u>School</u>	<u>Grade</u>	<u>Teacher</u>
1. Aubry Anderson	Sage Elementary	5 th	Mrs. Moon
2. Jahzel Minto	Sage Elementary	4 th	Miss McDaniel
3. Rilynn Stewart	Sage Elementary	5 th	Mr. Faulconer
4. Emily Stephens	MA Lynch Elementary	4 th	Mrs. Briskey

RESULTS: **Winner** Emily Stephens
Teacher Mrs. Briskey

Essay Participants...Grades 6th – 8th

<u>Student</u>	<u>School</u>	<u>Grade</u>	<u>Teacher</u>
1. Harrison Swift	Redmond Proficiency Acad.	7 th	Mrs. Rebecca Reynolds
2. Kilie Hennessey	Obsidian Middle School	6 th	Mother, Holly Hennessey
3. Trevor Stephens	Obsidian Middle School	6 th	Mother, Rachel Stephens

FINAL RESULTS: **Winner** Harrison Swift
Teacher Mrs. Rebecca Reynolds

Digital Media Presentations...9th – 12th

<u>Student</u>	<u>School</u>	<u>Grade</u>	<u>Teacher</u>
1 Chaela Baker	Redmond Proficiency Acad.	12 th	Matt Killpack

FINAL RESULTS: **Winner** Chaela Baker
Teacher Mr. Matt Killpack



Emily Stephens, 4th Grade, MA Lynch Elementary

Poster Winner

EMILY Stephens

POSTER ENTRY

GRADE 4

MA LYNCH ELEMENTARY

REDMOND, OREGON



Cutting speed

[illegible]

CLOTHES SWAP



Why It Is Important

The study was approved by the research ethics committee of the University of Birmingham, UK. All participants gave informed consent. The study was approved by the local research ethics committee of the University of Birmingham, UK. All participants gave informed consent.



If

were

Mayor..

EMILY Stephens

POSTER ENTRY

GRADE 4

MA LYNCH ELEMENTARY
REDMOND, OREGON



Clothing swap

For the clothing swap it would be 2 times a year April and October on the 2nd Saturday of the month. The Clothing swap could take place at a church. These are how much each clothing piece is. \$2 for pants, \$1 for shirt, \$.50 for socks, \$2 for shoes, \$.50 for shorts. People can bring the clothes to the clothing swap 2 days before the shop opens. People will know about the clothing swap because we can have a group that can put posters or signs at places. I thought this was a good idea because people will pay less here than at other stores. Also I thought this was a good idea because there will be a lot of clothes there.

Why it is important...

Clothing swap is important because some people don't have that much money but they still need to go to school. It is good because people don't have to throw away or give clothes away to that many people because the clothing swap will do it for you. They can do it as often as they want and people can have fun and know that they are doing good. They can put their clothes in the clothing swap 2 days before the 2nd Saturday of April and October.



Why you need police

You need police because 200 kids get kidnapped every year and a lot of police were not on duty and this is why you need more police on duty.

Why you need more ambulances

You need more ambulances because a lot of people get hurt every year and this is why you need ambulances.

Why you need these services

Why you need firemen

You need more firemen on duty because fires are started really easy like cigarettes and fireworks and this is why you need more firemen.

Why you need clean water services

You need clean water services because people that live by the lake might have gross stuff in the water if they live by the lake.

IF I Were

I think the students would like some things that are new.



I think the students would like some things that are new.



Students need more help at school so I think some people should help at school.



I think the students would like some things that are new.



Mayor

IF I WERE MAYOR

People

1894

¹Equality for all.

4. Taxes that the government gets should go into building homes for homeless people.

3. Health care should be for everyone and people that don't have very much money or if they have a medical condition should have half the price.

³Of course, vegetatively stored cells will not have the same vegetative storage cells as

I want to see if I can find a way to make it work.

Be kind to rather look new pretty in
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Please Consider trying the used

Harrison Swift



If I Were Mayor...

By: Harrison Swift

I'm very nearly certain that every second grader has, at some point, dreamed of becoming president. But why not be mayor instead? Being mayor allows you to improve people's lives on a much more personal level, and offers some intriguing possibilities. I'll be going over some of my ideas, including recreation and safety plans. I'll also address the growing issue of homelessness. So here's what I would do... if I were mayor.

First, I'll cover the problem of homelessness. Oregon ranks seventh in the United States for total number of homeless, and fifth for homeless per 10,000 population. I believe that Redmond can help with that. I would propose the city build a designated homeless camp, somewhere along Maple Avenue. It would have bunkhouses, an area for tents, and a program to help people get jobs. The camp would be built on tax dollars, and would charge its patrons 5-10 dollars a night. I think that this would really help homelessness in Redmond (and Oregon as a whole), and could aid the homeless get in getting back on their feet.

Second, I would give the Cascade Swim Center a makeover. The current one is getting a little run-down, and could benefit from some upgrades. Yes, I do realize that there was a bill to upgrade the pool that didn't make it. However, there are more young families than ever moving to Redmond, so I think it would pass this second time. Two separate pools would be a big plus, like the amazing pool in Madras. One would be heated to about 88 degrees, the other to 82 degrees. The price would be raised to \$5.00 for adults, \$2.50 for children. I don't know about you, but I'd certainly pay to go to a nice heated pool.

Third, I would have a new fire station built. With the rapidly growing community in southern Redmond, people need added safety. I would propose a firehouse between Canal Boulevard and the cemetery. There's a good-sized space, and the station would cover the large housing district that makes up the area of Redmond.

In addition to a fire station, the residential community along and around Canal could benefit greatly from a new police station. I would propose the police station go directly across the cemetery entryway from the firehouse. There's ample room for both structures, and this would help the city council reach their goal to make Redmond the "safest community in Oregon".

Finally, I would expand the airport. There's a huge amount of land south of the airport, which would be a good place to add multiple runways. This would at least double the size, and would attract corporations that would improve the economy. A new parking lot could be to the southwest, allowing for an increasing number of patrons. All in all, this new airport would bring more business to Redmond.

Well, that sums up what I would do if I were mayor. I hope you found this interesting and helpful, and I look forward to the contest next year!

If I Were Mayor

If I were the mayor, I would start small. I would use an empty lot in town and plant some trees. But not only that, I would also use that space to make a big garden. With fruits and vegetables. We would make sure people were watching over the garden at all times so no one could destroy it or take all the food from it. The most important part is that everything that grew there would be free. Since many people struggle to make money and could use some food. There would be rules to the garden, like no more than 4 pounds of food in 3 days. Anyways that would be the first thing I would do.

The next thing I would do is a volunteering program. Where people could volunteer to pick up trash at parks. You can really pick up trash anywhere but some parks are filthy because a lot of people don't care to clean up after themselves. (Not exactly covered in trash but you could state there not all clean.) This would make a big difference to our town. It might not always be perfect, but parks should be a nice place to go to to hang out and let your kids play. It's not as amusing to see a plastic bag rolling on the ground by your feet.

Next, I would make a big dog park. I know there is one here already but, I think it would be nice to have another. Since a lot of people don't have yards, and a lot of people own dogs, the only time a dog can really be free is if they go on a walk. And even then your dogs need more exercise. So another dog park would be wonderful for dogs. So they can run and play without a leash. And they can play with other dogs. It's important to fill people's needs. But even dogs need a little attention in our community.

Another thing I would do would be, make an outdoor day care program in the summer. Where (responsible) people over the age of 15 or older can get a job there. It wouldn't be a huge building or anything. I would have the program at the park. Because people can drop off their kids at the park so they can run around and have fun. And they would be being watched so they don't run off or get hurt. I think it would be a great thing to do so kids can have fun while their parents go do what they need to do. I would hold the program from 10:00am to 2:00pm. I think this would be a wonderful thing to do and if I were mayor I would Definitely do it.

The last thing I would do is, another program. I think this one's overall my favorite though. It would be held in the summer. I would make a program for kids from the age of 4-10. It would be where parents can drop off their kids at a learning program. For the parents who have little who struggle with school this would be their solution. The reason it's not during the school year is so that the kids don't miss out on **going to their school**. Anyways in this program people (17 or older) would work with the kids on whatever they were struggling with and help them learn what they need to know or practice what they need to. Each kid would be matched up with one adult and that person can help the kid. Whether it's with reading, math, writing etc. Overall I think this program would really benefit some kids.

In conclusion, I think these are some great ways to help the community!

"If I were a Mayor..."

By Trevor Stephens

On the way from Bend to Redmond Oregon, there is a Solar farm, gathering energy from the sun. If I were a Mayor I would use Solar Panels to help our environment and save energy for our City. My family has had Solar Panels for about 7 months. They have helped us protect the environment and save money.

The Solar Panels will help our environment by not burning fossil fuels to produce electricity. Burning fuels causes air pollution which is bad for us. The pollution might spread to other cities and if too much is breathed in, it can kill animals. If I were you, use Solar Panels.

We would put the Solar Panels on all the First Responder's buildings because they use the most electricity when an emergency comes, especially the Hospital. They are the ones who never take breaks and kept their regular routine during COVID and never stopped working. The Police Department, The Fire Department, and the Hospital are the chosen Responders buildings to put the panels on.

The benefits of the panels will use the sun's energy instead of the City's energy.. You could pay less for your electricity bills and have more money to use for your budget. Redmond receives so much sunlight all year. Solar Panels save you so much money. I recommend you use Solar Panels.

If I were Mayor I would use Solar Panels to help our environment and save City energy. Animals will die and the power plants will create air pollution. We would put the Panels on buildings of the First Responders. Use the Sun's energy and not the city's electricity.

Chaela Baker, 12th Grade, Redmond Proficiency Academy
DIGITAL MEDIA PRESENTATIONS WINNER

[Click here to view Chaela's contest entry.](#)





CITY OF REDMOND

CITY HALL
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info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: May 25, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
John Roberts, Deputy City Manager
FROM: Mike Caccavano, City Engineer
SUBJECT: NE Hemlock Avenue Improvement Project (TR2006) Contract Award to K & E Excavation: \$1,442,909

Addresses Council Goal:

3. City Infrastructure – Preserve and enhance the City's infrastructure to balance population growth with necessary infrastructure.

Report in Brief:

This item requests City Council award a construction contract to K & E Excavation in the amount of \$1,442,909 to reconstruct NE Hemlock Avenue to collector standards from Highway 97 to NE 9th Street.

Background:

NE Hemlock Avenue is a heavily used industrial collector that connects NE 9th Street to Highway 97. Most of it is still a two lane rural county road.

The pavement and base rock of this segment of roadway was not designed to handle heavy truck traffic and the street lacks adequate storm drainage and sidewalks along two-thirds of its frontage. A portion of it was improved with construction of the Pioneer Business Park. However, the majority of it remains below acceptable service standards for its current and future usage.

Discussion:

The NE Hemlock Avenue Improvement Project is in the City's Five Year Capital Improvement Plan along with future improvements to NE 9th Street between NE Hemlock and Highway 126. These improvements combine to extend the eastside industrial arterial with several options for connecting to Highway 97 and Highway 126.

The project includes full industrial street improvements between Highway 97 and NE 9th Street along with a rebuild of the intersection of NE 9th Street to align travel and turn lanes.

The intersection of NE 9th Street and NE Hemlock Avenue was originally included in a NE 9th Street project planned for next year. However, due to safety and capacity concerns it was included in the current project. NE Hemlock Avenue is an industrial major collector with 36 to 40 feet of pavement width, curb, sidewalk, and drainage facilities. Along with intersection reconstruction, 250 feet of waterline will be installed with NE 9th Street improvements for future extension to the south.

The City publicly advertised and procured services for the project through a public bid process per Oregon Revised Statutes Section 279C and State of Oregon Model Rules. Four (4) bids were received on May 12, 2021:

K & E Excavation	\$1,442,909.00
Jaron McKernan Enterprises	\$1,526,189.30
York Brothers	\$1,635,382.00
Bar Seven A	\$1,988,021.00

Bids were reviewed and K & E Excavation was determined to be the lowest responsible bidder.

The engineer's estimate was \$1.4 million.

Fiscal Impact:

This project will be funded from the following budget sub-funds:

Sub-Fund Name	Fund Number	Amount
Transportation SDC Reimbursement	22180-01-000-07-01-02	\$675,024.50
Transportation SDC Improvement	22179-01-000-07-01-02	\$675,024.50
Water Capital Projects	53181-01-000-07-01-02	\$92,860.00
TOTAL		\$1,442,909.00

Alternative Courses of Action:

1. Approve construction contract with K & E Excavation.
2. Do not approve construction contract.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to award the NE Hemlock Avenue Improvement Project to K & E Excavation in the amount of \$1,442,909 and authorize the City Manager to sign the contract."



NE HEMLOCK AVE. IMPROVEMENTS

HIGHWAY 97 TO NE 9TH ST.
MAY 25, 2021

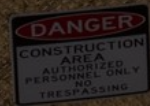


NE HEMLOCK AVE: HWY 97 TO NE 9TH ST (\$1.443M)

- Transportation SDC Improvement and Reimbursement, Water Infrastructure Maintenance Sub-Funds
- Important connection for industrial traffic to Highway 97
- Upgrades to industrial collector standard
- Includes sidewalks and bike lanes
- Ties in with future NE 9th St. Improvements



QUESTIONS?





CITY OF REDMOND

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411 SW 9th STREET
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STAFF REPORT

DATE: May 25, 2021
TO: Redmond City Council
Keith Witcosky, City Manager
THROUGH: John Roberts, Deputy City Manager
Deborah McMahon, Planning Manager
FROM: Kyle Roberts, Senior Planner
SUBJECT: Ordinance #2021-05 - An ordinance approving a Site and Design Plan, Minor Variance, and an Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map. (Canal Mixed Use Project)

Addresses Council Goal:

7.COMPREHENSIVE PLANNING: Enhance the quality of life through adoption of programs, policies, and standards that manage growth while maintaining Redmond's small-town feel.
A. Promote quality development.

Report in Brief:

This item requests several City Council approvals for a 1.23-acre parcel at 4270 SW Canal Boulevard. Approvals include a Site and Design Plan; a minor variance; and Comprehensive Plan and Zone Map Amendment to rezone a property from the R-4 (General Residential) to MUN (Mixed-Use Neighborhood) zone district.

Background:

The subject property is located northeast of Ridgeview High School at the intersection of SW Canal Boulevard and SW Badger Avenue. The property is zoned R-4 (General Residential).

The property is part of the Southwest Area Plan (SWAP), which was adopted by City Council in 2014 to help guide future development of land that was brought into the Redmond Urban Growth Boundary. The Plan recommends a variety of uses within its boundary, including low, medium, and high density residential, mixed use neighborhood, and public facility uses.

The applicant proposes to construct a four-story mixed use building comprised of commercial on the ground floor, office on the second floor, and residential on the third and fourth floors.

Discussion:

The rezoning the property from R-4 to the MUN zone will allow for the construction of a 6,170 SF mixed use building. While the property is currently zoned R-4, the existing MUN zoning district located on the westside of SW Canal Boulevard has not developed with mixed uses as envisioned. Rezoning the subject property will backfill a portion of the acreage across SW Canal Boulevard that was planned by the City in the SWAP to be mixed use.

The rezone will also lead to a project that includes amenities for residents located on the eastside of SW Canal Boulevard - eliminating the need to cross the roadway.

The proposed building height is 47 feet. This is two feet higher than what is currently allowed. The request for a Minor Variance from the MUN zone's maximum building height is needed to accommodate the building's mix of uses and massing.

Conditions have been added to the approval to ensure all appropriate street, access, water and sewer improvements, and dedications are completed (Exhibit A).

Staff has reviewed the applicant's 'burden of proof' and finds the proposal complies with all required findings. The

'Conclusionary Findings' are contained in Ordinance #2021-05 (Exhibit B) and indicate how the proposal complies with all applicable criteria and the Redmond Development Code (Chapter 8).

Other exhibits included as part of this staff report and ordinance are:

- Exhibit C - Project Plan
- Exhibit D - Public Comment
- Exhibit E - Transportation Impact Study
- Exhibit F - Burden of Proof

On April 5, 2021, the Planning Commission held a public hearing to review the proposal. One public comment was received. It came from the Oregon Fair Housing Council and expressed the Planning Commission staff report inadequately addressed Goal 10 (Housing).

In response, staff has written more in depth findings pertaining to housing. The Planning Commission voted unanimously to recommend Council approve the proposal.

Fiscal Impact:

There is no direct fiscal impact associated with this action.

All applicable System Development Charges (SDCs) will be paid prior to permit issuance.

Alternative Courses of Action:

After conducting the public hearing and considering all evidence and testimony:

1. Accept the Planning Commission recommendation to approve.
2. Accept the Planning Commission recommendation, make additional modifications and approve.
3. Continue the public hearing and leave the written record open to request additional information.
4. Do not approve the actions.

As required, 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 May 18, 2021. Three copies of the Ordinance were available for review at City Hall, too.

Recommendation / Suggested Motion:

"I move to have a first and second reading of Ordinance #2021-05 by title only." (Voice vote)

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

"I move to approve Ordinance #2021-05." (Roll call vote)

**CITY OF REDMOND
ORDINANCE NO. 2021-05**

AN ORDINANCE APPROVING A SITE AND DESIGN PLAN, MINOR VARIANCE, AND AN AMENDMENT TO THE 2040 GREATER REDMOND AREA COMPREHENSIVE PLAN AND ZONE MAP.

WHEREAS, an application has been made to rezone 4270 SW Canal Boulevard (Deschutes County Tax Lot #151330DA00700) Redmond, OR 97756; and

WHEREAS, the request is to rezone 1.23 acres from R-4 (General Residential) to MUN (Mixed-Use Neighborhood) for the Canal Mixed Use project; and

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 City Council has an adopted a set of goals that include: “Enhance the quality of life through adoption of programs, policies, and standards that manage growth while maintaining Redmond’s small-town feel”; and

WHEREAS, the Redmond Comprehensive Plan 2040 is the product of hundreds of citizens from the public and private sector who participated in the outreach and planning process; and

WHEREAS, the Redmond Comprehensive Plan 2040 contains a vision comprised of six guiding principles, including ‘Great Neighborhoods for Strong Communities’; and

WHEREAS, the City of Redmond has set the action steps necessary to implement the goals and policies in the Redmond Comprehensive Plan 2040 related to the vision’s guiding principles; and

WHEREAS, the Redmond Urban Area Planning Commission held a public hearing on April 5, 2021, and, after reviewing the record and gathering public testimony, has recommended that the Redmond City Council approve the Site and Design Plan, Minor Variance, and Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map to rezone the property (1.23 acres) from R-4 (General Residential) to MUN (Mixed-Use Neighborhood), subject to conditions of approval; and

WHEREAS, the City Council held a public hearing on May 25, 2021, to consider the recommendation of the Redmond Urban Area Planning Commission, review the existing record and gather additional evidence and public testimony; and

WHEREAS, the City Council has received the Redmond Urban Area Planning Commission’s recommendation and, after receiving additional evidence and testimony, determined that the requested Site and Design Plan, Minor Variance, and Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map to rezone the property (1.23 acres) from R-4 (General Residential) to MUN (Mixed-Use Neighborhood) is in compliance with the Redmond Development Code and would contribute to the Redmond Comprehensive Plan 2040 goals and policies; and

WHEREAS, the City Council finds the findings for the Site and Design Plan, Minor Variance, and Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map to rezone the property (1.23 acres) from R-4 (General Residential) to MUN (Mixed-Use Neighborhood) 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

WHEREAS, the City Council finds that the proposed Site and Design Plan, Minor Variance, and Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map to rezone the property (1.23 acres) from R-4 (General Residential) to MUN (Mixed-Use Neighborhood), furthers the interests of the City.

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

SECTION ONE: The City of Redmond hereby approves the Site and Design Plan, Minor Variance, and Amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map to rezone the property (1.23 acres) from R-4 (General Residential) to MUN (Mixed-Use Neighborhood), subject to the conditions of approval. The Decision and Conditions, Findings, and Project Plans are attached hereto as Exhibits A, B, and C.

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 8.0710 – Minor Variances, Section 8.0760 – Amendments, and Section 8.3035 – Site & Design Criteria, 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 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

DECISION AND CONDITIONS, FINDINGS FOR APPROVAL OF CANAL MIXED USE COMPREHENSIVE PLAN AND ZONE MAP AMENDMENT, SITE AND DESIGN, AND MINOR VARIANCE

FILE NUMBER: Canal Mixed Use | City File 711-21-000023-PA, 711-21-000024-SP, 711-21-000025-V

REQUEST: Approval of a Comprehensive Plan Zone Map Amendment [from R-4 (General Residential) to MUN (Mixed-Use Neighborhood)], Site and Design Review, and a Minor Variance to building height on a 1.23-acre parcel

LOCATION: 4270 SW Canal Blvd (Tax Lot #151330DA700) in Redmond, OR 97756

APPLICANT: Sally Spencer / Empire Construction and Development

STAFF: Kyle Roberts, Senior Planner / AICP

HEARINGS BODY: Redmond City Council
Redmond Urban Area Planning Commission

DATE & TIME: May 25, 2021 at 6:00 PM in front of the Redmond City Council;
April 5, 2021 at 4:30 PM in front of the Redmond Urban Area Planning Commission; Meeting will be held virtually



Figure 1 - Vicinity Map

DECISION: APPROVAL WITH CONDITIONS

SUMMARY

Approval of a Zone Map Amendment [from R-4 (General Residential) to MUN (Mixed-Use Neighborhood)], site and design, and a minor variance to building height on a 1.23-acre parcel.

A full plan set with preliminary site plan, street layout, and proposed zoning is provided in Exhibit C.

COMMENTS

Informational comments from City departments and related agencies concerning this project are presented in the record.

At the time of the completion of this staff report, there was no public comment received from notified property owners by the Planning Division concerning this application during the comment period. However, included in Exhibit D is a letter from the Fair Housing Council of Oregon that was received prior to the April 5th Planning Commission public hearing. The letter expressed that the Planning Commission Public Hearing staff report inadequately addressed Goal 10 (Housing). While staff agrees with the applicant's Goal 10 findings, in response to the Fair Housing Council, staff has written more in depth findings pertaining to housing under criterion Section 8.0760(3).

EXHIBITS

- | | | |
|-----------|---|--|
| Exhibit A | – | Decision and Conditions of Approval |
| Exhibit B | – | Conclusionary Findings |
| Exhibit C | – | Project Plans |
| Exhibit D | – | Letters Received |
| Exhibit E | – | Transportation Impact Study Memorandum |
| Exhibit F | – | Applicant Burden of Proof |

In addition, the following items are included herein by reference in this land use decision and are located in the record for this matter and are on-file with the Community Development Department:

- Zone Map Amendment, Site and Design Review, and Variance applications and materials submitted by the applicant on January 29, 2021
- City department and related agency comments
- Department of Land Conservation & Development Notice sent February 26, 2021
- Adjacent Property Owner Notices mailed on March 11, 2021 and April 29, 2021
- Public Hearing Notice published in *The Redmond Spokesman* on March 24, 2021 and May 12, 2021
- April 5, 2021 Redmond Urban Area Planning Commission Public Hearing Staff Report

EXHIBIT A – DECISION AND CONDITIONS OF APPROVAL

DECISION

Based on the submitted plans, staff findings and conclusions, the City Council approves the Canal Mixed Use project (City File 711-21-000023-PA, 711-21-000024-SP, 711-21-000025-V), subject to the conditions of approval below.

CONDITIONS OF APPROVAL

The following conditions of approval shall be required:

1. Any substantial alteration to the approved plans, except as modified by the following conditions of approval, shall be subject to the standards and procedures in Section 8.1400 (*Modifications of Approval*) of the Redmond Development Code.
2. All public improvements and utilities (i.e. sewer and water) must be designed, installed and constructed as approved by the City of Redmond and in full compliance with the City's Standards & Specifications. Preliminary drawings, plans and design for all streets, alleys and rights-of-way shall be submitted to the Public Works Department for approval prior to installation. Sidewalks may not be bonded, unless approved by the City. Private improvements such as trails, parks, open space, plazas, etc. will require public access easements.
3. The proposed site plan shows a landscaping strip between the southern lot line and the front of the parking spaces that includes shrubbery for screening. Shrubby will need to be not less than three feet in height.
4. Areas between the building and property lines adjacent to SW Canal Blvd and SW Badger Avenue shall be landscaped with trees and shrubs within a minimum 3-foot-wide landscape strip.
5. Any exterior mechanical equipment shall be screened so as not to be visible from public streets or residences.
6. Per Republic Services request, the proposed trash enclosure must be relocated 40 feet to the east so that the garbage truck would not have to back up as far. Additionally, if moved to the new location, the truck may be able to drive straight up, which could allow the facility to obtain a larger container without wheels, if needed. Any modifications of this location must be coordinated with Republic Services.
7. All land disturbed during construction shall be revegetated/landscaped immediately after construction is complete and dust created during construction shall be properly mitigated at all times, so as to not create significant impacts upon the neighboring properties.
8. Transportation:
 - A) **SW Canal Blvd.** - minor arterial street. A paved street with curb and ninety (90) to one-hundred (100) ft. right-of-way exists, no sidewalks, along property frontage. Eight (8) ft. public utility easement (PUE) exists along the northwest 130 ft. ± of property frontage. New sidewalk improvements conforming to City minor arterial street standards shall be required along property frontage. Existing curb shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of building permit, driveway construction or utility work. Ten (10) ft. public right-of-way dedication for a total of fifty (50) ft. from centerline and five (5) ft. minimum public utility easement (PUE) dedication shall be required along the southwest 190 ft. ± of property frontage per City minor arterial street standards and COR Standard Drawing 2-1. [COR

Code 8.3035(2)]

B) **SW Badger Ave./36th Pl.** - local grid street. Paved street with curb, sidewalk, sixty (60) ft. right-of-way and eight (8) ft. public utility easement (PUE) exists along property frontage. Existing curb and sidewalk shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of building permit, driveway construction or utility work. A five (5) ft. minimum public utility easement (PUE) dedication shall be required along right-of-way/property frontage where none currently exist per COR Standard Drawing 2-1. [COR Code 8.3035(2)]

C) Traffic Impacts: The Transportation Planning Rule (TPR) memorandum and Transportation Impact Analysis (TIA) for "SW Canal Boulevard Mixed-Use Development" submitted by Transight Consulting LLC dated 1-20-21 has been reviewed per COR Code 8.3035(8). The 65-Lot SFD Kinton Estates Subdivision 711-20-000131-PLNG-SUB must be added to Approved (and in-process) Development Trips section on page 15. Otherwise, the TIA is acceptable and Engineering concurs with the findings and recommendations. No mitigation will be required beyond Transportation SDC's. [COR Code 8.3035(8)]

D) Site Access:

- 1) Proposed site access and driveway connections to Badger Ave. are acceptable subject to City clear vision standards. New driveway connections shall be constructed per COR Standard Drawings 2-11 thru 2-14. Maximum driveway width is thirty-five (35) feet. [COR Code 3.300, 8.0305, 8.0510(6 & 7) 8.3035(7)(B) & 8.3035(9)] [CORPWSS Div. II (214)]
- 2) Direct vehicular access to SW Canal Blvd, a minor arterial street, shall not be permitted except as approved for emergency vehicles with locked fire gate. [COR Code 8.3035(9)(a, b & d)]
- 3) Postal box installation shall be subject to US Postal Service standards and City Engineer approval. [CORPWSS Design Standards (II)(A)(16)]

9. Water: Twelve (12) inch City water main exists in Canal Blvd. along property frontage. Eight (8) inch City water main and service exist in Badger Ave/36th Pl. along property frontage.

A) Connection to the City's public water system shall be required. [COR Code 8.3035(7)(D)]

B) Domestic water service connection shall be subject to City standards and City Water Division backflow prevention device requirements for commercial and/or multi-unit residential property. A single water master meter located at the property/right-of-way line shall be required. A backflow prevention device shall be installed at the point of delivery/property line behind the water meter per COR Standard Drawing 4-18 thru 4-21. [COR Code 4.200, 4.161, 8.3035(7)(D)] [CORPWSS Design Standards (II)(D)(1)(d)]

C) Fire service/sprinkler and irrigation systems shall be subject to City backflow prevention requirements. A detector double check valve assembly (DCDA) shall be installed at the property/right-of-way line per current COR Standard Drawing 4-22 or 4-23. The fire line shall be connected to the City main separate from the domestic service. [COR Code 8.3035(7)(D)] [CORPWSS Design Standards (II)(D)(1)(d)]

D) New fire hydrants and fire/water lines located on-site shall be privately owned and maintained with City approved backflow prevention device located at the property/right-of-way line. [COR Code 8.3035(7)(D)] [CORPWSS Design Standards (II)(D)(1)(d)]

E) Abandonment of any existing water well, cistern or other private water facility located on subject property shall be in accordance with Oregon Water Resource Department regulations. Documentation shall be submitted to the City Wastewater Division. [CORPWSS Development Provisions 04.7.00 & 22(13)] [OAR 690-220]

10. Wastewater: Eight (8) inch City gravity sewer main and service exist in Badger Ave./36th Pl. along property frontage.

- A) Connection to the City's public sewer system shall be required. *[COR Code 8.3035(7)(D)]*
- B) Sanitary sewer service connection shall be subject to City standards and Wastewater Division pretreatment, monitoring and sampling requirements for commercial and/or multi-unit residential property. A wastewater pretreatment/discharge survey shall be completed and submitted to the Wastewater Division. *[COR Code 4.337, 4.338(1) & 8.3035(7)(D)] [CORPWSS Design Standards (II)(C)(3)]*
- C) A sanitary sewer sampling manhole conforming to COR Standard Drawing 3-7 shall be required for new industrial sewer connections. The sampling manhole shall be constructed, owned and maintained by the property owner. The manhole may be located at the sewer connection within public right-of-way. Privately owned sampling manholes located within public right-of-way are subject to revocable right-of-way permit approval. At the option of the property owner, the sampling manhole may be located on private property within an easement that provides unobstructed access to City personnel. *[COR Code 4.337(1)]*
- D) Industrial/Commercial Wastewater Discharge – the following regulatory and pretreatment standards may be required and enforced by City Wastewater Division for building, plumbing and/or mechanical permit approval:
 - 1) All waste lines in any institutional or commercial kitchen or food/beverage preparation areas shall be connected to a grease interceptor compliant with the Oregon Plumbing Specialty Code. The plans must indicate the interceptor manufacturer, model, and volume. The installation of an outside gravity grease interceptor is recommended at this site to avoid high maintenance cost and odors that would be associated with a small inside hydro-mechanical grease interceptor. *[COR Code 4.337(2)]*
 - 2) An oil/water separator, with upstream sediment interceptor and downstream shutoff valve, compliant with the Oregon Plumbing Specialty Code shall be required for all facilities where vehicle washing or oil cleanup is performed or where floor drains are located in a processing or warehouse area. If heated water or detergents are used for washing, a coalescing plate separator is required. The plans must indicate the separator volume, model, and manufacturer. *[COR code 4.337(2)]*
- E) Any existing sewage drill hole, septic tank or other private sewer facility located on subject property shall be permanently abandoned in accordance with Deschutes County and Oregon Dept. of Environmental Quality (DEQ) regulations. *[COR Code 4.304(3)] [CORPWSS Development Provisions 04.7.00 & 22(13)]*

11. Site Grading and Drainage:

- A) All site drainage shall be maintained on site and shall not drain onto public streets, neighboring properties or irrigation canal laterals. 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. *[COR Code 8.3030 & 8.3035(7)(A)] [CORPWSS Development Provisions 23]*
- B) Site grading and drainage plans with erosion/sediment control plan and drainage report shall be submitted for Engineering Department review and shall be subject to current City and Central Oregon Stormwater Manual (COSM) design, construction and testing standards. *[COR Code 8.3030 & 8.3035(7)(A)] [CORPWSS Development Provisions 23] [CORPWSS Design Standards (II)(B)]*
- C) Proposed site drainage facilities and stormwater systems shall have capacity or shall be designed for a 50-year/24-hour storm event (2 inches) and have appropriate pretreatment per City standards. *[CORPWSS Design Standards (II)(B)]*
- D) Containment of the 100-year/24-hour storm event on-site and outfall shall be required. *[CORPWSS Development Provisions 23.2.00(5)]*
- E) New on-site private drywells and other underground injection control (UIC) systems not part of the public drainage system must be registered and approved and/or permitted by the Oregon

Department of Environmental Quality (DEQ) prior to construction or building permit issuance. Contact DEQ UIC Program Coordinator at 503-229-5945. Send copy of completed UIC permit application to DEQ and City of Redmond, 3100 NW 19th Street, Redmond, OR, 97756.

F) UIC locations for pavement area drainage shall not conflict with existing active City municipal, community or private water wells. UIC's serving paved areas may not be located within public or community wellhead protection areas or 500 ft. of existing irrigation or drinking water wells. The location of any existing active water well within 500 ft. of a proposed UIC shall be identified on the plans. *[CORPWSS Design Standards (II)(B)(g)] [OAR 340-044-0018]*

G) New storm drain ponds, basins or swales shall include eighteen (18) inch filter layer of compost amended topsoil, 3:1 max. side slopes, inlets, surface treatment/landscaping, flood overflow point and erosion control. Geotextile filter fabric shall be required under any landscape rock or rip-rap.

H) Erosion control such as rip-rap, drain rock or other energy dissipation will be necessary on inlet/outlet areas or pipes in storm swales and along conveyance swales.

I) Trash enclosure storm drainage shall be isolated and pre-treated prior to connection to a storm facility. *[COSM 10.3.4]*

J) Proposed on-site storm facilities may not be located within existing public right-of-way or easements and shall not impact existing public drainage facilities.

12. Construction Plans: Upon land use approval, a separate set of construction drawings shall be submitted directly to the Engineering Department for design review and approval of all proposed and/or required public improvements, water/sewer service connections, site grading/drainage and utilities. *[COR Code 8.2800, 8.3025(2), 8.3030 & 8.3035(7)(A)] [CORPWSS Development Provisions 04 & 23]*

//End Conditions//

I. APPLICABLE CRITERIA:

The following are the applicable sections from the Oregon Revised Statutes, Oregon Administrative Rules, the Redmond Comprehensive Plan 2040, the Southwest Area Plan (as an element and support plan of the Comprehensive Plan), and the Redmond Development Code:

- City of Redmond Comprehensive Plan 2040
- City of Redmond Southwest Area Plan (SWAP)
- City of Redmond Transportation System Plan
- City of Redmond Public Facility Master Plans
- City of Redmond Park Master Plan
- Oregon Revised Statutes (ORS) – ORS 197.250
- Oregon Administrative Rules (OAR), Chapter 660:
 - Division 12, Transportation Planning Rule
 - Division 15, Statewide Planning Goals and Guidelines
- City of Redmond Development Code:
 - Article I – Zoning Standards
 - Section 8.0055: Site Plan Review
 - Section 8.0065: Establishment of Zones and Districts
 - Section 8.0250: Mixed Use Neighborhood MUN Zone
 - Section 8.0260: Table G, Uses Permitted
 - Section 8.0265: Table H, Minimum Standards
 - Section 8.0305: Establishment of Clear Vision Areas
 - Section 8.0500: Off Street Parking
 - Section 8.0505: Off Street Parking and Loading
 - Section 8.0510: Design and Improvement Standards for Parking Lots
 - Section 8.0515: Parking Table and Diagram
 - Section 8.0565: Exception to Building Height Limitations
 - Section 8.0700: Authorization to Grant or Deny Variances
 - Section 8.0710: Standards Required to Grant Minor Variances to On Site Requirements
 - Section 8.0720: Application for a Variance
 - Section 8.0750: Authorization to Initiate Amendments
 - Section 8.0760: Criteria for Amendments
 - Section 8.0765: Tentative Approval
 - Section 8.0770: Public Hearing on Amendments
 - Article IV – Site and Design Review Standards
 - Section 8.3000: Purpose and Intent
 - Section 8.3005: Applicability of Site Design and Review
 - Section 8.3010: Exceptions
 - Section 8.3015: Procedure
 - Section 8.3020: Site Improvement Agreement
 - Section 8.3025: Plans Required
 - Section 8.3030: Special Studies, Investigations and Reports
 - Section 8.3035: Design Review Criteria

II. BACKGROUND & HISTORY:

In 2006, the City of Redmond added more than 2,300 acres of “urbanizable” land along the City’s western boundary to its Urban Growth Boundary (UGB), including the subject parcel. At the same time, a Framework Plan was adopted by the City as part of the expanded UGB to provide general guidance for future land uses, densities, neighborhood amenities and the necessary public facilities and services to serve the parcels.

Subsequently, in 2014, the City adopted the Southwest Area Plan (SWAP) that set forth a land use concept, comprehensive plan designations, and related public facilities for the area surrounding Ridgeview High School. The SWAP serves as a basis and, quasi-conceptual land use master plan that provides guidance for future land uses. As shown in *Figure 2* below, the SWAP has designated the subject property as residential, more specifically, R-4 (General Residential) zoning district.

The purpose of R-4 is to provide for 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. Currently existing on the 1.23-acre subject property is a single-family dwelling.

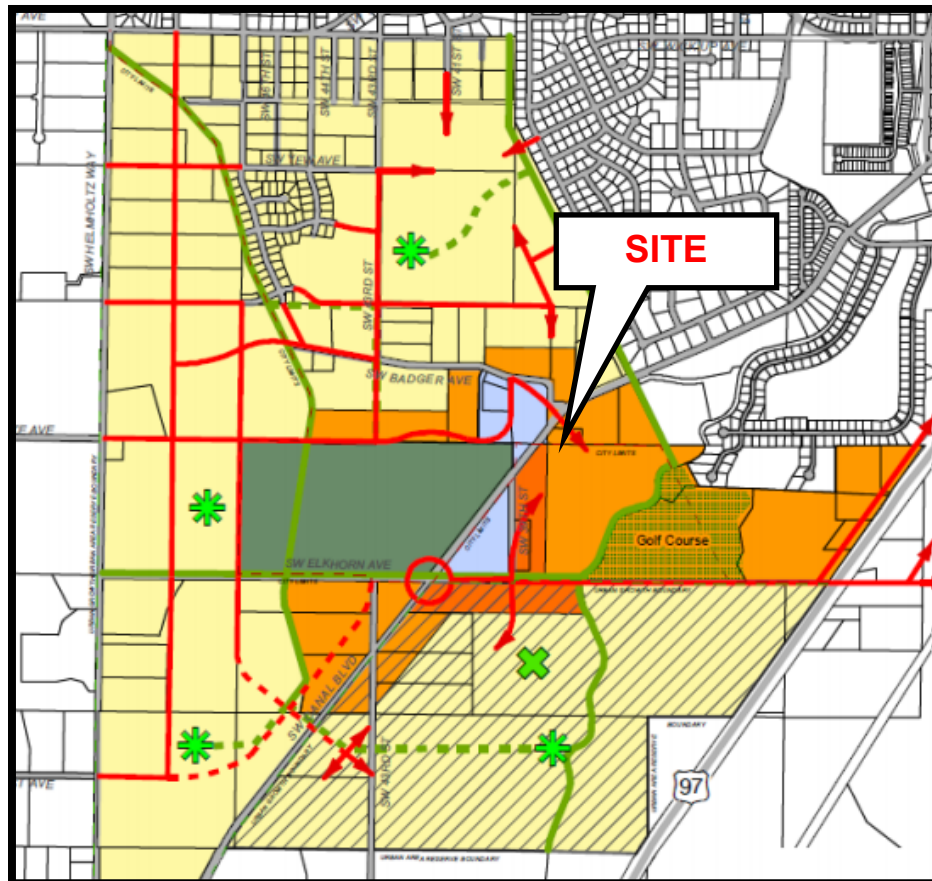


Figure 2 – City of Redmond Southwest Area Plan (SWAP)

Proposal:

The applicant is requesting an amendment to the 2040 Greater Redmond Area Comprehensive Plan and Zone Map from R-4 (General Residential) to MUN (Mixed-Use Neighborhood) as shown in *Figures 3 and 4* below. The purpose of the rezoning request is to allow for the applicant's proposal to construct a four-story mixed-use building with a building footprint of 6,170 square feet (see *Figure 5* below). The applicant is proposing to demolish the existing single-family dwelling and construct the mixed-use building comprised of ground floor retail, 2nd floor office space, and 3rd and 4th floor residential. A component of the project application is a request for a minor variance from the MUN zone's maximum building height requirement. The proposed building height is 47 feet, two feet above the maximum allowed in the MUN zone. Criteria for the zoning map amendment, minor variance, and site and design review and their respective findings are presented herein.

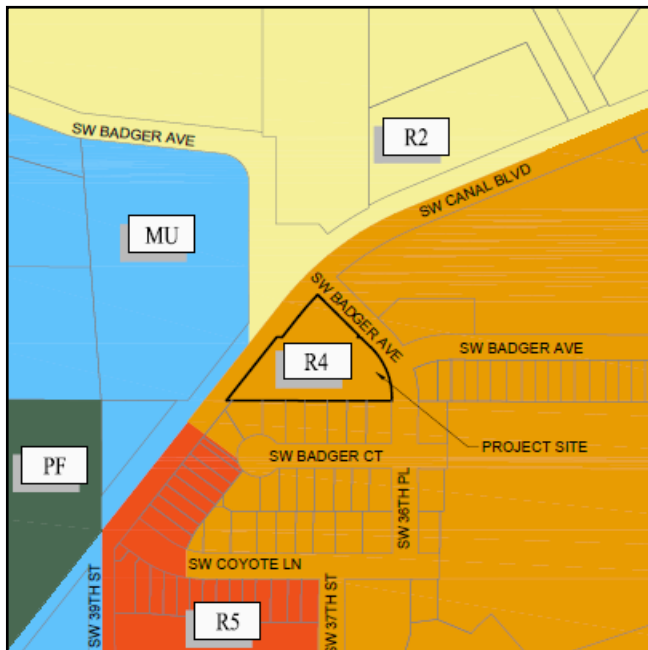


Figure 3 – Existing Zoning

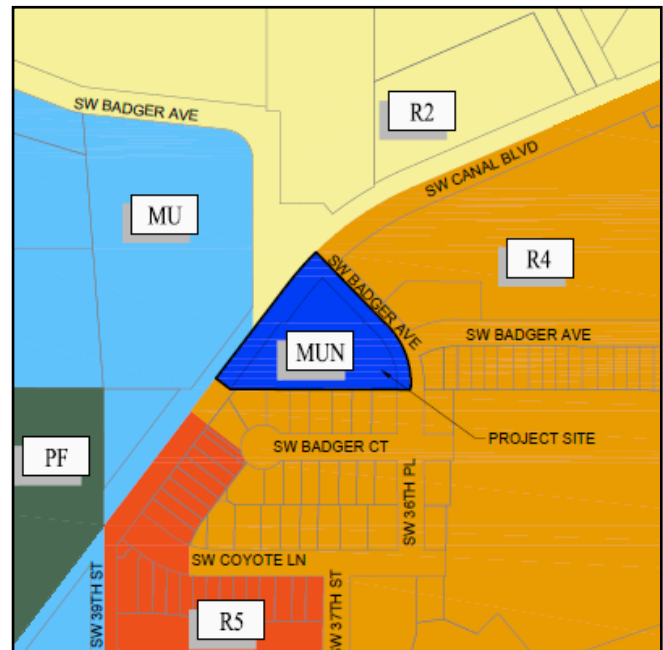


Figure 4 – Proposed Zoning
Harper Houf Peterson Righellis Inc.



Figure 5 - Proposed Mixed-Use Building (view looking northeast from Canal Blvd.)

Steele Associates Architects, LLC

III. SITE DESCRIPTION:

The project area is generally described as 4270 SW Canal Boulevard located in southwest Redmond; Tax Map and Lot #151330DA00700. The subject property is located to the south of the intersection of SW Canal Boulevard and SW Badger Avenue/SE 36th Place. It is 1.234 acres (53,742 square feet) in size and is the site of an existing single-family dwelling. See area outlined in red in *Figure 1* on page 1.

IV. SUMMARY:

1. This is a proposed Zone Map Amendment, Minor Variance, and Site and Design Review for an approval of a four-story mixed-use building on a 1.23-acre property.
2. The findings and supporting materials, all demonstrate the proposed Zone Map Amendment, Minor Variance, and Site and Design Review 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 various sections of the Redmond Development Code are addressed below, as well as all applicable state laws and requirements.

V. FINDINGS AND CONCLUSIONS:

Redmond Development Code, Article I – Zoning Standards: Sections 8.0055, 8.0065, 8.0250, 8.0260, 8.0265, 8.0305, 8.0500-8.0515, 8.0565, 8.0700, 8.0710-8.0770; and Article IV – Site and Design Review Standards: Sections 8.3000-8.3035 set forth the procedure and standards for approval.

ARTICLE I – ZONING STANDARDS > INTRODUCTORY PROVISIONS

RDC Sections 8.0055 and 8.0065

8.0055 Site Plan Review.

1. No building, grading, parking, land use, sign or other required permit shall be issued for a use for which a site plan is required by the Redmond Site and Design Review Standards until such time those requirements are met.
2. Non-compliance with a final approved site plan pursuant hereto shall be a zoning standards violation.

FINDING: The applicant has submitted a site plan application and supporting documentation. This standard is met.

8.0065 Establishment of Zones and Districts

R-4 General Residential Zone. 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.

MUN Mixed-Use Neighborhood Zone. This minimum size for this zoning district is 3 acres. The purposes of this zone are to:

1. Establish an area in which a critical mass of retail, service and other commercial uses together with civic uses can be located which can provide everyday goods and services to residents of the surrounding neighborhoods. Residential uses may be combined with commercial uses (as horizontal or vertical mixed-uses or live/work units) or may be allowed as standalone uses when developed as multi-family housing subject to site and design standards.
2. Encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets; and
3. Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

FINDING: The proposed rezone from R-4 to MUN is an extension of the existing MUN zone located directly across from SW Canal Blvd. As a proposed extension of the existing MUN zone, the minimum zoning district size of three acres will be met.

ARTICLE I – ZONING STANDARDS > OTHER ZONES

RDC Sections 8.0250, 8.0260, and 8.0265

8.0250 Mixed-Use Neighborhood MUN Zone.

8.0260 Table G, Uses Permitted.

"O" means Permitted Outright

"C" means Permitted Conditionally

"N" means Not Allowed

LAND USE:

ZONE:

REFERENCE / STANDARDS:

MUN

MUE

MULW

Residential Uses:**

All stand-alone residential uses listed in Table G may not occupy more than 20% of the net land area

				in the MUN zone.
Assisted Living Facility	O	O		
Bed and Breakfast	C	N		
Multi-Family Complex (5+ units)	O*	O		See RDC Section 8.3035, Design Review Criteria.
Residential use above ground floor (mixed-use unit)	O	O		
Live/Work Dwelling	O	O		See definitions of live/work houses, townhouses and apartments, and standards in RDC Section 8.3035, Design Review Criteria Live/work units must be a minimum of 2 stories
Residential Care Facility	C*	C		
Townhouse (3 or 4 units)	O*	O		See RDC Section 8.3035, Design Review Criteria.
<u>Eating and Drinking</u>				
Bakery (retail/sit-down)	O	O		
Bar/tavern (where food is also served) Brew Pub	O	O		
Café, sit-down restaurant, diner	O	O		
<u>Entertainment</u>				
Indoor commercial recreation	O	O		See building area restrictions in Table H, Minimum Standards
Walk-in movie theater	C	O		
<u>Automobiles/Trucks/RV Uses:</u>				
Gas stations	C	C		
Auto services	C	C		Includes auto lube shops (same day service)
Manufacturing (light industrial)	C/N	O		Includes "craftsman" such as glassblowing, etc.
Medical research facility	O	O		
Precision machine shop	N	O		

Retail uses in support of primary industrial use	O	O	
<u>Office and Office Products:</u>			
Office	O	O	Includes medical offices and professional services
Corporate Headquarters	O	O	Less than 50,000 sq ft foot print
Office service and supplies	O	O	
Printing, publishing	O	O	
Telemarketing, call center	O/C	O	Outright allowed use on upper floors of a multi-story building or allowed as a conditional use on ground floor and limited to 50% of total floor area on ground floor in the MUN zone.
<u>Public and Semi Public Uses:</u>			
Churches, religious institutions	C	C	
Lodge, club, non-profit/fraternal organization	C	C	
Park (public or private)	O	O	
Public transportation station or public utility facility	O	O	See definitions.
Schools (public or private)	C	C	
Recreation Facility (public or private)	O	O	
Private utility facility	C	C	
<u>Commercial Uses:</u>			
Retail Uses	O/C	C***	In the MUN zone, single retail uses are permitted outright up to 25,000 square feet in floor area; single retail uses between 25,000 and 40,000 square feet in floor area require a Conditional Use Permit.
Service Commercial Uses	O	O	
Veterinarian Services	O	O	
Drive through / up facilities as part of an approved use (facilities must include an inside use component such as seating or a service area, except for voting drop offs and	O	O	

postal drop boxes):



FINDING: The design of the proposed mixed-use building includes ground floor retail, 2nd floor office space, and 3rd and 4th floor residential. This application's request to rezone the subject property to MUN will allow for an outright use of the proposed uses.

8.0265 Table H, Minimum Standards. The following minimum standards are required in each respective zone (all distances are measured in feet):

STANDARDS:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW and MULW-SD	
Minimum Yard Setbacks				
Front Local Street	0**	10 ft.	10 ft.	
Collector Arterial		15 ft. 25 ft.	15 ft. 25 ft.	
Interior Side Standard Adjacent to R zone	No minimum 25 ft.	No minimum 25 ft.	No minimum	
Street Side Same as Front Local Street Collector Arterial	0 ft.	10 ft. 15/25 ft.	10 ft. 15 ft. 25 ft.	Shall meet minimum setback to local, collector or arterial street.
Rear Interior	0 ft.	10 ft.	10 ft	
Adjacent to alley	0 ft	25 ft.	10 ft.	
Maximum Building Height	45 ft.***	45 ft.****	45 ft.	
Minimum Street Frontage	25 ft.	25 ft.	25 ft.	
Minimum Landscaping	15%	15%	10%	In the MUN zone, can be satisfied with street trees or shared open space
Maximum Lot Coverage	80%	80%	N/A	
Minimum Lot Size	2,500 sq. ft.	6,000 sq. ft.	5,000 sq. ft.	Only applies to non-residential uses.
Maximum Building Footprint Per Single Use	40,000 sq. ft.	60,000 sq. ft.		Only applies to non-residential uses.
Outdoor Storage	Not allowed as a permanent use	80% of primary building		Only permitted through site design review. Maximum size of storage area shall not exceed 40,000 square feet for any single use.

Note: Residential uses permitted in Mixed-Use zones shall be subject to the density standards for the R-5 zone.

** Buildings shall be built to a minimum of 0 feet and a maximum of 15 feet of the front property line. A greater front yard setback may be approved through Site and Design Review if the setback area

incorporates enhanced public spaces and pedestrian amenities such as plazas, arcades, outdoor cafe, benches, street furniture, public art, kiosks, or additional landscaping.

*** To foster compatibility between new multi-story buildings and existing single-story dwellings, multi-story buildings and structures in Mixed Use Neighborhood (MUN) district shall “step-down” to create a building height transition to adjacent single-story building(s) in low-density residential districts (R-1 and R-2), as provided in subsections 1-3, below:

1. This standard applies to new and vertically expanded buildings and structures in the MUN district that are within [25] feet (as measured horizontally) of an existing single-story building in low-density residential (R-1 and R-2) districts with a height of [20] feet or less, as shown in the figure below.
2. The transition standard is met when the height of the taller structure (“x”) does not exceed one (1) foot of height for every one (1) foot separating the two structures (“y”), as shown in the figure below.
3. Exception: The provisions of subsections 1-2 do not apply when the approval body finds that the subject single-story buildings located within [25] of the subject site are redevelopable. “Redevelopable,” for the purposes of this Section, means a lot either has an assessed market value that exceeds the assessed market value of all improvements on the lot, based on the most recent data from Deschutes County Assessor’s Office; or the front yard of the subject lot is large enough that it could be subdivided based on the residential district standards.

FINDING: These minimum standards are met. The proposed site plan meets the setback requirements of the MUN zone. Although the front setback of the building is greater than the maximum setback requirement of 15 feet, the site plan includes additional landscaping and sidewalks, which allows for an exception to the maximum setback requirement. Additionally, the proposed site plan exceeds the minimum interior side yard setback to the adjacent R-4 zone.

The proposed mixed-use building’s roof deck is 47 feet in height, which exceeds the maximum height allowed in MUN. Addressing this requirement is a request for a minor variance, submitted and included herein.

As the proposed mixed-use building is located greater than 25 feet from an existing single-story building in an R-1 or R-2 zone, the “step-down” requirement does not apply.

ARTICLE I – ZONING STANDARDS > SUPPLEMENTARY PROVISIONS

RDC Section 8.0305

8.0305 Establishment of Clear Vision Areas. Clear vision areas are measured as follows: starting at the edge of pavement or curb lines at the intersection of two vehicular ways and measuring along each edge of pavement for the distance shown below; this will result in an angle. The end points projecting from the vertex of the angle are then connected, forming a triangle. The area within the triangle is the horizontal clear vision area. The vertical clear vision area is the area above the triangle, between 3’ and 8’ in height.

Clear vision distances shall be as follows:

1. At an intersection of two streets having 90-degree angles at the intersection, the minimum distance shall be 25 feet.
2. At traffic circles, acute or obtuse angles, and other non-conventional intersections of two streets, the clear vision area may be determined by the Hearings Body or City Engineer. However, the clear vision area shall make every attempt to incorporate the 25’ line of sight distance as is stated in (1).

3. All other vehicular intersections, including alleys the minimum clear vision distance shall be 15’.

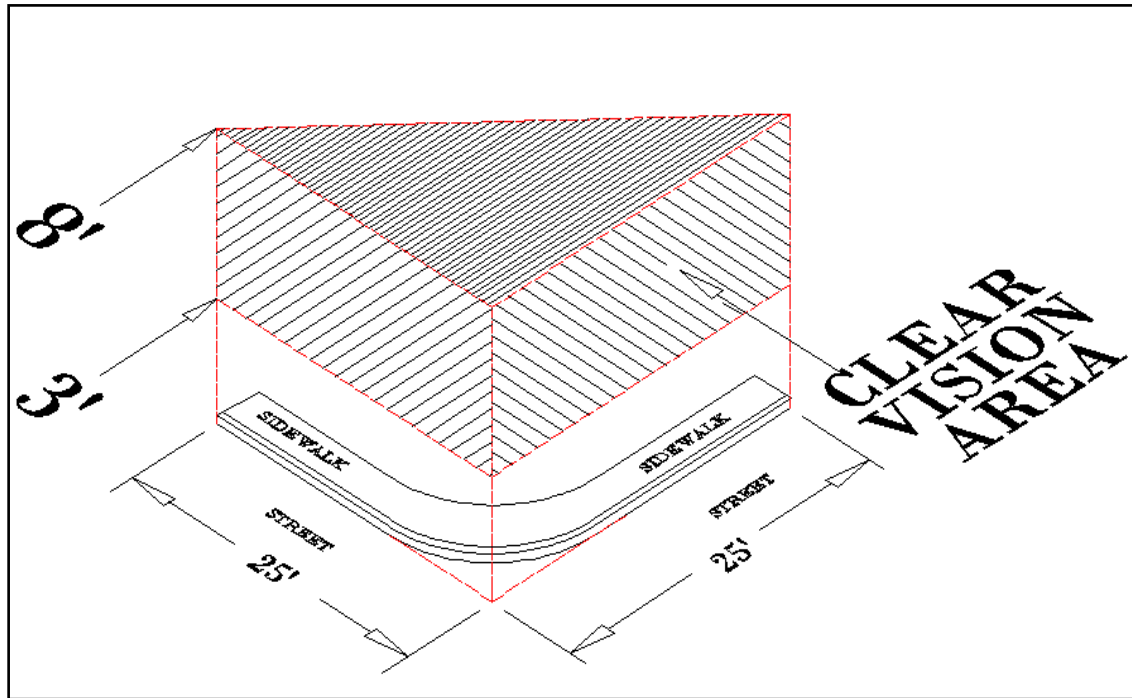


ILLUSTRATION – STREET TO STREET CLEAR VISION AREA

FINDING: Shown on the proposed site plan are three clear vision areas at the intersection of SW Canal/SW Badger (25 feet in horizontal distance) and the two driveway intersections along SW Badger (15 feet in horizontal distance). This standard is met.

ARTICLE I – ZONING STANDARDS > OFF-STREET PARKING & LOADING REQUIREMENTS
RDC Sections 8.0500 – 8.0515

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

Land Use	Standard: Unless Transportation Analysis supports other methods as approved by City Engineer
Mixed Use (within MUN and MUE zone), structures containing more than one principal land use	The first 1,000 square feet of total floor area is exempt from the parking standards in the MUN zone, not in the MUE zone. Two (2) spaces for the first 1,000 s.f. of net floor area or fraction thereof and 1 space for each 500 s.f. thereafter. Common parking may be provided in lieu of on-site parking subject to Section 8.0505 (12) Off-Street Parking and Loading Standards.

FINDING: The proposed mixed-use building has a gross floor area of 24,680 square feet. Per the standard in the table above, the parking standard for the first 1,000 square feet is exempt, thus the remaining and applicable square footage is 23,680 square feet. The proposed site plan includes 63

parking space, which well exceeds the minimum spaces required. This standard is met.

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

1. The provisions and maintenance of off-street parking and loading spaces is the continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is sited, thereby increasing off-street parking or loading requirements, this section must then be complied with. Businesses within the Central Business District (C-2 zone) and Downtown Overlay District (DOD) shall be exempt from this provision if there is an existing building on the subject site that prevents the addition of on-site parking. Expansions of buildings in the C-2 and DOD zone must comply with this section.
2. Requirements for types of buildings and uses not specifically listed in these standards shall be determined by the Community Development Director or Hearings Body based upon the requirements for comparable uses listed.
3. In the event that several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the net floor area requirements of the several uses computed separately.
4. Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided that satisfactory legal evidence is presented to the City in the form of deeds, leases or contracts to establish the joint use.
5. Off-street parking spaces for dwellings shall be located on the same parcel with those dwellings, or written contract of agreement shall be provided to the City that expressly permits shared use of parking areas which are off site.

FINDING: The proposed building is within the proposed MUN zone and as such, are subject to the parking requirements table of RDC 8.0500.

6. All required parking spaces shall be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building unless approved by the City Engineer.

FINDING: All proposed parking spaces are located not farther than 300 feet from the building. This standard is met.

7. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

FINDING: The applicant has stated that all proposed parking spaces are intended only for the parking of passenger automobiles of residents, customers, patrons, and employees of the building.

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

FINDING: The requirement for an off-street loading berth is not applicable as the proposed building does not have a gross floor area of at least 10,000 square feet.

9. Interior loading docks, or loading areas or docks located inside buildings, shall be considered as being screened when securable by a powered overhead door that totally encloses the opening for vehicles being loaded / unloaded.
10. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

FINDING: The applicant has stated that no interior loading docks are proposed. Staff agrees with the applicant that the off-street parking area will be sufficient for loading/unloading associated with the building. This standard is met.

11. On Street Parking Credits. The minimum requirement off-street parking spaces may be reduced by the number of on-street parking spaces that are allowed and constructed along the street frontage of the proposed development subject to approval by the City Engineer. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

FINDING: No on-street parking credits are proposed.

12. Common Parking Areas shall conform to city standards and shall be located within 220 feet of the land use.

FINDING: This standard is met.

8.0510 Design and Improvement Standards for Parking Lots. The design and improvement standards for parking lots are:

1. Vehicle Parking Space Sizes and Bicycle Parking Requirements.
 - a. Each regular sized parking space or stall shall be governed by the requirements of Section 8.0515 and shall have a minimum width of 9 feet and a minimum length of 20 feet; must be individually accessible, paved, and shall be continuously maintained by the property owner.
 - b. If desired by the applicant / owner, each compact parking space or stall shall be a minimum width of 8 feet and a minimum length of 18 feet.
 - c. A maximum of 30% compact spaces is permitted as required parking.
 - d. A securable parking space shall be provided for bicycles for each new commercial use. Credit for 1 vehicular parking space shall be given for each 5 bicycle parking spaces (up to 10 bicycle parking spaces / 2 vehicular parking spaces credit possible). However, parking lots containing fewer than 10 vehicular spaces are not eligible for credits, except in the MUN and MUE zone. Also, bicycle spaces shall not replace more than 20% of the required parking under any circumstance.

FINDING: Proposed parking space stalls are a combination of 9'x18' and 9'x20' with the 18-foot deep stalls adjacent to sidewalks and extra wide landscaping areas. Securable bicycle parking is proposed southwest of the building. The applicant is not requesting a reduction in the parking space requirement associated with providing bicycle parking. This standard is met.

2. Except for parking in connection with single family or duplex dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to any dwelling shall be screened with a sight-obscuring fence or planted screen of not less than three feet in height.

FINDING: A residential zone abuts the proposed parking area along the southern property line. The proposed site plan shows a landscaping strip between the lot line and the front of the parking spaces that includes shrubbery for screening. To ensure this standard is completely met, shrubbery will need to be not less than three feet in height.

3. Parking spaces between pavement and landscaping shall be contained by a bumper rail or by a curb which is at least four inches high and which is set back a minimum of one and one-half feet from the property line.

FINDING: The proposed site plan shows curb lining the fronts of all proposed parking spaces. This standard is met.

4. Exterior Artificial lighting of any type shall not shine or create glare in any dwelling, property, or onto any public right of way.

FINDING: The applicant is proposing that all exterior lighting will be downward facing or shielded to prevent light shining or glaring into dwellings or beyond the subject property. This standard is met.

5. Access aisles shall be of sufficient width to permit easy turning and maneuvering. In no case shall access aisles be less than 20' in width. Any access aisle less than 24' in width shall provide "no parking / fire lane" striping or signage, or curbs painted red for "no parking". Further, any access aisle being used as backup room for parking spaces shall be no less than 24' wide.

FINDING: Proposed access aisles are at least 24' wide as shown on the site plan. This standard is met.

6. Except for dwellings not required to undergo land use review, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley unless approved by the City Engineer.

FINDING: The proposed parking area is designed so that no backing or maneuvering is necessary within a street right-of-way. This standard is met.

7. Service drives to off-street parking areas and internal access aisles shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. Pedestrian pathways shall be clearly differentiated from vehicular drive aisles on site and may be required to be physically separated from vehicular drives or aisles to ensure pedestrian safety. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.

FINDING: No service drives are proposed. Parking lot access is provided via two driveways directly off SW Badger with drive aisles of adequate width for two-way traffic. Additionally, as shown on the proposed site plan, a separated sidewalk that connects to a crosswalk with immediate connection to the sidewalk adjacent to the building is being proposed for pedestrian safety. This standard is met.

8. Driveways shall have a minimum vision clearance area as described within RDC section 8.0305 and 8.0310, "Clear Vision areas".

FINDING: This standard is met as addressed above in RDC section 8.0305.

9. The following standards shall apply to parking within industrial zones:
 - a. Parking shall not be allowed within 10 feet of a front yard property line or 5 feet of a side yard property line.
 - b. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous

to said street.

FINDING: This standard is not applicable as it is not located in an industrial zone.

8.0515 Parking Table and Diagram. The following table and diagram provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equal the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

PARKING TABLE

A	B	C	D	E	F	G
...	...	...	...	...	...	...
90°	8'0"	18.0	26.0	8.0	44.0	3
	8'6"	18.0	25.0	8.5	43.0	
	9'0"	18.0	24.0	9.0	42.0	
	9'6"	18.0	24.0	9.5	42.0	
	10'0"	18.0	24.0	10.0	42.0	

FINDING: All proposed parking spaces are 90-degree parking with 9' widths. Additionally, parking spaces are 18' and 20' deep and aisles are 24' to 26' wide. This standard is met.

ARTICLE I – ZONING STANDARDS > EXCEPTIONS

RDC Section 8.0565

8.0565 Exception to Building Height Limitations. Except for the aviation requirements set forth in Section 8.0230, the following types of structures or structural parts are not subject to the building height limitations prescribed in Sections 8.0100-8.0295: architectural elements used for roofs, art, chimneys, church spires, clock towers, belfries, domes, monuments, fire and hose towers, observation towers, flag poles, air traffic navigational equipment, cooling towers, elevator shafts and other similar projections. Prior to construction of these structures or structural parts, a site plan shall be required in accordance with Site & Design Review Standards unless exempted by Code, or at the discretion of the Community Development Director or Hearings Body.

FINDING: The proposed mixed-use building design includes an elevator shaft and stairwells that exceed the maximum height of the MUN zone, but are not subject to the building height limitations as mentioned in this standard. This standard is met.

ARTICLE I – ZONING STANDARDS > VARIANCES

RDC Sections 8.0700, 8.0710, and 8.0720

8.0700 Authorization to Grant or Deny Variances. Except as provided for in Section 8.0710, the Community Development Director or Hearings Body may authorize variances from these standards where it can be shown that owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of these standards would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of the property for purposes not authorized within the zone, or to alter any procedural requirements of these standards. Variances to residential yard/setback requirements may be allowed as described below and may include conditions to protect the best interest of the surrounding property or neighborhood and to otherwise achieve the purposes of these standards.

8.0710 Standards Required to Grant Minor Variances to On-Site Requirements. A minor variance under this section shall be no greater than 25% of the requirement from which the variance is sought. The Community Development Director may consider a variance from these standards relating to on site requirements.

3. For variances to other on site requirements of 25% or less the applicant shall show that approval of the variance will be consistent with the overall objectives of the Comprehensive Plan and zoning standards where applicable and that the variance will have a minimal adverse impact on the livability, value or development of abutting properties and the surrounding area.

FINDING: The proposed mixed-use building roof deck is 47 feet in height, which exceeds the 45-foot maximum height requirement in the MUN zone. The request is reviewed as a minor variance as it equates to a deviation of only 4.4% of the height requirement. The building design includes an elevator shaft and stairwells that exceed the maximum height requirement as well. Per RDC 8.0565, these are exempt from the height requirement, and therefore are not included in this variance request. Additionally, staff has confirmed that safety elements (e.g., railing/parapet serving as a railing) related to the roof are exempt from the height requirement.

Approving the variance request for a 4.4% increase allowance in building height will enable the site to develop in accordance with the objectives of the Comprehensive Plan and the Southwest Area Plan by allowing for a truly mixed-use development to occur in an area designated as such. To lessen the impact of the building's height to the greatest extent possible, the applicant is proposing the building to be situated at the northernmost side of the property (farthest from existing residential) with an orientation toward the rights-of-way.

8.0720 Application for a Variance. A property owner may initiate a request for a variance by filing an application with the Community Development Department. The application shall be accompanied by a plan, drawn to a suitable scale, showing the condition to be varied and the dimensions and arrangement of the proposed development. The application shall be reviewed in the manner provided for in Article II, or, if in conjunction with site plan review, in the manner provided for in the Site & Design Review Standards.

FINDING: The applicant understands that the minor variance application is reviewed in conjunction with the accompanying zone change and site and design applications.

ARTICLE I – ZONING STANDARDS > AMENDMENTS

RDC Sections 8.0750 – 8.0770

8.0750 Authorization to Initiate Amendments. An amendment to the text of these standards, or to the City Comprehensive 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 Department.

FINDING: Initiated by a property owner, the applicant submitted an application requesting a map amendment on January 29, 2021.

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;

FINDING: Staff has examined the record in this matter and finds the applicant meets the criteria. 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 Development Code standards (sections 8.0750 through 8.0775, Amendment Procedures and Notice Requirements), and (sections 8.1010 through 8.1035, 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 the Department of Land Conservation and Development (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. Subsequently, the Planning Commission and 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 (OARs) also implement the Statutes. The applicable Rule addressed in this document is OAR 660-012, the Transportation Planning Rule (TPR). The proposed findings addressing the specific elements of the TPR are included in the Transportation Impact Analysis (TIA) submitted with this application. These findings are incorporated by reference herein as evidence of compliance with the TPR.

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 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;

FINDING: Staff has examined the record in this matter and finds the applicant meets the criteria. The applicant has provided their findings in the attached Applicant Burden of Proof (Exhibit F) as to how the project is in conformance with the applicable Statewide planning goals. Staff has reviewed them and agree with their findings. Based on those findings, staff finds that the proposed change is in conformance with the Statewide Planning Goals.

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

FINDING: Staff has examined the record in this matter and finds the applicant meets the criteria. The applicant has provided their findings in the attached Applicant Burden of Proof (Exhibit F). Staff has reviewed them and agree with their findings.

Objective 1.3 of the 2019 City of Redmond Housing Needs Analysis's (HNA) Housing Policies and Actions has identified a minimum density target of four dwelling units per net acre for the subject property's current zoning district, R-4. The proposed project will result in nearly eight dwelling units per net acre. Additionally, as shown in Exhibits 67 and 70 of the HNA, there is a forecasted total demand of 1,741 new multi-family dwellings and a needed allocation of 341 mixed use units over the next 20

years. The proposed project will contribute to helping meet these needs. Staff finds that the proposed Comprehensive Plan and Zoning Amendment conform to the Comprehensive Plan.

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

FINDING: Staff has examined the record in this matter and finds that the applicant meets the criteria because there is a change of circumstance. The existing Mixed-Use Neighborhood (MUN) zoning district located on the westside of Canal Boulevard has not developed with mixed uses as anticipated. Rezoning the subject property will allow for the proposed mixed-use building to provide amenities to many residents located on the eastside of the boulevard without requiring residents to cross the busy Canal Boulevard. The applicant has provided their findings in the attached Applicant Burden of Proof (Exhibit F). Staff has reviewed them and agree with their findings. Based on those findings, staff finds that the proposed Comprehensive Plan and Zoning Amendment conform to the Comprehensive Plan.

8.0765 Tentative Approval. Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed change. Such approval shall include any conditions, stipulations or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, later, rezone the affected property to its original zoning by order.

8.0770 Public Hearing on Amendments. If a map change is initiated by the Planning Commission or City Council, or if an amendment to the text of these standards is to be considered, the City Council shall hold a public hearing on the proposed change. Notice of the hearing shall be published in a newspaper of general circulation in the City the week prior to the hearing. Before establishing a map change, the Council shall make findings that the proposed change meets the criteria set forth in Section 8.0760. Any change affected under this section shall be by ordinance.

ARTICLE IV – SITE AND DESIGN REVIEW STANDARDS > INTRODUCTORY PROVISIONS *RDC Sections 8.3000 – 8.3035*

8.3000 Purpose and Intent. The purpose of this Article is to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. The intent is to ensure that there is general compatibility between adjoining uses, outdoor space is designed and installed in a functional and attractive manner, vehicular access and circulation is designed and constructed consistent with maximizing public safety, adequate public utilities are available, and the structures on-site provide a consistent architectural theme. This Article further implements the policies and goals of the City of Redmond Comprehensive Plan.

8.3005 Applicability of Site Design and Review.

Major Site and Design Review shall be required for any new development or use containing a structure equal to or over 3,500 square feet in size (includes multiple structures) in aggregate.

Minor Site and Design Review shall be required for any new development or use containing a structure under 3,500 square feet in size (includes multiple structures).

FINDING: The proposed development qualifies as a major site design and review as the proposed building is greater than 3,500 square feet in size.

8.3010 Exemptions. The following are exempt from Site Design and Review:

1. Normal maintenance and repair.
2. Hangar development entirely on and interior to airport property.
3. Single family dwelling, duplexes, triplexes, and fourplexes unless located on a lot within 100 feet of the canyon and/or located within a zero lot-line subdivision.
4. Manufactured home in an approved manufactured home park.
5. Additions to an existing building of less than 25% of the total building square footage, not to exceed 1000 square feet.
6. Any development that does not include the construction or alteration of a building which will have a negligible impact on the land as determined by the Community Development Director.
7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
8. Daycare centers in residential neighborhoods that utilize existing structures.

FINDING: The proposed mixed-use building is not exempt from site design and review.

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

FINDING: The applicant submitted an application for site and design review on January 29, 2021 and the fourteen-day comment period has been met.

8.3020 Site Improvement Agreement. Where public improvements are required as a condition of approval, the applicant may be required to execute and record an Improvement Agreement subject to the following.

1. The developer may, in lieu of completion of the required improvements, request the Community Development Director or designee to approve an agreement between himself and the City specifying the schedule by which the required improvements and repairs shall be completed. Provided, however, any schedule of improvements agreed to other than sidewalks shall not exceed two (2) years from the date of land use approval. The agreement shall also provide the following information:
 - a. The repairs required and cost of the project.
 - b. That the City may call upon the security filed to construct or complete the improvements and repairs if the schedule of improvements is not adhered to.
 - c. That the City shall recover the full cost and expense of any work performed by the City to complete construction of the improvements and repairs including, but not limited to attorneys' and engineering fees.
 - d. That a warranty bond for two (2) years shall be deposited with the City following acceptance of the improvements. Said bond shall be in the amount of ten (10) percent of the value of the improvements.
2. The Community Development Director or designate may reject an agreement authorized by this Section for any reason the Community Development Director or designate deems sufficient.

FINDING: The applicant has stated that the developer is aware of this standard and will discuss this option with the City in the future, if desired.

8.3025 Plans Required. The Applicant shall submit to the Community Development Department the following documents with the required fee.

1. Exterior elevations. Drawings or sketches of elevations for each proposed building. Such plans shall indicate the building height, primary building materials, color, shape and other design features of the building, including the location of all exterior mechanical devices.

FINDING: The applicant has submitted elevation drawings for the proposed building. This standard is met.

2. Site Plan. Site plans containing the following.
 - a. A drawing showing the floor plans for each building and a description of each internal "use."
 - b. A written summary showing the following:
 1. For commercial and industrial development:
 - a. The square footage of the "project area", and a clearly defined outline of this area.
 - b. The percentage of the lot covered by structures.
 - c. The total number of parking spaces.
 - d. The total square feet to be landscaped.
 - e. The total square feet within the project area to be left natural, gravel, or other surface not required by this provision.
 2. For residential developments.
 - a. The total square footage of all floors of the structures.
 - b. The number of dwelling units in the development (include the units by the number of bedrooms in each unit, e.g., ten (10) one (1) bedroom, 25 two-bedroom, etc.
 - c. Percentage of lot coverage by:
 - i. Structures.
 - ii. Recreation areas
 - iii. Landscaping.
 - iv. Parking and paved areas.
 - c. The legal description, dimensions, and total square footage or acreage of the site.
 - d. All vehicle and pedestrian access points to public rights-of-way and the interior circulation plan for the property.
 - e. Project name.
 - f. A vicinity map.
 - g. The identified scale.
 - h. North arrow.
 - i. Date the site plan is prepared.
 - j. Street names, locations, and right-of-way widths of all existing and proposed streets within or on the boundary of the proposed development.
 - k. Lot layout with dimensions for all lot lines.
 - l. Zoning of the site.
 - m. Zoning of all adjacent properties.
 - n. Location and use of all proposed and existing buildings, fences and structures within the proposed development. Indicate which buildings are to remain and which are to be removed.
 - o. Location and size of all existing & proposed public utilities, serving the subject property, in and adjacent to the proposed development with the locations shown of:
 1. Water lines, services, backflow prevention device and meter sizes.
 2. Sewer lines, manholes, services and cleanouts.

3. Storm drains, facilities and catch basins.
4. Power / phone poles and lines; show whether the lines are overhead or underground.
5. Existing fire hydrants.
- p. The proposed location of:
 1. Connection to the City water system.
 2. Connection to the City sewer system.
 3. The proposed method of drainage of the site.
 4. All exterior mechanical equipment or equipment areas.
- q. Location of existing canals and laterals including easements and right-of-way.
- r. Location of existing drainage on-site.
- s. Location of all utility and access easements on the property.
- t. Location, size and use of all contemplated and existing public areas within the proposed development.
- u. All fire hydrants proposed to be located within the site.
- v. A topographic map of the site at a contour interval not to exceed five (5) feet.
- w. Location of all parking areas and dimensions of all parking spaces.
- x. Locations of all existing natural features including, but not limited to, any existing trees having a six (6) inch trunk diameter or greater, three (3) feet above grade, and any natural drainage ways existing on the site, and all significant natural features including (but not limited to) outcroppings of rocks, boulders, etc. Indicate any contemplated changes that would affect a natural feature.

FINDING: The applicant has submitted civil drawings that include the above required information. This standard is met.

3. A Landscape Plan. A landscape plan is required for all multi-family, commercial or industrial development. The landscape plan shall include the following:
 - A. Area Required. Each property developed shall show at least the following percentage of the total site or project area to be developed in landscaping.

ZONES	
R-1 to R-5 With the exception of single family or duplex construction.	15%
C-1	15%
C-2	15%
C-3	15%
C-4	15%
C-5	15%
Downtown Overlay District	0%
M-1	15%
M-2	15%
<i>Airport</i>	<i>per section 8.3035 only.</i>
<i>Park</i>	15%

ZONES	
OSPR	15%
PF	15%
FG	Not Applicable

- B. Plant types. Identify the varieties (botanical name) of each plant.
- C. Plant size at time of planting. Identify the size of each proposed plant at time of planting. The minimum size at time of planting shall be one gallon for a shrub and fifteen gallons for a tree, and no less than 1-1/2" caliper measured 3' above finished grade.
- D. Location of existing trees. All trees having a six inch trunk diameter measured 3' above natural grade or greater shall be shown on the landscape plan.
- E. Location of vegetation. Location of existing vegetation to be removed and retained on site.
- F. The location and design of new landscaping or landscaped areas.
- G. Irrigation. Description of the method of irrigation shall be submitted showing type of irrigation system and approximate location of water delivery lines.
- H. Street tree plan. Species and location of each tree to be planted shall be shown on the landscape plan.

FINDING: As per RDC 8.0265, a minimum of 15% is required to be landscaped for the MUN zone. Included in the submitted site plan is a landscaping plan that shows proposed landscaping areas around the proposed building, along the property frontages, and integrated into the parking areas for an approximate landscaping coverage of 31.7%. Specific details regarding plant types, spacing, and sizing will be submitted to the City for review prior to installation. This standard is met.

- 4. Lighting Plan. A lighting plan showing the type, placement, wattage and method of shielding all exterior lights from adjacent sites shall be submitted.

FINDING: The applicant has stated that all onsite exterior lighting will be downward facing or shielded and that detailed lighting plans will be submitted with the building permit package.

- 5. Neighborhood Compatibility Statement. A statement shall be submitted that addresses the applicable neighborhood compatibility criteria within 8.3035(3).

FINDING: Refer to 8.3035(3) below.

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

- 1. A traffic generation statement prepared by a licensed Professional Engineer may be required at the time of application submittal at the discretion of the City Engineer or designate.

FINDING: Submitted is a Transportation Impact Analysis prepared by Transight Consulting, a licensed Professional Engineer. This standard is met.

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

1. Installation of Utilities. All new service lines and relocated transmission lines shall be placed underground. Existing overhead transmission lines or utility lines shall be relocated underground unless otherwise approved by the CDD Director, City Engineer, or Hearings Body.

FINDING: This is a standard condition of approval. The applicant can meet this standard by complying with the conditions of approval.

2. Right-of-Way Dedication & Public Improvements. Adequate right-of-way dedication and improvements to streets, alleys, sidewalks, bikeways and other public ways shall be provided by the Owner that conform to City of Redmond adopted Transportation Plan, Transportation Impact Analysis & Access Management Standards, Public Works Standards & Specification and the local service street policies, including the grid policy. In lieu of actual construction of improvements, the City may choose to accept financial payment, contribution, other approved security or agreement for the purpose of providing the needed improvements. The City may require that no building permit be issued until public improvements are completed; this shall be clearly identified (if applicable) within the Site Improvement Agreement.

FINDING: SW Canal Blvd is a minor arterial. It's a paved street with curb and 90-100 feet of right-of-way exists, no sidewalks, along property frontage. Eight-foot public utility easement (PUE) exists along the northwest 130 ft. ± of property frontage. New sidewalk improvements conforming to City minor arterial street standards shall be required along property frontage. Existing curb shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of building permit, driveway construction or utility work. Ten-foot public right-of-way dedication for a total of 50 feet from the centerline and 5-foot minimum public utility easement (PUE) dedication shall be required along the southwest 190 ft. ± of property frontage per City minor arterial street standards.

SW Badger Avenue/36th Place is a local grid street. It's a paved street with curb, sidewalk, 60 feet of right-of-way and 8-foot public utility easement (PUE) exists along property frontage. Existing curb and sidewalk shall be repaired and/or replaced at the discretion of the City Engineering Inspector at time of building permit, driveway construction or utility work. A 5-foot minimum public utility easement (PUE) dedication shall be required along right-of-way/property frontage where none currently exist.

Staff received comment from Cascade East Transit requesting whether an area of the property's right-of-way could be designed to accommodate a future bus stop. Staff reviewed the request with the City Engineering department and found safety concerns given the location on a minor arterial street just in advance of an intersection. However, staff believes in the future there should be a bus stop in the area. Determining a proper location will require coordination with the City Engineering department.

3. Neighborhood Compatibility. This standard shall not apply to any development that requires a conditional use permit;
 - A. The proposal will be consistent with applicable zoning standards.

FINDING: Included with the site plan application are applications for a proposed Comprehensive Plan Map Amendment and Zone Change as well as a minor variance. The application for site and design review, combined with the zone change and variance, demonstrate the proposed project's consistency with the applicable MUN zoning standards. This standard is met.

- B. The location, size, design, and physical characteristics of the proposal (such as setbacks, height, position of structure on the site) will have minimal adverse impact on the livability or value of abutting properties.

FINDING: The mixed-use building is being proposed to be constructed at the northernmost side of the property, and oriented to the rights-of-way. Any potential impacts to the residential neighborhood

located to the south of the property will be minimized to the greatest extent possible given the proposed location of the building. The location of the southernmost point of the proposed building is approximately 90-100 feet from the nearest existing residential property line. This standard is met.

- C. The project will not exceed the operational capacity of public facilities and which are required to serve the development unless the City Engineer determines that sufficient capacity can be provided. The capacity of public facilities and services shall be based primarily on the City's Water and Wastewater Master Plan and the Transportation System Plan.

FINDING: The proposed project will not exceed the operational capacity of public facilities. This standard is met.

- D. The proposal is consistent with the applicable Great Neighborhood Planning Principles described in Section 8.0300(3)(C)(13) and adopted Area Plans.

FINDING: Staff has found that the proposed project is consistent with the applicable Great Neighborhood Principles and adopted Southwest Area Plan. The proposed project includes sidewalks along all street frontages, around the entire perimeter of the building and through the parking lot to provide maximum pedestrian connectivity. The site has doubled the landscaping requirement and is proposing an outdoor patio/plaza for seating for on-site amenities. The site design elements and building's architectural features are designed to create a coherent and distinct character for the site and is compatible with the multi-family development to the north. The nature of the proposed project accomplishes a diverse mix of activities for the property and area as the building will be comprised of commercial and residential uses. Lastly, the site's proposed landscaping will incorporate green design by proposing native species.

4. Architectural Requirements.

- A. Architectural theme. A specific architectural theme is required for any structure that is a candidate for Site and Design review. The theme used shall be carried out completely in the design and not mixed with conflicting themes. The theme used shall be consistent with all buildings on the subject site.

FINDING: The proposed building has a modern design that utilizes modern building elements and materials throughout, thereby maintaining a consistent theme that is appropriate for a mixed-use building. This standard is met.

- B. False front design. A false front design of a building shall be avoided, except for the Downtown (C-2) Commercial District.

FINDING: A false front design is not proposed for the proposed mixed-use building.

- C. Historical Buildings. Compliance with the preservation of historic buildings and sites pursuant to section 8.0855 and 8.0860 where applicable.

FINDING: No historical buildings exist on the subject property.

- D. Commercial and Industrial buildings.
 - 1. Building Orientation. The City may require the applicant to position buildings to have their architectural orientation toward the primary focal point on the site (typically the higher ordered street). However, the City may also require the applicant to orient the building in any position on the site if the perceived focal point is internal to the site. At no time shall unbroken spans of side or rear walls of buildings be visible from any street without architectural treatments and

screening added. Orientation of the building shall consider compatibility with neighboring structures in terms of setbacks, height of building, architectural treatment, and entrances of neighboring buildings.

FINDING: The proposed building is oriented toward SW Canal Blvd, the higher ordered street. Architectural treatments, including variation in face, materials, and color, are included on all sides of the proposed building. Again, the proposed building is located in the most northwestern area of the property to maintain the greatest distance from the single-family residences south of the property while being situated nearest the multi-family residences to the north. This standard is met.

2. Buildings shall comply with the City's access policies regarding vehicle access and provide adequate pedestrian ways to safely navigate the parking areas and to connect to the public sidewalks. Adequate internal vehicle access shall be designed to minimize or eliminate vehicle/vehicle or vehicle/pedestrian conflicts.

FINDING: The proposed site has two vehicular accesses provided by two proposed driveways accessing SW Badger Avenue. The proposed parking lot provides for adequate circulation with two-way vehicular traffic and adequate aisle widths. To facilitate safe pedestrian movement in the parking area, sidewalks are provided between the parking and building as well as an internal sidewalk connecting, via a crosswalk, to the sidewalk abutting the building. This standard is met.

3. Commercial Drive-up windows and drive-throughs should be oriented away from the principle street.

FINDING: This standard is not applicable.

4. Industrial Building Basic Architecture. To avoid the effect of single, long or massive walls with no relation to human size, industrial buildings shall provide features of architectural interest for all street-facing facades.

...

FINDING: The proposed building is a mixed-use building. This standard is not applicable.

- E. Multi-Family Dwellings and Complexes. This section establishes a process for the review of multi-family dwelling and multi-family complexes development proposals in order to promote functional, safe, innovative and attractive development that is compatible with the natural and man-made environment. The intent is to promote compatible development, foster the attractiveness and functional utility of multi-family development, protect public and private investments in the area, and, raise the level of community expectations for the quality of its environment.

...

FINDING: The proposed building is a mixed-use building. This standard is not applicable.

- F. Townhouse Design and Development Standards.

...

FINDING: The proposed building is a mixed-use building. This standard is not applicable.

- G. Exterior Mechanical Equipment. These shall be screened so as not to be visible from public streets or residences.

FINDING: The applicant has stated that any exterior mechanical equipment will be screened so as not to be visible from public streets or residences.

- H. Building Design for Automotive Service Stations. The entrance to the service bays shall not be open to the street but shall be so designed to face the rear or interior side property line.

FINDING: No automotive service stations are proposed. This standard is not applicable.

- I. Retail, Office, Commercial and Mixed Use Buildings in the MUN and MUE zones.
 - 1. Building Entrances and Orientation. At least one entrance (not including emergency exit) of any building shall be oriented toward the street and the main entrance shall be accessed directly from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico for weather protection.

FINDING: The proposed building will have entries located along the sides of the building closest to SW Badger Avenue with direct sidewalk connections also provided to SW Canal Blvd to provide an accessible path to building entries along the building frontage. This standard is met.

- 2. Entries to retail, office and mixed-use buildings in the MUN zone shall be at sidewalk level.

FINDING: Entries to the proposed building are at the sidewalk level. This standard is met.

- 3. Entryways. Retail, office, commercial and mixed-use buildings in the MUN zone shall have clearly defined, highly visible customer entrances that include at least three of the following elements, listed below.
 - a. Recesses/projections;
 - b. Arcades;
 - c. Raised corniced parapets over the door;
 - d. Peaked roof forms;
 - e. Arches;
 - f. Outdoor patios;
 - g. Architectural details such as tile work and moldings that are integrated into the building structure and design;
 - h. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

FINDING: The proposed mixed-use building's entryways are clearly defined and highly visible. The proposed building has planned outdoor patios on the southwest side of the building. Additionally, the entryways visible from SW Badger Avenue will have projections (awnings) above the doorways as well as architectural stone details highlighting all building entries. This standard is met.

- 4. For buildings located at the corner of street intersections, one of the three treatments is required to emphasize the importance of this location in the district.
 - a. Locate the primary entry to the building at the corner of the building or within 25 feet of the corner of the building.
 - b. Incorporate prominent architectural elements, such as increased building height or massing, a cupola, a turret, or a pitched roof, at the corner of the building or within 25 feet of the corner of the building.
 - c. Chamfer the corner of the building (i.e. cut the corner at a 45-degree

angle and a minimum of 10 feet from the sidewalk corner) and incorporate include extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the cut.

FINDING: The proposed building is located on a lot that is at the corner of SW Canal Blvd and SW Badger Avenue. Staff concurs with the applicant's response. This standard is met.

5. Facade Transparency. The main front (street-facing) elevation(s) shall provide at least 50% windows or transparency at the pedestrian level. The side elevations shall provide at least 25% transparency. The transparency is measured in lineal fashion (For example, 100-foot-long building elevation shall have at least 50 feet (50% of 100 feet) of transparency in length).

FINDING: The applicant has stated that the proposed building will have 54% transparency (64 of 118 lineal feet) on the southeast façade; 54% transparency (57 of 106 lineal feet) on the northwest façade; 27% transparency (16 of 59 lineal feet) on the northeast façade; and 27% transparency (16 of 59 lineal feet) on the southwest façade. This standard is met.

6. Minimum wall articulation, side or rear walls that face walkways may only include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.

FINDING: No false windows or door openings are proposed.

7. Facade Treatment.
 - a. Minimum Wall Articulation.
 - i. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding 30 feet in the MUN Zone without including, but not be limited to, at least two of the following:
 - (a) Change in plane,
 - (b) Change in texture or masonry pattern,
 - (c) Windows, trellises with vines, or
 - (d) An equivalent element that subdivides the wall into human scale proportions.

FINDING: Staff has reviewed the submitted architectural plans and elevation renderings and has confirmed that no façade will have an uninterrupted length exceeding 30 feet. This standard is met.

- ii. Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 100 horizontal feet.

FINDING: Staff has reviewed the submitted architectural plans and elevation renderings and has found that the proposed building complies with this standard.

- iii. Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than 50% of their horizontal length.

FINDING: The proposed building's long ground floor facades that are greater than 100 feet and face Canal Blvd and Badger Avenue, include a mix of features that are greater than 50% of transparency. This standard is met.

- iv. Ground floor facades that face public streets shall incorporate at least two of the following elements:
 - (a) Canopies or overhangs (5'-0" minimum, measured from either the face of the column or the street-facing elevation) for the width of the building
 - (b) Transom window
 - (c) Storefront frieze, horizontal sign band, or a belt course above the transom window or mezzanine level
 - (d) Window plant box (minimum of one per window)
 - (e) Projected window sill (12" to 24" above grade)

FINDING: Staff has reviewed the submitted architectural plans and elevation renderings and has found that the proposed building, at a minimum, is designed with canopies and tenant signage over individual storefronts. This standard is met.

- v. Building facades must include a repeating pattern that includes any one or more of the following elements:
 - (a) Color change;
 - (b) Texture change;
 - (c) Material module change.

FINDING: Staff has reviewed the submitted architectural plans and elevation renderings and has found that the proposed building's façade design incorporates changes in color, texture, and material. This standard is met.

- vi. Facades shall have at least one of elements subsections (8)(a)(ii), (iii) or (iv) of this section repeat horizontally. All elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.

FINDING: The building's proposed facades incorporate multiple elements listed in the subsections listed in this criterion and that repeat horizontally. These include changes in parapet creating a stepped aesthetic and cornice band of different material and color. This standard is met.

- b. Common concrete masonry unit (CMU) is prohibited (textured CMU is allowed).

FINDING: No CMU is proposed for the building exterior.

- c. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades shall be prohibited.

FINDING: All sides of the proposed building include the same materials for a consistent and coherent look. Inferior or lesser quality materials are not proposed on any side of the building. This standard is met.

- d. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront, unless multiple storefronts exist. If multiple storefronts exist, trellises, canopies, and fabric awnings shall create uniform cover without breaks.

FINDING: No awnings or similar features are proposed to project into the front setbacks or public rights-of-way.

8. Roof Treatments.

- a. All facades shall have a recognizable “top” consisting of, but not limited to:
 - i. Cornice treatments, other than just colored “stripes” or “bands,” with integrally textured materials such as stone or other masonry or differently colored materials; or
 - ii. Sloping roof with overhangs and brackets; or
 - iii. Stepped parapets;
 - iv. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are at least nine feet above the sidewalk.

FINDING: The proposed building’s rooftop has a recognizable “top” as it is proposed to be lined with distinctly different material and color than the adjacent façade. This standard is met.

5. Landscaping.

- A. Plant sizes. All required shrubs shall be at least 1-gallon size and all required trees 15-gallon size at time of planting, and no less than 1-1/2" caliper measured 3' above finished grade. Applicants must show evidence of paid contracts or commitments for landscaping work or other proof/evidence the work will be completed as required and on time.
- B. Vegetative cover. All required landscape areas shall be planted with shrubs, trees and or living ground cover to a minimum of 50% vegetative cover at the time of planting. The other 50% may be covered with non-vegetative (not bark) mulch.
- C. Outdoor storage and service areas. Outdoor storage and service areas shall be screened or buffered from adjacent properties or from public rights of way with a minimum 3-foot-tall and wide landscape strip or site obscuring fencing unless otherwise approved when adjacent to a similar use or a use that does not require screening from the proposed use. Screening shall provide no less than 50% visual screening at time of planting or installation and shall be shown by detail or photo.

FINDING: The preliminary landscaping plan includes trees, shrubs, and grasses. The required plant sizes and vegetative cover requirements must be complied with on the applicant’s final detailed landscaping plan that will be submitted with or prior to the building permit application submittal. The proposed site plan does not include any outdoor storage or service areas. This standard is met.

- D. Areas between buildings and property lines adjacent to a street. Areas between buildings and property lines adjacent to a street shall be landscaped with trees and shrubs within a minimum 3-foot-wide landscape strip.

FINDING: As shown on the preliminary landscaping plan, the areas between the proposed building and both adjacent property lines along SW Canal Blvd and SW Badger Avenue include landscaping with trees but no shrubs. This standard must be met when a final detailed landscaping plan is submitted to the City for review prior to installation.

- E. A parking or loading area. A parking or loading area shall be separated from any lot line adjacent to a roadway by a landscaped strip at least 10 feet in width, and any lot line by a landscaped strip at least 5 feet in width. Within the C-2, C-4, MUN, MUE, or Airport zone, street trees or other landscaping located within the public right-of-way may be provided and considered as landscaping on site. The City may make an exception of the five (5) foot landscaping strip requirements if the following criteria apply:
1. The properties are adjacent to one another; and,
 2. The parking and back up areas are adjacent to a common lot line. If an exception is granted, an easement shall be recorded on the deed. If at any time the parking area is no longer shared, the parking area shall conform to the five (5) foot landscape strip requirements.

FINDING: As shown on the preliminary landscaping plan, all proposed parking areas comply with these separation requirements. This standard is met.

- F. Landscape areas abutting parking areas spaces, access aisles and loading zones. Landscape areas abutting parking spaces, access aisles and loading zones shall incorporate a sight obscuring landscape screen. The screen shall be at least 3 feet higher than the finished grade of the parking area, except in required clear vision areas where the clear vision requirements must be met. The screen height may be achieved by a combination of earth mounding and plant materials. Fences with or without slats may qualify for parking lot screening on interior, side or rear lot lines or when adjacent to an alley.

FINDING: The parking areas and property lines are abutted by landscaping. Shrubbery required for screening must be at least three feet higher than the finished grade of the parking area. A final detailed landscaping plan will be submitted to the City for review prior to installation.

- G. Parking lot landscaping. In addition to meeting all other landscape requirements, at least ten (10%) percent of the total required landscaping for the site shall be planted within or immediately adjacent to the parking lot(s), plus a ratio of one tree per ten parking spaces shall be planted. This parking lot landscaping may be considered as meeting a portion of the underlying zone's minimum landscape percentage requirements. Parking lots exceeding 20 spaces shall incorporate a portion of this required landscaping in interior islands not less than three feet in width.

FINDING: Staff has reviewed the preliminary landscaping plan and has found that the proposed parking lot complies with this standard.

- H. Protection of Parking Lot Landscaping. Parking lot landscaping shall be protected by a curb or secured wheel guards at least 4" high with a minimum three-foot setback from the property line.

FINDING: The proposed site plan indicates that all parking lot landscaping will be protected by a curb six inches high and at least three feet setback from the property line. This standard is met.

- I. Preservation and Replacement of Trees. All existing trees having a six (6) inch trunk diameter 3' above grade or greater shall be preserved or replaced with fifteen gallon-sized trees at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 3' above grade. This criteria shall be met in the submitted landscape plan.

FINDING: The applicant's existing conditions & demolition plan shows approximately 27 existing trees to be removed for the building site. The proposed landscaping plan shows approximately 27 trees to be planted. A final landscaping plan will be submitted prior to installation that will include exact locations, types, and sizes of trees to be planted. This standard is met.

- J. Irrigation of plants and trees. Irrigation systems shall be required for all landscape areas and street trees except those designated for native vegetation. Type of irrigation system and approximate line location shall be shown on the site plan provided.

FINDING: The applicant has stated that an irrigation system will be included in the final landscaping plan that will be submitted to the City for review prior to installation.

- K. Street trees. Street trees are required to be installed on all residential, commercial, and industrial lots fronting on public or private streets, including on lots already platted at the time of adoption of this ordinance (Ord. #2013-04, 05/14/2013), but not yet developed. Street trees shall be provided in accordance with the following requirements:
 1. Street Tree Plan. A street tree plan shall be provided showing the location of street trees, the types and the installation sizes of the trees and the type of irrigation proposed.
 2. Timing of Improvements. All street tree(s) shall be installed prior to issuance of a Certificate of Occupancy for said construction. An exception to this shall be when it is not feasible to plant street trees due to cold weather, in which case a posting of a bond for the value of the tree shall be acceptable to ensure the tree is planted at the earliest feasible time as determined by the City.
 3. Number of Trees Required. The number of street trees planted on each lot is dependent upon the lot width per the table below:

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

4. Spacing of Trees. Street trees shall be spaced in accordance with the table below:

Lot Width	Tree Spacing Requirements
50 feet and less	The street tree shall be planted as close as possible to the center of the lot frontage, unless there is a conflict with a driveway, in which case it should be located as close as possible to the center
50 feet and more	Small canopy and columnar shaped trees shall be planted no further than thirty (30) feet apart

	Medium and large canopy trees shall be planted no further than forty (40) feet apart
Downtown	Per Public Works Standards

An exception to the tree spacing requirements above include when planting a tree would conflict with existing trees, retaining walls, utilities, driveways, views or other similar physical barriers. In those cases, the Community Development Director or designee may approve alternative spacing.

FINDING: The preliminary landscaping plan shows proposed street trees along SW Canal Blvd. The trees will be medium to large canopy trees, spaced no greater than 35 feet as shown. Property frontage along SW Badger Avenue is already planted with street trees. This standard is met.

5. **Location of Trees.** Street trees shall be planted within existing and proposed planting strips or in City approved sidewalk tree wells on streets without planting strips, unless an alternative street tree location is approved during the planning review process. The location of trees shall meet the following setback requirements:

Object Tree Must Be Setback From	Distance Street Tree Must Be Setback From Object
Curb or Sidewalk	3 feet (small and medium stature tree) and 3 feet (large stature tree); in no cases, shall the tree be more than 10 feet from the curb
Curb line of an intersection, stop/yield signs, and streetlights	25 feet
Adjacent Tree	20 feet
Fire Hydrants, utility poles and directional traffic signs	10 feet
Edge of a driveway	5 feet
Property lines	2 feet

6. **Caliper Size.** The minimum caliper size at planting shall be 1½ inches for single family residential and 1½ inches for commercial and industrial. If the required caliper is not available, the Community Development Director or designee may accept an alternative proposal that is comparable.
7. **Approved Tree List.** Types of street trees shall be selected from the City Arborist's approved list of trees.
8. **Maintenance.** Maintenance of street trees shall be in accordance with standards listed in Section 3.600 of the Redmond Code.
9. **Utility Easements.** All street trees shall be placed outside utility easements unless the utilities are in a protective conduit. If the existing planter strip contains such easements and is not wide enough to also accommodate street trees, the street tree location requirement in section 4 above may be adjusted by the Community Development Director or designee during the development review process.

FINDING: The existing street trees along SW Badger Avenue are located within a planting strip. The proposed street trees to be added with this project will comply with spacing and setback requirements of this standard. A final detailed landscape plan will be submitted to the City for review prior to installation.

- L. Maintenance of landscaping. All landscaping shall be continuously maintained and replaced when necessary to maintain compliance with an approved landscape plan. For landscaping valued in excess of \$5,000, the City may require a maintenance bond.

FINDING: The applicant has responded that this requirement is understood.

6. Parking and Unloading Areas/Docks.

- A. Off-Street Parking Areas. Parking areas shall be as near the public entrances to the structure served as possible.
- B. Parking lot. The parking shall be dispersed around the building, emphasizing the importance of the building and accessibility to entrances. In the **MUN and MUE** zones, parking shall be located to the side, rear, or under the building or in a designed central parking lot.

FINDING: The location of the proposed off-street parking is south and east (the side and rear) of the of the proposed building and directly adjacent to the public entrances. This standard is met.

- C. Truck loading areas or docks. Truck loading areas or docks, where delivery is done by semi truck with a specified loading dock, shall be located or screened from the street or from the major public entrance to the building. The Applicant shall identify the specific type(s) and size of delivery vehicles which will deliver and/or take goods to/from the building; the hours of delivery, the location of delivery doors and their dimensions. Truck loading areas or docks shall not inhibit circulation on-site or create access problems from adjacent streets.

FINDING: A separate truck loading area is not being proposed for this site and mixed-use building.

7. General Site Criteria.

- A. Grading and Drainage.
 - 1. Grading on the site shall take place so there is no adverse affect on neighboring properties or public right-of-way. A grading plan may be required to assure that all drainage is retained on site.
 - 2. All drainage shall be retained on site at all times. A drainage plan may be required that shows slope, method of drainage retention and disbursement of water on site at the discretion of the City Engineer.

FINDING: The applicant submitted a grading and drainage plan that identifies six drainage basins, four onsite drywells, and bio-retention areas. All drainage is designed to be retained on site. This standard is met.

- B. Clear Vision Standard. No obstructions greater than three and one half (3 ½) feet high, including any landscaping which will grow greater than three and one half (3 ½) feet high, with the exception of trees whose canopy heights are at all times greater than eight (8) feet, may be placed in a clear vision area as defined in Article I, "Supplementary Provisions".
- C. Trash Collection Areas. Trash collection areas shall not be oriented towards building entrances or public streets other than alleys and shall be screened or enclosed with building material which is compatible with those used in the exterior of the building. Location(s) of all trash collection area(s) shall be reviewed and approved by the Community Development Department Director or designee.

FINDING: The proposed trash collection area is not oriented toward building entrances or public streets and will be enclosed with building material that is compatible with those used in the exterior of the

building. Republic Services has requested that the proposed trash enclosure be relocated 40 feet to the east so that the garbage truck would not have to back up as far. Additionally, if moved to the new location, the truck may be able to drive straight up, which could allow the facility to obtain a larger container without wheels, if needed. Any modifications of this location must be coordinated with Republic Services.

- D. Water and Sewer Service. Connection to the City's public water and sewer systems shall be required and shall comply with the current Public Works Standards & Specifications.

FINDING: This is a standard requirement and condition of approval. The applicant can meet this requirement by complying with the conditions of approval.

- E. Accessibility. At least one pedestrian pathway, which meets UBC accessibility requirements, shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry. When more than one building or facility is located on a site, at least one accessible route shall be provided between accessible buildings and accessible site facilities. The accessible route shall be the most practical and direct route among accessible building entries, accessible site facilities and the accessible entry to the site. Walks paralleling vehicular ways shall be separated from vehicular ways by curbs, planted areas, railings, or other means between the pedestrian way and vehicular routes.

FINDING: Staff has reviewed the proposed site plan and found that the site provides for adequate, efficient, and safe pedestrian accessibility throughout the site and within the boundary of the site. This standard is met.

- F. Streetscape standards in the **MUN** zone. New retail, office, commercial and mixed-use development and major modifications (per RDC 8.3005-8.3010) within the MUN zone shall provide one or more of the Category A pedestrian amenities listed below and all of the Category B amenities, as generally illustrated in the figure below. Pedestrian amenities may be provided within a planting strip or street furnishing zone, building frontage zone or plaza, as shown in the figure below. Use of the public right-of-way requires approval by the roadway authority.

Category A:

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of 8 feet);
2. Sitting space (i.e., dining area, benches, garden wall or ledges between the building entrance and sidewalk) with a minimum of 16 inches in height and 30 inches in width;
3. Public art that incorporates seating (e.g., fountain, sculpture).

Category B:

1. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space).
2. Street trees, as specified in RDC Section 8.3035(5)(k), in grates.
3. One trash receptacle per building, for buildings wider than 40 feet at street/sidewalk frontage.
4. One pedestrian scale light fixture per building.

5. Parking areas shall be located behind buildings, below buildings, or to the sides of buildings.
6. Neighborhood-scale signs, as specified in RDC 8.4110 and 8.4165.

FINDING: The applicant has stated that a hardscaped plaza area with benches or other seating is proposed southwest of the building for a possible outdoor patio/dining area. This meets the requirement for Category A above. The proposed building will have four feet-deep canopies/awnings over building entries. Street trees are proposed along SW Canal Blvd and already exist along SW Badger Avenue. At least one trash receptable and one pedestrian-scale light fixture will be provided on site. The parking areas are located behind the building and neighborhood-scale signs will be utilized. These meet the requirements of Category B above. This standard is met.

8. Traffic Impact Analysis (TIA)

- A. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the current edition of the Institute of Transportation Engineers manual, Trip Generation, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.
 1. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.
 2. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer or designee, shall determine the scope of this analysis.
 3. A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.
- B. The impact analysis area shall include at a minimum, the following intersections:
 1. All site access intersections
 2. Nearest intersecting collector or arterial street upstream and downstream of the development.
 3. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
 4. Additional intersections requested by staff.
- C. The analysis shall include the following study time frames:
 1. Existing conditions.
 2. Completion year of each significant phase of development.
 3. Five year forecast beyond final phase.
- D. The following Tables are required in the TIA:
 1. Trip Generation (including phase breakdown if applicable)
 2. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, v/c ratio, 95% vehicle queue, and any additional pertinent analysis results)
- E. The following Figures are required in the TIA:
 1. Vicinity Map
 2. Site or Tentative Plan Map
 3. Background Traffic Volumes (all study intersections, all analysis years)
 4. Trip Distribution and Assignment

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

FINDING: The applicant has submitted a detailed Transportation Impact Analysis (TIA). The document has been reviewed by the City Engineer. This standard is met.

9. City of Redmond Access Management Standards. All land use approvals shall comply with the following standards.
 - A. Driveway spacing and corner clearance as follows:

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

- B. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.
- C. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.
- D. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use process.
- E. Unless adequate demonstration of site necessity, intersection safety and functionality, lots, parcels and/or developments will be limited to a single access as determined by Public Works through the land use process.
- F. The access management standards apply to new development, redevelopment, subdivision and partitioning of land.
- G. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/ intersection to centerline of access/intersection.
- H. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).
- I. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works.

- J. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.
- K. Access within the North Redmond US 97 Interchange Area Management Plan (IAMP) shall also conform to the “North Redmond US 97 Interchange Area Management Plan (IAMP)” provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan. (Amended by City Ordinance 2007-09, effective June 8, 2007)

FINDING: The Redmond Transportation System Plan identifies SW Canal Blvd as a minor arterial and SW Badger Avenue as a minor collector. The project is not proposing public access points along SW Canal Blvd, aside from one gated fire access drive. Access to the proposed site is being proposed with two driveways off SW Badger Avenue. The location of the two proposed driveways meet the minimum access driveway spacing and minimum access clearance corner requirements for a minor collector. This standard is met.

- 10. Transportation Impact Analysis. It shall be the burden of the developer to evaluate transportation system impacts through studies prepared by a qualified registered professional engineer. When a transportation impact analysis is required it must demonstrate that the following standards are met:
 - A. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, Third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hour of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.
 - B. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.
 - C. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.

FINDING: The applicant has submitted a detailed Transportation Impact Analysis (TIA). The document has been reviewed by the City Engineer. This standard is met.

VI. CONCLUSION:

Based upon the submitted plans, materials, and the proposed findings and conditions of approval included herein, staff believes that all requirements can be fulfilled to support the Comprehensive Plan Map and Zoning Map Amendment from R-4 (General Residential) to MUN (Mixed Use Neighborhood), Site and Design, and Minor Variance of the subject property consistent with all applicable City policies, rules, and regulations.

4270 SW CANAL BLVD.
SITE PLAN AND DESIGN REVIEW
4270 SW CANAL BOULEVARD, REDMOND, OR 97756
JANUARY 2021

OWNER & CLIENT:

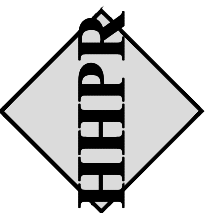
FREUND SPENCER INVESTMENT GROUP LLC
CONTACT: SALLY SPENCER
63026 NE LOWER MEADOW DRIVE, SUITE 200
BEND, OR 97701
(541) 389-0700

CIVIL ENGINEER &
LAND SURVEYOR:

HARPER HOUF PETERSON RIGHELLIS INC.
CONTACT: NICOLAS SPEROS, PE
250 NW FRANKLIN AVENUE, SUITE 404
BEND, OR 97703
(541) 318-1161

COVER SHEET
4270 SW CANAL BLVD.
REDMOND, OREGON

Harper Houf Peterson
Righellis Inc.



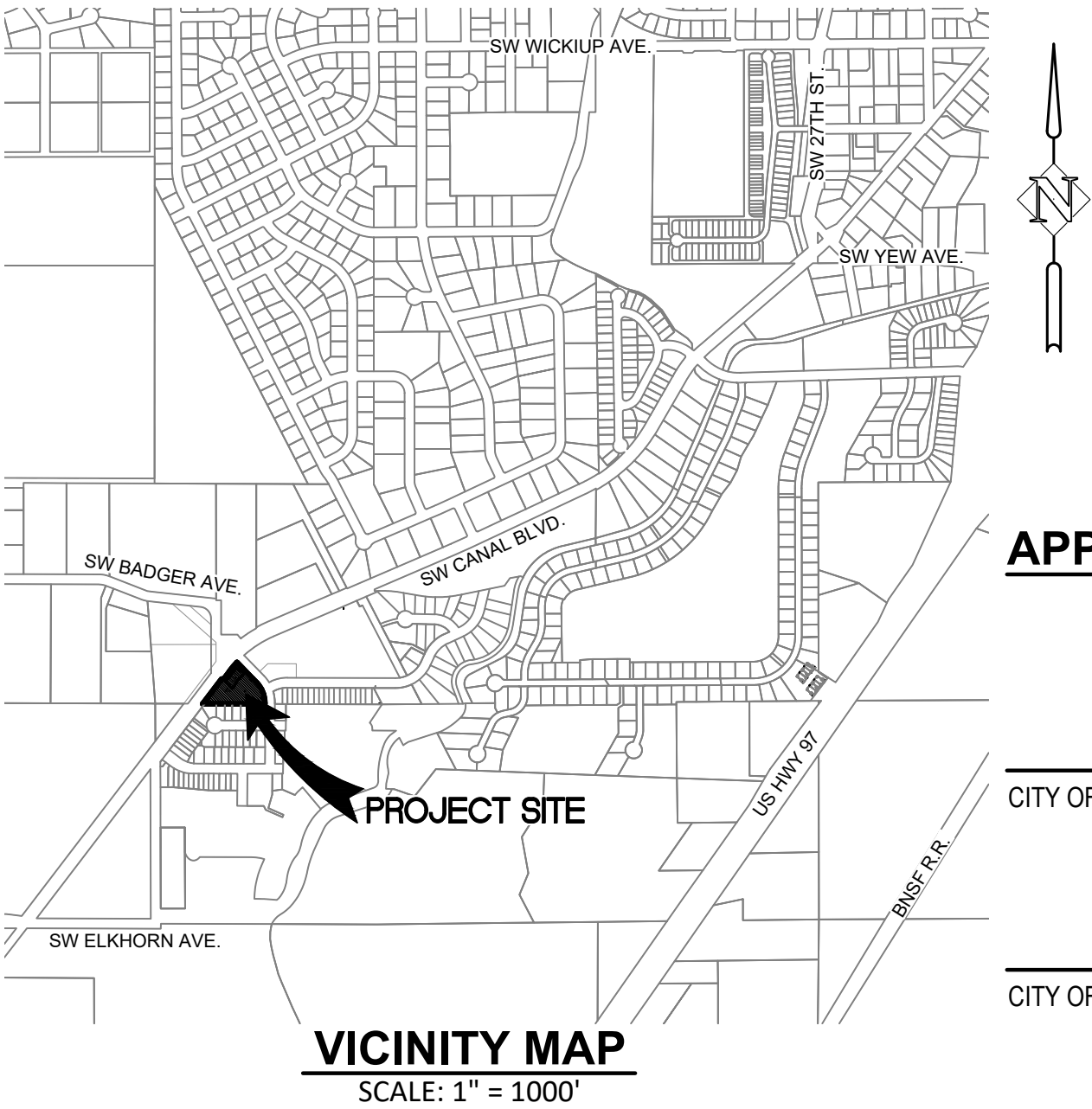
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
250 NW Franklin Avenue, Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhpr.com fax: 541.318.1141



DESIGNED:	HHPR TEAM	MD	NS	DATE:	01.04.2021
DRAWN:				CHECKED:	

DATE	R	E	V	I	S	I	O	N	S

SHEET NO.
C0.0
JOB NO.
KSP-06



APPROVALS:

CITY OF REDMOND ENGINEER	DATE	REDMOND FIRE & RESCUE	DATE	POWER: PACIFICORP PHONE: 541-255-4634	DATE	GAS: CASCADE NATURAL GAS PHONE: 541-382-6464	DATE	MAIL: UNITED STATES POSTAL SERVICE PHONE: 514-923-0829	DATE
CITY OF REDMOND PUBLIC WORKS DIRECTOR	DATE	CENTRAL OREGON IRRIGATION DISTRICT	DATE	PHONE: CENTURYLINK PHONE: 503-261-7440	DATE	COMMUNICATIONS: QUANTUM COMMUNICATIONS PHONE: 541-923-5599	DATE	TELEVISION: BEND BROADBAND PHONE: 541-639-5981	DATE

VERTICAL DATUM:

CITY OF REDMOND BENCHMARK 8-M-2 (PUBLISHED ELEVATION = 2990.38), A 3" BRASS DISK SET IN THE SOUTHWEST CONCRETE ABUTMENT WING WALL OF THE CANAL BRIDGE AT THE INTERSECTION OF NW GREENWOOD AVE AND CANAL BLVD.

HORIZONTAL DATUM:

HORIZONTAL DATUM IS CENTRAL OREGON COORDINATE SYSTEM, ESTABLISHED FROM MULTIPLE AVERAGED GPS OBSERVATIONS ON CONTROL POINTS 50 AND 51, BOTH COPPER PLUGS SET IN CONCRETE.

BASIS OF BEARINGS:

BASIS OF BEARINGS IS CENTRAL OREGON COORDINATE SYSTEM, ESTABLISHED FROM MULTIPLE AVERAGED GPS OBSERVATIONS ON CONTROL POINTS 50 AND 51, BOTH COPPER PLUGS SET IN CONCRETE.

SITE INFORMATION:

ADDRESS: 4270 SW CANAL BOULEVARD
REDMOND, OR 97756

MAP AND TAXLOT: 151330DA00700

LEGAL DESCRIPTION: DESCRIBED PER RECORDING DOCUMENT 2020-24051

TOTAL GROSS AREA: 1.23 ACRES (53,696 SF)
ROW DEDICATION - 0.04 ACRES (1,880 SF)
SITE DEVELOPMENT - 1.19 ACRES (51,816 SF)

CURRENT ZONING: R4 (GENERAL RESIDENTIAL)

PROPOSED ZONING: MUN (MIXED USE NEIGHBORHOOD)

CURRENT USE: SINGLE FAMILY HOME

PROPOSED USE: MIXED USE: RETAIL, OFFICE, APARTMENTS

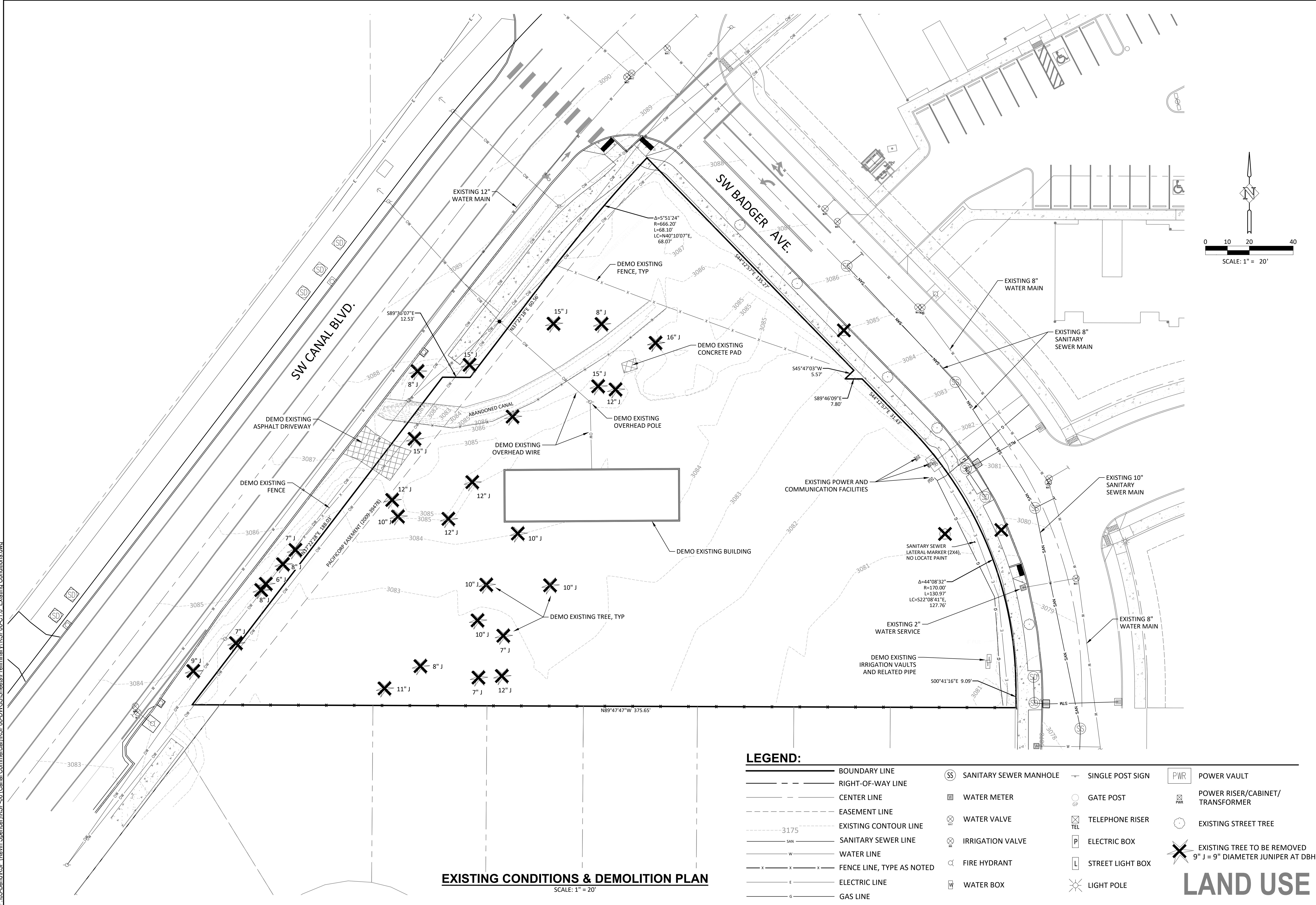
PROPOSED PARKING:
STANDARD - 63 SPACES
ADA ACCESSIBLE - 3 SPACES

LOT COVERAGE (PER SITE DEVELOPMENT):
STRUCTURES - 11.9% (6,170 SF)
LANDSCAPING - 31.7% (16,443 SF)
NON-PERMEABLE - 60.0% (31,083 SF)

LEGEND:

BOUNDARY LINE	SD STORM SEWER MANHOLE	GATE POST	TELE TELEPHONE VAULT
RIGHT-OF-WAY LINE	CATCH BASIN	TELEPHONE RISER	PWR POWER VAULT
CENTER LINE	CURB INLET	ELECTRIC BOX	PWR POWER RISER/CABINET/ TRANSFORMER
EASEMENT LINE	EXISTING CONTOUR LINE	STREET LIGHT BOX	PINE TREE (APPROXIMATE DIAMETER BREAST HIGH AS NOTED)
STM STORM SEWER LINE	SS SANITARY SEWER MANHOLE	LIGHT POLE	DECIDUOUS TREE (APPROXIMATE DIAMETER BREAST HIGH AS NOTED)
SAN SANITARY SEWER LINE	WATER METER	MAILBOX	HHPR CONTROL POINT
W WATER LINE	WATER VALVE	UTILITY POLE	
G GAS LINE	IRRIGATION VALVE	GUY WIRE	
FENCE LINE, TYPE AS NOTED	FIRE HYDRANT		
E ELECTRIC LINE	SINGLE POST SIGN		
OW OVERHEAD WIRE			
FO FIBER OPTIC LINE			
T TELEPHONE LINE			
TV CABLE TELEVISION LINE			

LAND USE

[illegible]

SITE INFORMATION:

ADDRESS: 4270 SW CANAL BOULEVARD
REDMOND, OR 97756

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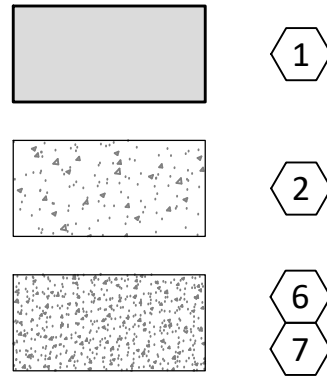
PROPOSED PARKING:
STANDARD - 63 SPACES
ADA ACCESSIBLE - 3 SPACES

LOT COVERAGE (PER SITE DEVELOPMENT):
STRUCTURES - 11.7% (6,270 SF)
LANDSCAPING - 30.4% (16,343 SF)
NON-PERMEABLE - 57.9% (31,083 SF)

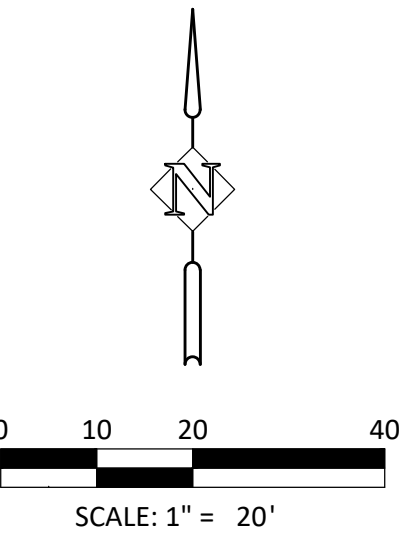
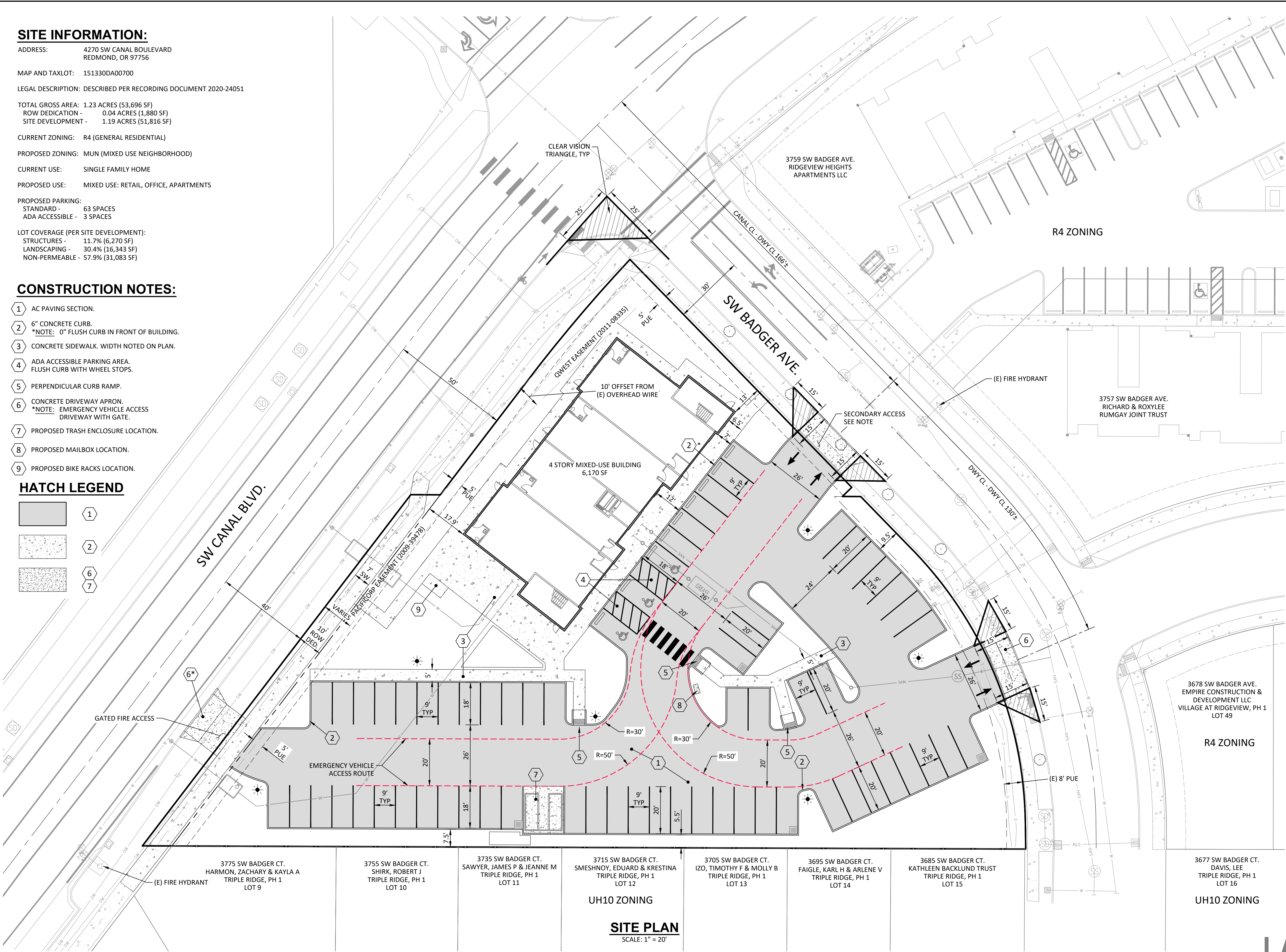
CONSTRUCTION NOTES:

- 1 AC PAVING SECTION.
- 2 6" CONCRETE CURB.
*NOTE: 0" FLUSH CURB IN FRONT OF BUILDING.
- 3 CONCRETE SIDEWALK. WIDTH NOTED ON PLAN.
- 4 ADA ACCESSIBLE PARKING AREA.
FLUSH CURB WITH WHEEL STOPS.
- 5 PERPENDICULAR CURB RAMP.
- 6 CONCRETE DRIVEWAY APRON.
*NOTE: EMERGENCY VEHICLE ACCESS DRIVEWAY WITH GATE.
- 7 PROPOSED TRASH ENCLOSURE LOCATION.
- 8 PROPOSED MAILBOX LOCATION.
- 9 PROPOSED BIKE RACKS LOCATION.

HATCH LEGEND



P:\03-Bent\KSP (Kevin Spencer)\KSP-06 (Canal Commercial)\KSP-06-DWG\Sheets\Preliminary\KSP-06-C2.0_Site Plan.dwg



SECONDARY ACCESS NOTE:

SECONDARY ACCESS TO BADGER AVENUE.
SUBJECT TO FUTURE REVISION IF DIRECTED BY CITY STAFF DUE TO SAFETY OR OPERATIONAL CONCERNS OR SIGNALIZATION.

PRELIMINARY SITE PLAN
4270 SW CANAL BLVD.
REDMOND, OREGON

Harper Houf Peterson
Righellis Inc.
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REGISTERED PROFESSIONAL
ENGINEER
94,828
PRELIMINARY
OREGON
MAY 15, 2019
NICOLAS G. SPEROS
EXPIRES: 06/30/22

DESIGNED:	HHPR TEAM
DRAWN:	MD
CHECKED:	NS
DATE:	01.04.2021

DATE	NO.	DESCRIPTION
R	E	V
I	S	I
O	N	S

SHEET NO.
C2.0
JOB NO.
KSP-06

LAND USE

SEE 4720 SW CANAL BLVD. STORMWATER REPORT FOR DETAILS AND INFORMATION NOT SHOWN ON THIS PLAN.

SEE DETAIL SHEETS FOR INFILTRATION FACILITY DETAILS.

		BASIN AREA (AC)	BASIN AREA (SF)	CURVE NUMBER	50-YEAR STORM RUNOFF (CF, GAL)	PEAK RUNOFF FLOW RATE (CFS, GPM)	STORAGE VOLUME REQUIRED (CF, GAL)	MIN. DRAIN ROCK VOLUME (CY)	STORAGE VOLUME PROVIDED (CF, GAL)
	DRYWELL	BASIN						VOID RATIO: 0.35	
1		A	0.20	8,576	98	1288, 9635	0.25, 109.96	655, 4900	945, 7069
2		B	0.30	13,013	93	1431, 10704	0.28, 127.46	728, 5450	945, 7069
3		C	0.22	9,093	94	1115, 8341	0.22, 99.18	581, 4350	709, 5301
4		D	0.17	7,394	98	1095, 8191	0.21, 93.80	577, 4320	709, 5301
	BIO-RETENTION AREA								
1		E	0.08	3,677	80	163, 1220	0.025, 11.22		
2		F	0.01	341	98	64, 429	0.012, 5.39		

* DESIGN INFILTRATION RATE: 1.98 INCH PER HOUR.
** WATER QUALITY CALCULATIONS DO NOT FACTOR IN INFILTRATION.

NOTES:

1. PRELIMINARY STORMWATER RUNOFF VOLUME CALCULATIONS WERE ESTIMATED USING THE NRCS CURVE NUMBER METHOD FOR A TYPE I, 24-HR, 50-YR (2.0 INCH), AND 100-YR (2.2 INCH) DESIGN STORM PER COSM CHAPTER 5 REQUIREMENTS, AND ARE SUBJECT TO CHANGE DURING FINAL DESIGN.
2. THE STORMWATER RETENTION PONDS SHOWN ON THIS PLAN IS SCHEMATIC. THE FINAL SHAPE AND CONFIGURATION MAY CHANGE DURING FINAL DESIGN. ACTUAL INFILTRATION RATES WILL BE TESTED AND VERIFIED DURING CONSTRUCTION.

1. ALL PROPOSED ELEVATIONS/GRADES SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. STORMWATER MANAGEMENT FACILITY LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
3. FINAL DRAINAGE FACILITIES DESIGN WILL BE IN ACCORDANCE WITH CITY OF REDMOND STANDARDS.

	(P) MAJOR CONTOUR
	(P) MINOR CONTOUR
	(E) MAJOR CONTOUR
	(E) MINOR CONTOUR
	CONSTRUCTION LIMITS
	(P) SLOPE ARROW



SCALE: 1" = 20'

LAND USE

PRELIMINARY GRADING & DRAINAGE PLAN

4270 SW CANAL BLVD.

REDMOND, OREGON

Harper
HHPR **Houf Peterson**
Righellis Inc.

ENGINEERS • PLANNERS
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ENGINEER
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PRELIMINARY
OREGON
MAY 15, 2019
NICOLAS G. SPEROS
EXPIRES: 06/30/22

[illegible]

SHEET NO.

C3.0

JOB NO.

KSP-06

P:\03-Bend\KSP (Kevin Spencer)\KSP-06 (Canal Commercial)\KSP06-DWG\Sheets\Preliminary\KSP06-C3.0 Grading Plan.dwg

- 1 6" SANITARY SEWER SERVICE PIPE.
- 2 REMOVE PLUG AND CONNECT TO EXISTING 6" SANITARY SEWER SERVICE LATERAL.
- 3 SANITARY SEWER CLEANOUT.
- 4 PROPOSED GREASE INTERCEPTOR LOCATION.
- 5 CONNECT TO BUILDING SEWER SERVICE. COORDINATE WITH PLUMBING PLANS TO VERIFY LOCATION.
- 6 SANITARY SEWER SAMPLING MANHOLE

- ① 3" DOMESTIC WATER SERVICE PIPE
- ② TAP EXISTING CITY OF REDMOND PUBLIC WATER MAIN. CONNECT 3" DOMESTIC WATER SERVICE. INSTALL GATE VALVE.
- ③ 3" DOMESTIC WATER SERVICE METER & VAULT PER CITY OF REDMOND STANDARDS.
- ④ 3" DOMESTIC DCVA BACKFLOW DEVICE & VAULT PER CITY OF REDMOND STANDARDS.
- ⑤ CONNECT TO 3" BUILDING DOMESTIC WATER SERVICE. COORDINATE WITH PLUMBING PLANS TO VERIFY LOCATION.
- ⑥ 6" FIRE SUPPRESSION SERVICE PIPE
- ⑦ TAP EXISTING CITY OF REDMOND PUBLIC WATER MAIN. CONNECT 6" FIRE SUPPRESSION SERVICE. INSTALL GATE VALVE.
- ⑧ FIRE SERVICE VAULT DCDA WITH FDC & PIV PER CITY OF REDMOND STANDARDS.
- ⑨ CONNECT TO 6" BUILDING FIRE SUPPRESSION SERVICE. COORDINATE WITH PLUMBING PLANS TO VERIFY LOCATION.
- ⑩ WATER SERVICE SIZING TO BE VERIFIED PRIOR TO CONSTRUCTION

1 PRELIMINARY LIGHT LOCATION, TYP.



PRELIMINARY UTILITY PLAN
4270 SW CANAL BLVD.
REDMOND, OREGON

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Righellis Inc.

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OREGON
MAY 15, 2019
NICOLAS G. SPEROS
EXPIRES: 06/30/22

[illegible]

HEET NO.

C4.0

B NO. KSP-06

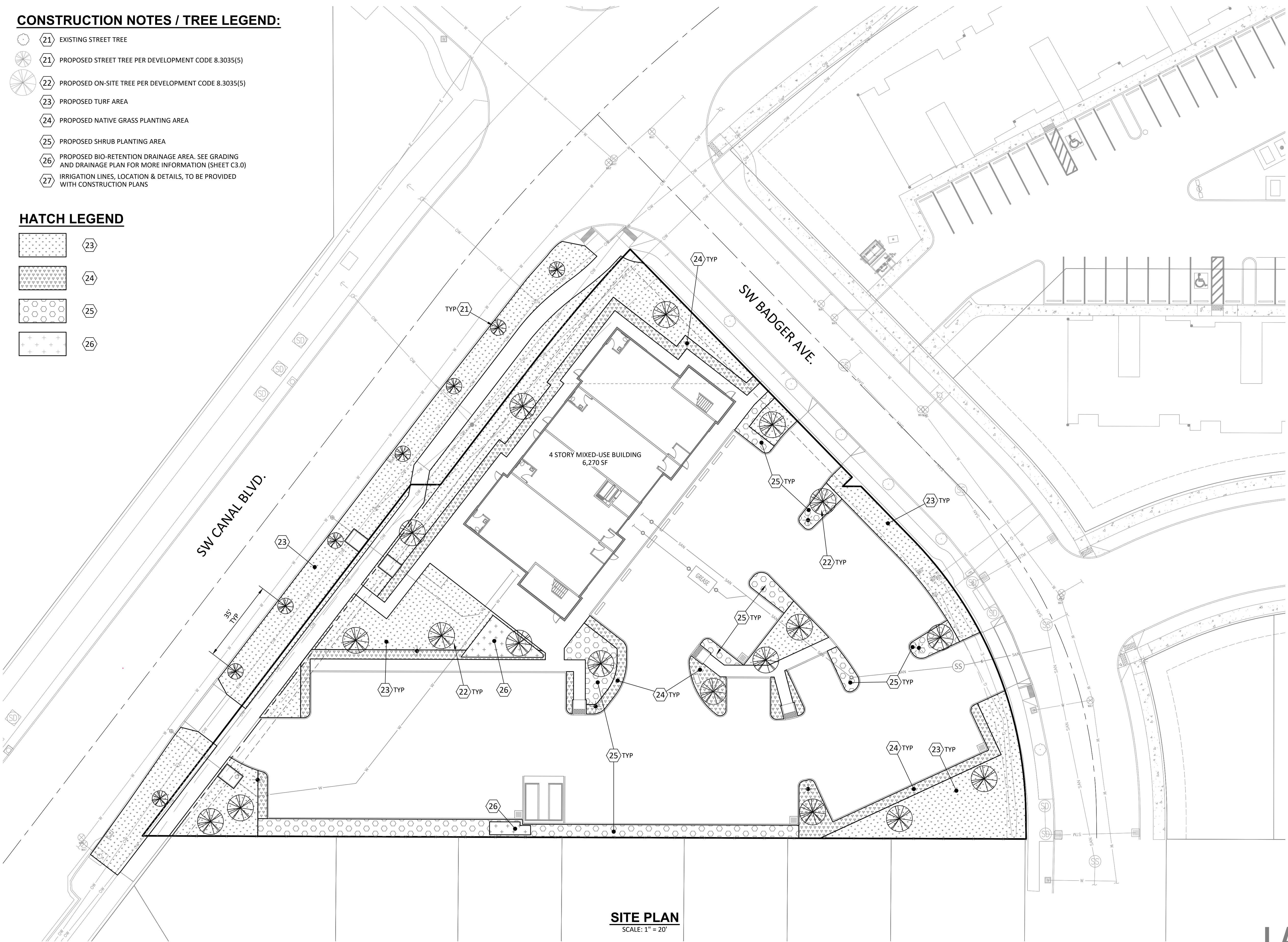
P:\03-Bend\KSP (Kevin Spencer)\KSP-06 (Canal Commercial)\KSP-06-DWG\SS\Sheets\ Preliminary\ KSP-06-L1.0 Planting Plan.dwg

CONSTRUCTION NOTES / TREE LEGEND:

- 21 EXISTING STREET TREE
- 21 PROPOSED STREET TREE PER DEVELOPMENT CODE 8.3035(5)
- 22 PROPOSED ON-SITE TREE PER DEVELOPMENT CODE 8.3035(5)
- 23 PROPOSED TURF AREA
- 24 PROPOSED NATIVE GRASS PLANTING AREA
- 25 PROPOSED SHRUB PLANTING AREA
- 26 PROPOSED BIO-RETENTION DRAINAGE AREA. SEE GRADING AND DRAINAGE PLAN FOR MORE INFORMATION (SHEET C3.0)
- 27 IRRIGATION LINES, LOCATION & DETAILS, TO BE PROVIDED WITH CONSTRUCTION PLANS

HATCH LEGEND

- 23
- 24
- 25
- 26



SITE PLAN
SCALE: 1" = 20'

LAND USE

PRELIMINARY PLANTING PLAN
4270 SW CANAL BLVD.
REDMOND, OREGON

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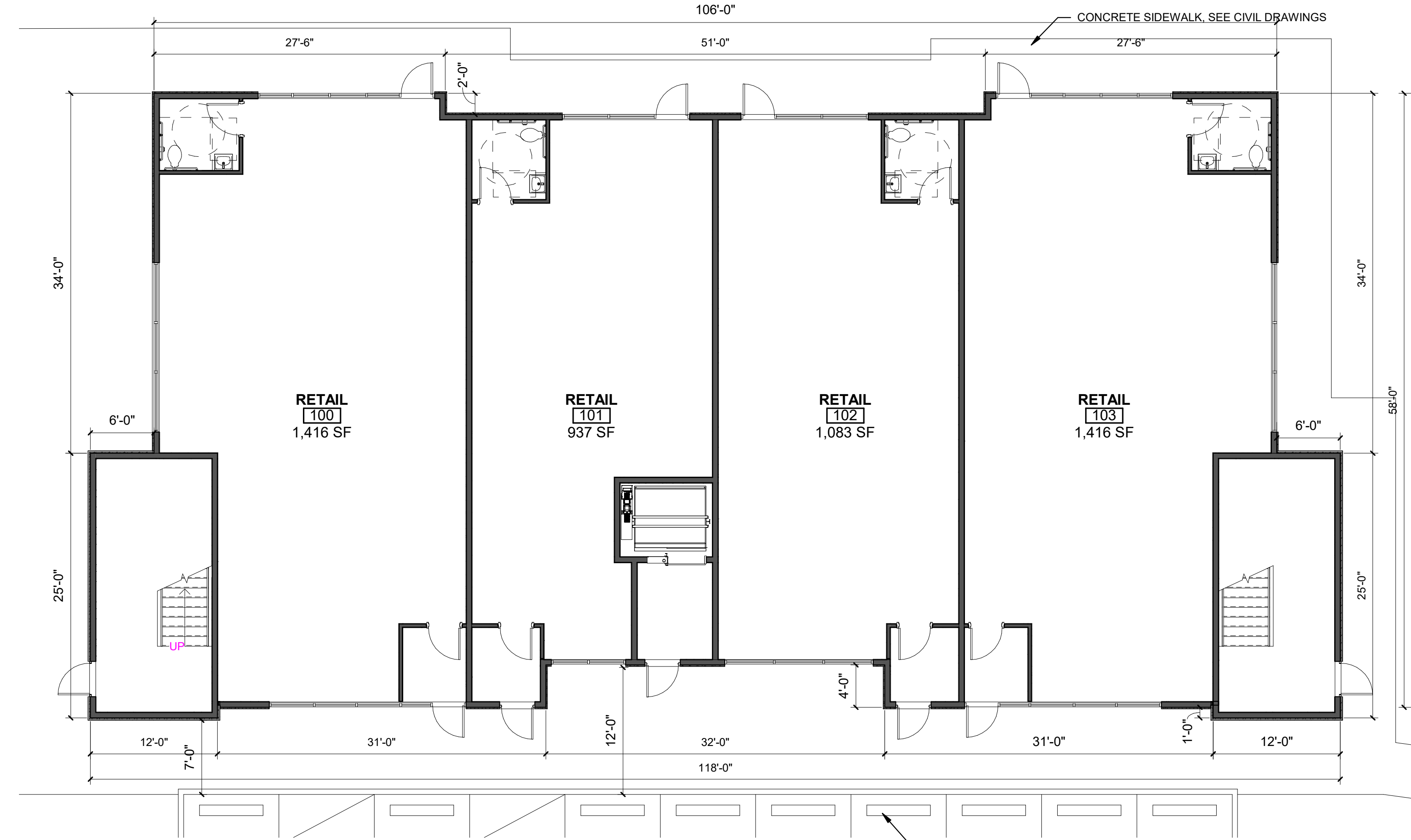
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MAY 15, 2019
NICOLAS G. SPEROS
EXPIRES: 06/30/22

DESIGNED:	HHPR TEAM
DRAWN:	MD
CHECKED:	NS
DATE:	01.04.2021

DATE	NO.	DESCRIPTION
		R E V I S I O N S

SHEET NO.
L1.0

JOB NO.
KSP-06



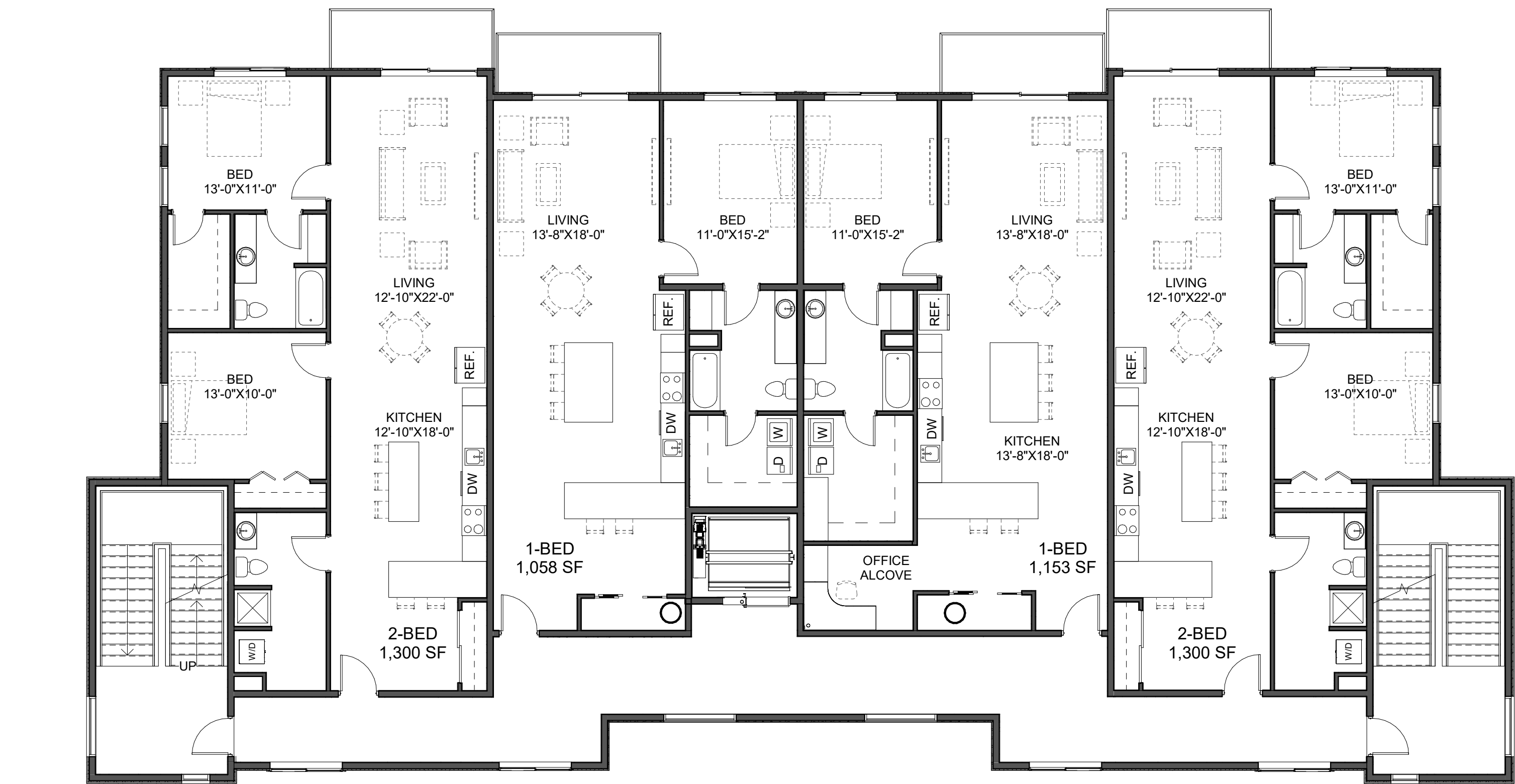
1 FIRST FLOOR
1/8" = 1'-0"



3 THIRD FLOOR
1/8" = 1'-0"



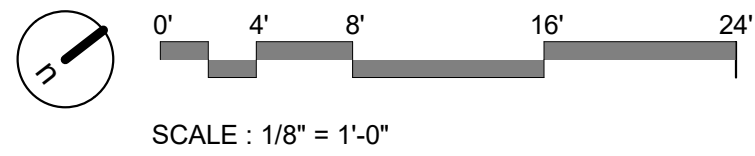
2 SECOND FLOOR
1/8" = 1'-0"



4 FOURTH FLOOR
1/8" = 1'-0"

GROUND FLOOR TRANSPARENCY:

SOUTHEAST FAÇADE: 118' IN LENGTH; 64 LINEAL FEET OF TRANSPARENCY = 54%
NORTHWEST FAÇADE: 106' IN LENGTH; 57 LINEAL FEET OF TRANSPARENCY = 54%
NORTHEAST FAÇADE: 59' IN LENGTH; 16 LINEAL FEET OF TRANSPARENCY = 27%
SOUTHWEST FAÇADE: 59' IN LENGTH; 16 LINEAL FEET OF TRANSPARENCY = 27%



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BEND, OR 97703
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4270 SW CANAL STREET

OVERALL FLOOR PLANS

JOB NO.	20123.01
DATE	01.13.2021
DRAWN BY	BC
CHECKED BY	AS/STS
REV.	DATE DESCRIPTION

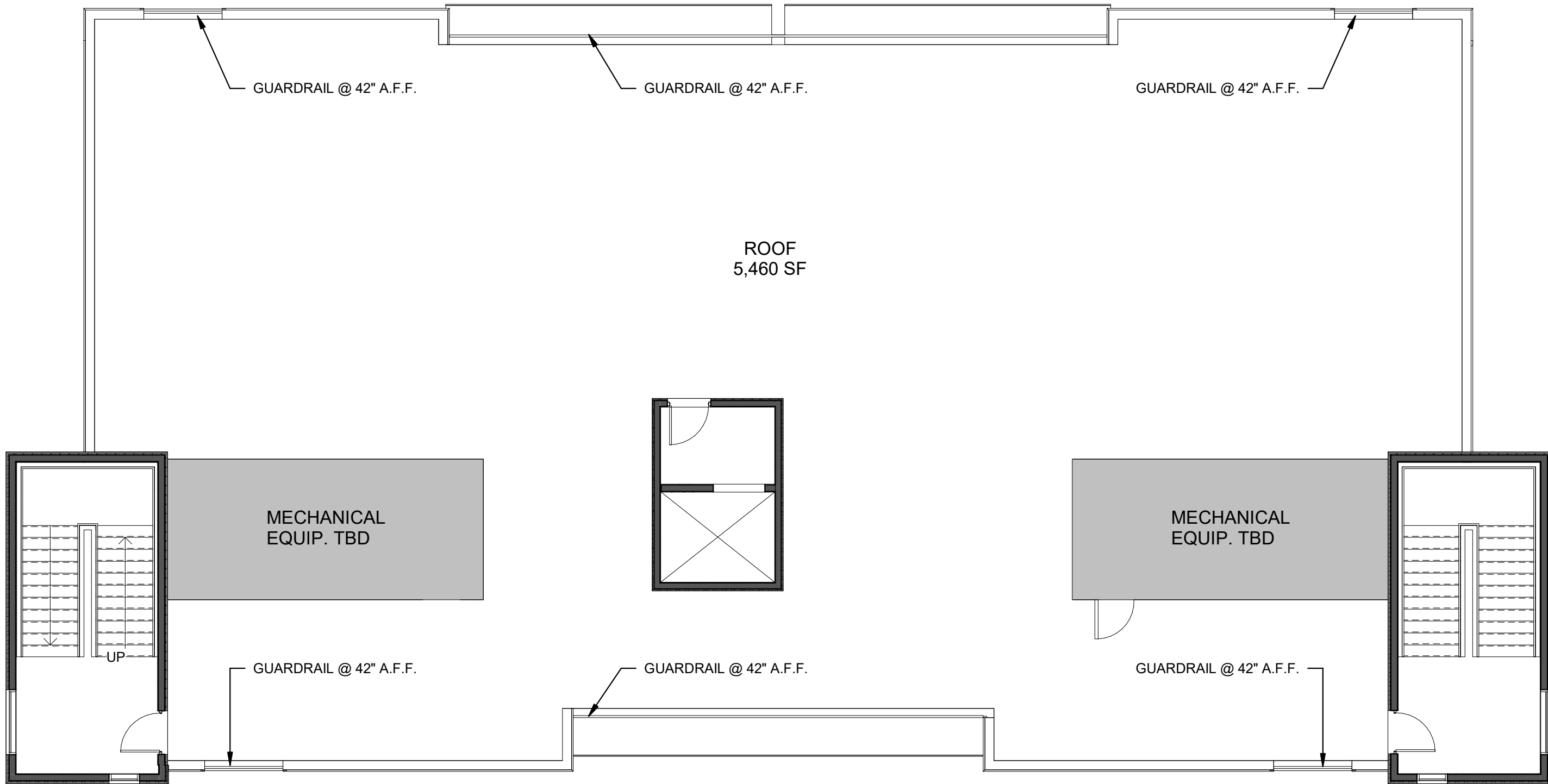
SHEET NO.
A101
OVERALL FLOOR PLANS

SITE PLAN REVIEW

1

ROOF PLAN

1/8" = 1'-0"



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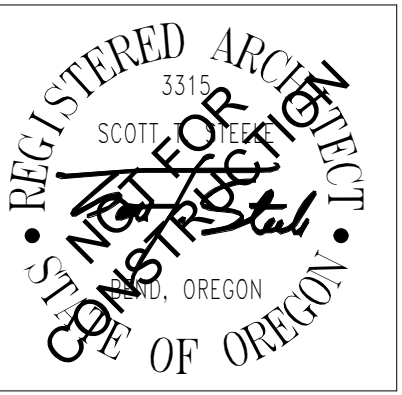
BEND, OR 97703
info@steele-arch.com

4270 SW CANAL STREET

ROOF PLAN

JOB NO.	20123.01	
DATE	01.13.2021	
DRAWN BY	CHECKED BY	
BC	AS/STS	
REV.	DATE	DESCRIPTION

SHEET NO.
A115
ROOF PLAN



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4270 SW CANAL STREET

ELEVATIONS

SITE PLAN REVIEW

JOB NO.	20123.01
DATE	01.13.2021
DRAWN BY	BC
CHECKED BY	AS/STS
REV.	DATE DESCRIPTION

SHEET NO.
A201
ELEVATIONS

MATERIAL LEGEND:

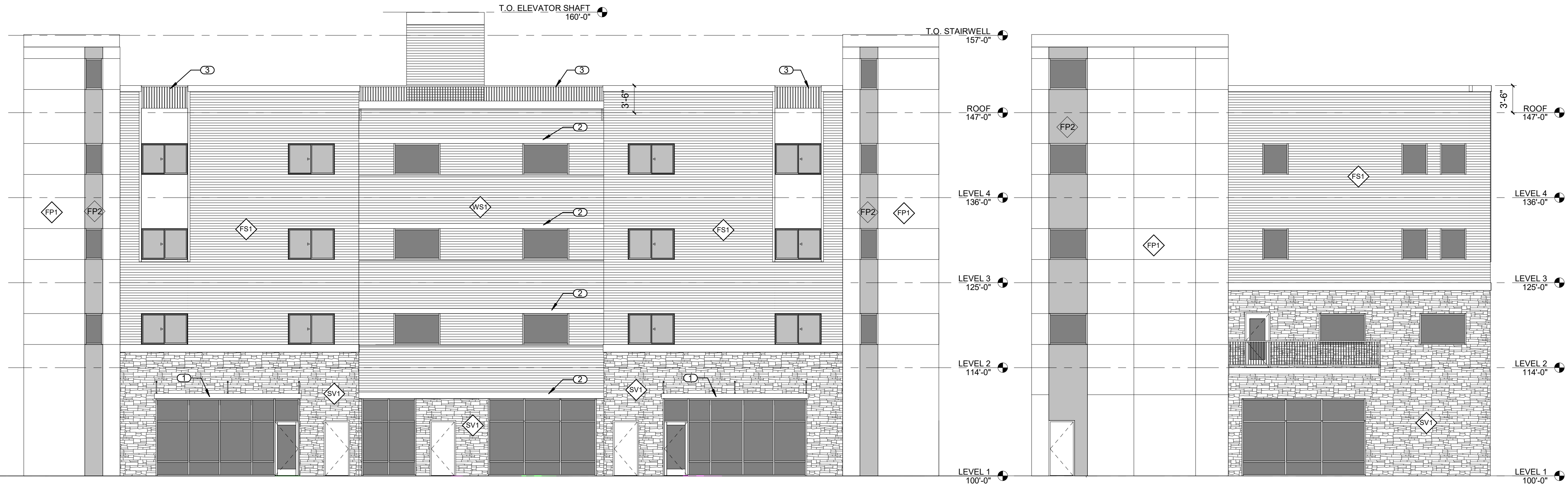
FIBER CEMENT SIDING - HARDIE; COLOR: TBD	FS1
WOOD SIDING	WS1
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP1
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP2
STONE VENEER - EL DORADO; COLOR: TBD	SV1

GENERAL NOTES AND LEGEND:

- SEE SHEET A001 FOR GENERAL NOTES, LEGENDS, AND ABBREVIATIONS.
- SEE TITLE SHEET FOR DRAWING INDEX.
- DO NOT SCALE DRAWINGS.
- CONTRACTOR / SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS BEFORE BEGINNING WORK, AND SHALL REPORT TO THE ARCHITECT ANY ERRORS, INCONSISTENCIES OR OMISSIONS BEFORE BEGINNING WORK. SEE GENERAL NOTES AND SPECIFICATIONS.

KEYED NOTES:

- PREMANUFACTURED SUNSHADE
- CANOPY ROOF
- GUARDRAIL @ 42" A.F.F.

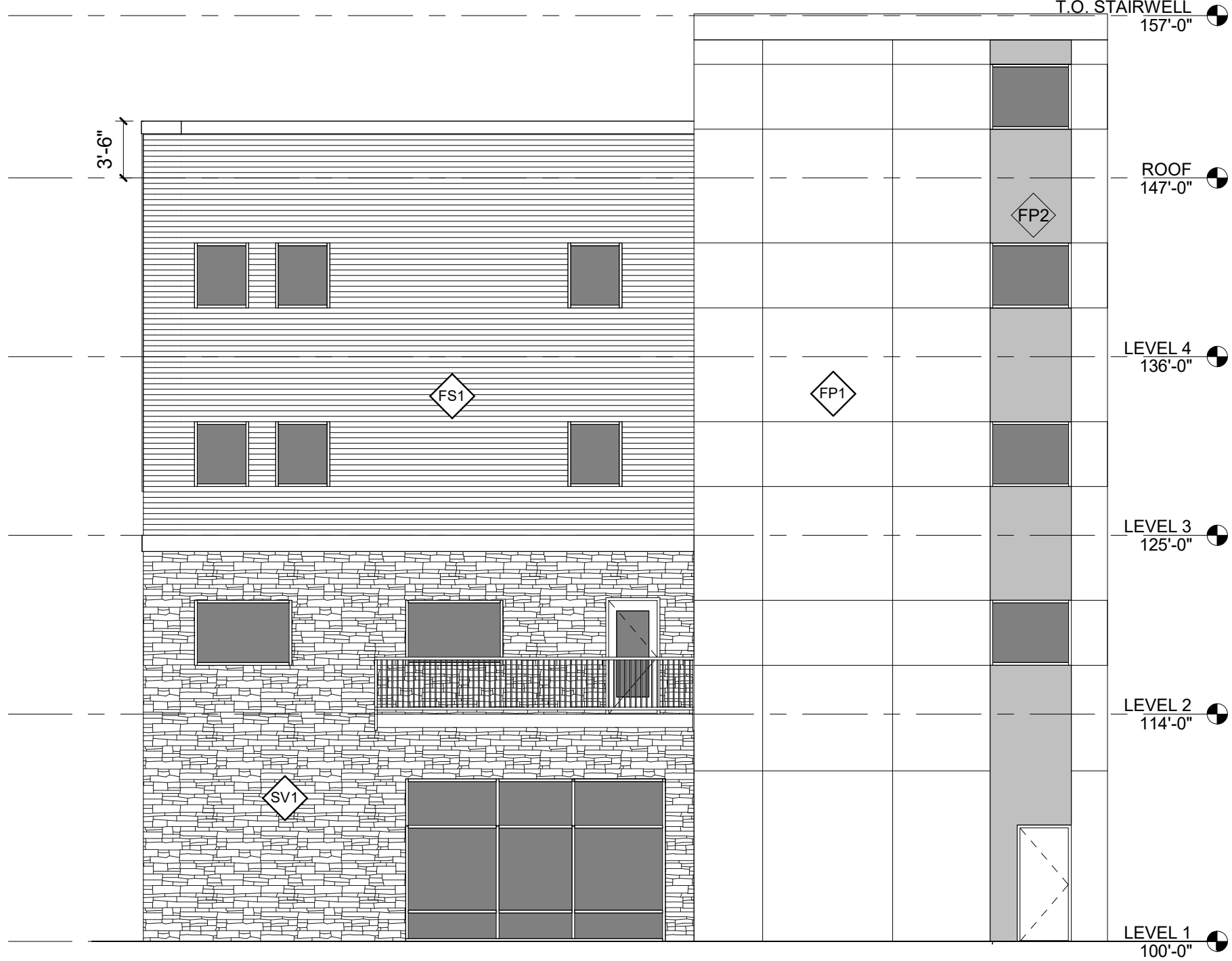


1 SOUTHEAST ELEVATION
1/8" = 1'-0"

2 NORTHEAST ELEVATION
1/8" = 1'-0"



3 NORTHWEST ELEVATION
1/8" = 1'-0"



4 SOUTHWEST ELEVATION
1/8" = 1'-0"



MATERIAL LEGEND:

FIBER CEMENT SIDING - HARDIE; COLOR: TBD	FS1	
WOOD SIDING	WS1	
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP1	
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP2	
STONE VENEER - EL DORADO; COLOR: TBD	SV1	

VIEW LOOKING NORTHEAST FROM CANAL BLVD

01.13.2021



MATERIAL LEGEND:

FIBER CEMENT SIDING - HARDIE; COLOR: TBD	FS1	
WOOD SIDING	WS1	
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP1	
FIBER CEMENT PANELS - HARDIE REVEAL PANEL; COLOR: TBD	FP2	
STONE VENEER - EL DORADO; COLOR: TBD	SV1	

VIEW LOOKING NORTHWEST FROM BADGER AVE

01.13.2021



April 5, 2021

Redmond City Planning Commission
411 SW 9th Street
Redmond, OR 97756-2213

Re: 1.23-acre Plan Amendment Zone Change from R-4 (General Residential) to MUN (Mixed-Use Neighborhood). (711-21-000023-PA et al)

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

As you know, all amendments to the City's Comprehensive Plan and Zoning map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis (HNA) and Buildable Land Inventory (BLI) in order to show that an adequate number of needed housing units (both housing type and affordability level) will be supported by the residential land supply after enactment of the proposed change. Goal 10 findings are also required for code changes affecting residential development feasibility, such as parking standards and setbacks.

The staff report for the proposed 1.23 acre amendment from General Residential (R-4) to Mixed-Use Neighborhood (MUN) recommends conditional approval. This conclusion is contingent on the Goal 10 findings contained with the report, articulating that since the proposed amendment exceeds the minimum density of the R-4 zone, Statewide Planning Goal 10 is satisfied. However, a statement of density is not enough to provide the adequate factual basis required for Goal 10 findings. For example, how many units of housing of each type are needed by the City, and how



many units will the proposed development provided? Additionally, is there a mechanism in place to ensure the proposed housing is provided, such as a minimum density akin to the requirements in the R-4 zone? While some of this information is contained in prior sections, facts and figures must be included or explicitly referenced (with referenced documents contained in the agenda packet) within the Goal 10 section of the report to be considered part of the required Goal 10 findings. Required Goal 10 findings must demonstrate that the changes do not leave the City with less than adequate residential land supplies in the types, locations, and affordability ranges affected. *See Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane Cty. v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations). Only with a complete analysis, utilizing both the HNA and BLI to fully quantify the changes, can the public understand whether the City is achieving its goals through 711-21-000023-PA et al.

HLA and FHCO urge the Commission to defer adoption of 711-21-000023-PA et al until Goal 10 findings can be made, and the proposal evaluated under the HNA and BLI. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Allan Lazo, at 1221 SW Yamhill Street, #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204. Please feel free to email Allan Lazo at information@fhco.org or reach him by phone at (503) 223-8197 ext. 104.

Thank you for your consideration.

A handwritten signature in black ink that reads "Allan Lazo". The signature is written in a cursive, flowing style.

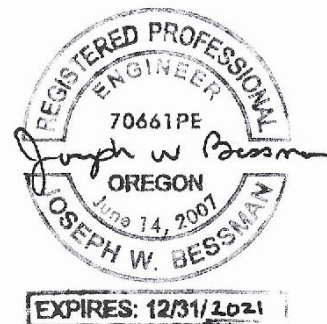
Allan Lazo
Executive Director
Fair Housing Council of Oregon

/s/ Jennifer Bragar
Jennifer Bragar
President
Housing Land Advocates

cc: Kevin Young (kevin.young@state.or.us)



Date:	January 20, 2021
To:	Mike Caccavano, PE, City of Redmond
From:	Joe Bessman, PE
Project Reference No.:	1465
Project Name:	SW Canal Boulevard Mixed-Use Development



The purpose of this memorandum is to support rezoning of 4270 SW Canal Boulevard from *General Residential* (R4) zoning to *Mixed-Use Neighborhood* (MUN). The 1.23-acre parcel is located immediately north of the Triple Ridge neighborhood and south of the Ridgeview Heights development. It is located on the east side of SW Canal Boulevard, as shown in Figure 1. The proposed rezone includes a concurrent site plan submittal for a four-story mixed-use building. The building will include ground floor retail, second story office, and current plans show eight residential units on the 3rd and 4th floors, though up to 20 units has been assumed in this report. A conceptual rendering is illustrated in Figure 2, and the preliminary site layout is illustrated in Figure 3.

This memorandum addresses Transportation Planning Rule (TPR) criteria related to the rezone per OAR 660-12-0060 and site plan entitlements for the proposed mixed-use building in compliance with Redmond Development Code 8.2815. Each of these elements are separately addressed below.

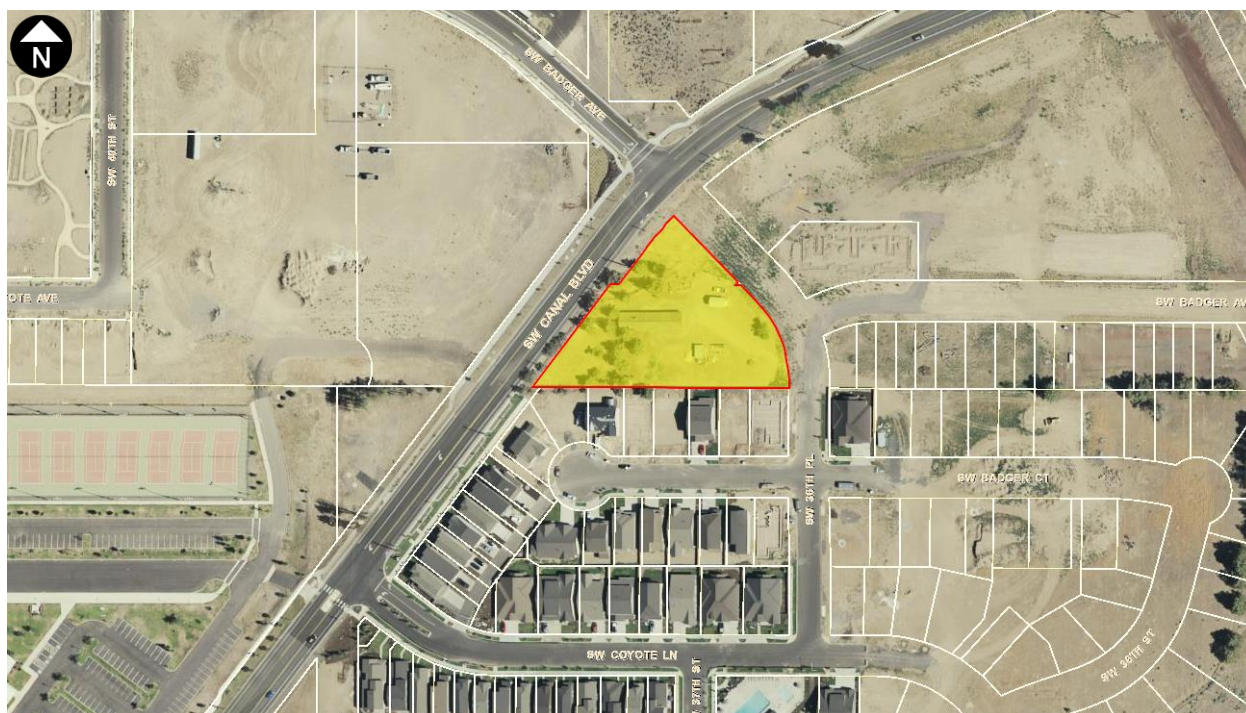


Figure 1. Site vicinity map. Source: Deschutes County DIAL.



Figure 2. Conceptual building rendering. Source: Steele Associate Architects.

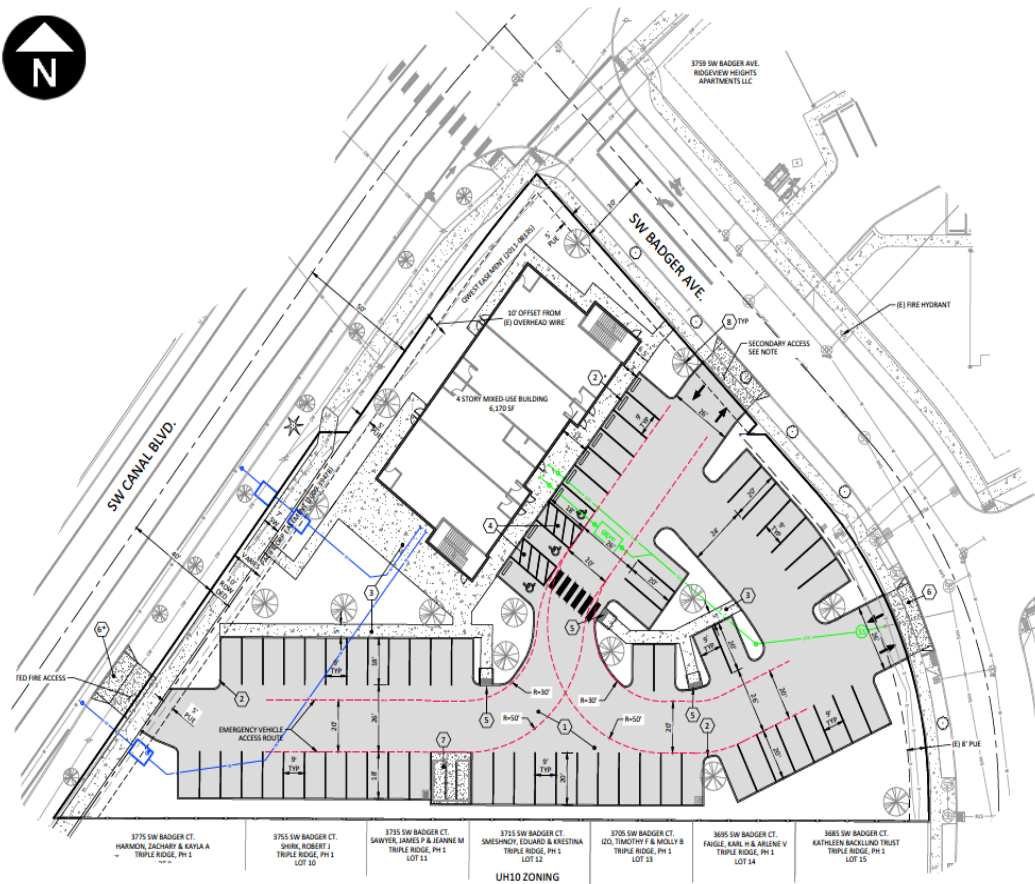


Figure 3. Preliminary site layout. Source: Harper Houf Peterson Righellis, October 2020.

TRANSPORTATION PLANNING RULE COMPLIANCE

This section of the report addresses the criteria related to the Oregon Administrative Rule 660-12, commonly referred to as the Transportation Planning Rule. This rule includes transportation planning goals for a safe, efficient, and economical transportation system, the requirements for agencies to coordinate with State and County plans, and the specific items that a Transportation System Plan must include. This also includes specific funding requirements for agency plans, and goals to prevent urban sprawl. Within subsection -0060 are the specific criteria for Plan and Land Use Regulation Amendments applicable to this application to avoid unmitigated significant impacts to agency's adopted plans.

Accordingly, a zone change application needs to demonstrate that the proposed zone change does not create an unmitigated significant impact on the transportation system. The first step in this process is to provide a comparison of the allowable uses in the existing *General Residential* zoning and the proposed *Mixed-Use Neighborhood* zoning to determine what changes to the transportation system might occur within a comparative development scenario. As the proposed rezone includes a concurrent site plan application, this development scenario forms the "with rezone" scenario.

Existing *General Residential* (R4) Zoning Potential

The existing R-4 zoning designation allows a range of residential uses specified in Redmond Development Code 8.0115. Outright allowable uses include single family detached residences, townhomes, or condominiums. The most intense of these allowable uses would be higher-density multifamily residential uses. The maximum allowable use would be based on the maximum allowable density of one unit per 3,000 square-feet, or 17 residential units within a one- or two-story (low-rise) complex.

Table 1. Existing R4 Zoning Trip Generation Potential, ITE Trip Generation 10th Edition

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Multifamily Housing (Low-Rise)	220	17 units	124 <i>7.32/unit</i>	10 <i>0.56/unit</i>	6 <i>63%</i>	4 <i>37%</i>

As shown in Table 1, a multifamily housing development could generate 124 weekday daily trips, or 10 trips during the weekday p.m. peak hour.

Proposed *Mixed-Use Neighborhood* (MUN) Zoning Potential

City Code describes the mixed-use neighborhood zoning as intended to support a mix of living and working space, with locations for new businesses to start up. The intent is to form a living unit that can provide the necessities and comforts of home and provide a business venue for a source of income to promote the success of the owner and the surrounding area.

The proposed building includes four stories with the lower level comprised of commercial, the second story planned for office, and the upper two levels supporting eight residential units. The lower two levels each include 6,170 square feet. While some of this space will be non-leasable areas (hallways/stairwells/elevators) for the purposes of this rezone analysis all space was included within the totals.

Initial layouts of the building contemplated a higher number of residential units than are currently contemplated. This report 20 residential units throughout all impact analyses and calculations, providing a more conservative analysis than the eight-units will create.

For trip generation purposes there are two possible approaches; the entire site could be classified using ITE's newly added Land Use 231: *Mid-Rise Residential with 1st Floor Commercial* or the individual components could be separately added together. Land Use 231 is a new classification within the ITE manual and provides observations of only two locations, whereas a minimum of three locations is generally recommended for statistical significance (and preferably more). Accordingly, the trip generation estimates were prepared by classifying the lower-level retail space with the generalized *Shopping Center* land use classification. The second story was classified as *General Office*, and the two upper levels were assessed using the *Multifamily (Mid-Rise) Housing* classification.

Table 2. Proposed MUN Zoning Trip Generation Potential, ITE Trip Generation 10th Edition

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Shopping Center	820	6,170 SF	233	24	12	12
General Office	710	6,170 SF	60	7	1	6
Multifamily (Mid-Rise) Housing	230	20 Units	109	9	5	4
Total Trips			402	40	18	22
Internal Trips (10%)			(40)	(4)	(2)	(2)
Pass-by Trips			(79)	(8)	(4)	(4)
Net New Trips			283	28	12	16

The trip generation estimate shows that the overall site produces about 283 net new weekday daily trips, including 28 net new trips on the system during the weekday p.m. peak hour. The new retail uses are expected to support the surrounding residential uses with convenience-oriented uses and would likely reduce the number of longer-distance trips up the Canal Boulevard corridor.

With the current site plan only showing eight residential units this would reduce the potential impacts by 59 weekday p.m. peak hour trips (224 weekday daily trips) and four fewer weekday p.m. peak hour trips (24 weekday p.m. peak hour trips). This trip difference would not change any of the overall findings and recommendations within this report.

Trip Difference

Table 3 summarizes the difference between the existing and proposed zoning; this shows that the rezone has the potential to create additional impacts on the transportation system and will therefore require an assessment of traffic conditions to demonstrate compliance with the Transportation Planning Rule.

Table 3. Increased Trip Generation Potential (Proposed Zoning Trips – Existing Zoning Trips)

Land Use	Daily Trips	Weekday PM Peak Hour		
		Total	In	Out
Existing Zoning Trips	124	10	6	4
Proposed Zoning Trips	283	28	12	16
Trip Difference (Proposed – Existing)	+159	+18	+6	+12

The rezone analysis follows the same analysis scope as the entitlements process, providing a long-term review of conditions in the area with and without the rezone. The assignment of these additional trips are shown in Figure 4.

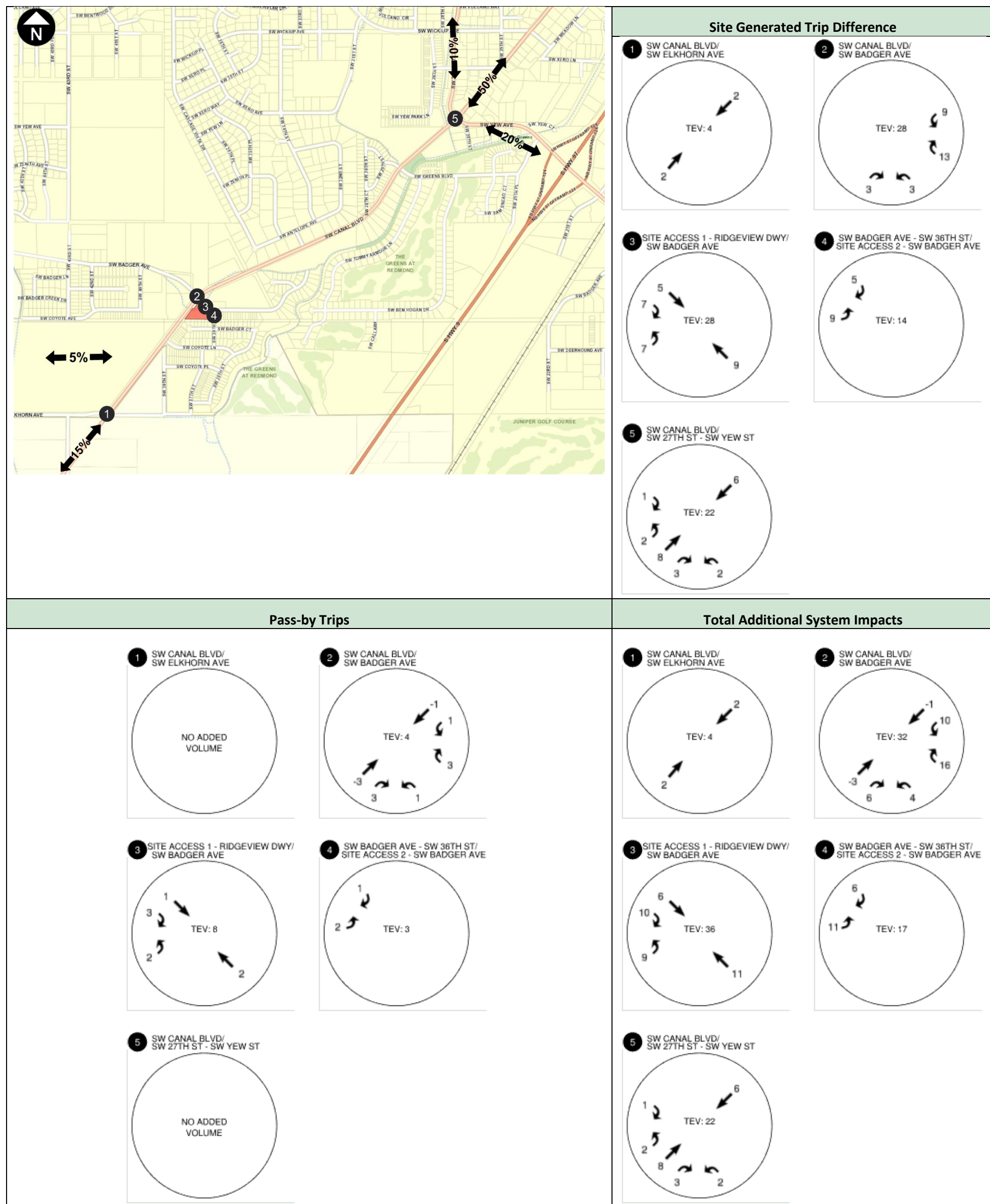


Figure 4. Estimated Vehicular Trip Distribution Pattern and Trip Assignment, Weekday PM Peak Hour. Map Source: Deschutes County DIAL.

SITE PLAN ENTITLEMENTS

The City of Redmond identifies traffic study requirements within Redmond Development Code 8.2815. This generally requires an analysis of the study area intersections to ensure they operate at or below a Level of Service “E” or better during the peak 15-minutes of the commute hour on an average weekday. The study area is determined by estimated p.m. peak hour trip impacts upon the surrounding intersections. A trip distribution pattern was developed based on the expected behavior associated with the proposed uses, which could vary slightly between scenarios with the shorter-distance retail trips. The trip distribution and assignment of trips from the proposed development are presented in Figure 4.

STUDY INTERSECTIONS

Redmond Development Code 8.3035(8)(B) requires the TIA to study:

1. All site access intersections
2. Nearest intersecting collector or arterial street upstream and downstream of the development.
3. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
4. Additional intersection requested by staff.

Based on these requirements, the TIA study area includes:

- SW Canal Boulevard / SW Elkhorn Avenue (upstream collector)
- SW Canal Boulevard / Emergency Access (evaluated for safety)
- SW Canal Boulevard / SW Badger Avenue
- Site Access 1 – Ridgeview Driveway / SW Badger Avenue
- SW Badger Avenue – SW 36th Place / Site Access 2 – SW Badger Avenue
- SW Canal Boulevard / SW Yew Avenue (downstream arterial)

EXISTING TRANSPORTATION FACILITIES

- SW Canal Boulevard, a *Minor Arterial*, provides a major northeast-southwest route parallel to US 97 in Redmond. The speed is posted at 35 miles per hour throughout the study area, with a reduced school zone speed of 20 miles per hour. Continuous sidewalks are provided along the west side of the road and on the east side of the road north of SW Zenith Street – SW Greens Boulevard. The cross section varies between two and three lanes with bicycle lanes on both the east and west side of the road.
- SW Badger Avenue is currently classified as a *Minor Collector* west of SW Canal Boulevard. It was recently improved to a two-lane section with curbs and gutters on both sides of the roadway and sidewalks on the south side. East of SW Canal Boulevard, its classification reduces to a *local street*. The first access reached from SW Canal Boulevard is planned directly adjacent to the existing driveway into the opposing Ridgeview Heights development. The second access is planned in alignment with the intersection of SW Badger Avenue and SW 36th Place. The posted speed limit is 25 miles per hour in this area.
- SW Elkhorn Avenue is classified as a *Major Collector* running east-west south of SW Badger Avenue. The roadway is minimally paved with centerline striping aside from school frontages, where curbs, bicycle lanes, and pedestrian facilities are provided. No speed limit is posted with the exception of a School Speed Limit of 20 mph posted along the Ridgeview High School frontage.

- SW Yew Avenue is classified as a *Minor Arterial* and connects SW Canal Boulevard to the US 97 ramps on SE Airport Way. SW Yew Avenue has a three-lane cross-section with continuous bicycle lanes and sidewalks on both sides of the roadway. The posted speed is 35 miles per hour.

PEDESTRIAN AND CYCLIST NETWORK

Frontage sidewalks will connect the site directly to SW Canal Boulevard, and sidewalks along the northwest side of the road provide a pedestrian connection extending into the downtown area. A striped pedestrian crossing with refuge has recently been constructed across SW Canal Boulevard in front of the High School, approximately 400' southwest of the site. Bicycle lanes are also available along Canal Boulevard.

TRANSIT SERVICE

The City of Redmond does not have its own fixed route transit system within City boundaries. 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 5) 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.

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.



Figure 5. Cascades East Transit Zone Map

ROADWAY SAFETY

This section provides a safety review of the transportation infrastructure serving the proposed development 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 2014 and December 2018. 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 \$1,500¹ or more in property damage.

Table 4 summarizes the number and severity of reported crashes at each of the study area intersections. The table also provides a crash rate per million entering vehicles, which is often used to assess whether a geometric or traffic control deficiency is present when the crash rate is greater than 1.0 per million entering vehicles. ODOT also provides crash rates separated by control type and the number of approaches, which better distinguish between varying intersection forms and are provided for reference.

Table 4. ODOT Reported Crash Database Summary (January 2014 through December 2018)

Intersection	Number of Crashes	Crash Severity			Crash Rate per MEV	ODOT 90 th % Rate
		Fatal	Injury	Non-Injury		
SW Canal Blvd / SW Elkhorn Ave	3	0	2	1	0.27	4ST: 1.080 <i>Rural</i>
SW Canal Blvd / Emergency Access	0	0	0	0	0.00	4ST: 1.080 <i>Rural</i>
SW Canal Blvd / SW Badger Ave	2	0	1	1	0.22	3ST: 0.293 <i>Urban</i>
Site Access 1 – Ridgeview Dwy / SW Badger Ave	0	0	0	0	0.00	4ST: 1.080 <i>Rural</i>
SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	0	0	0	0	0.00	4ST: 1.080 <i>Rural</i>
SW Canal Blvd / SW Yew Ave – SW 27 th St	14	0	3	11	0.43	<i>No Data Roundabout</i>

4ST: Four-legged stop-controlled, 3ST: Three-legged stop-controlled

As shown in Table 4, none of the study intersections experienced a crash rate greater than 1.0 crashes per million entering vehicles, nor did they exceed ODOT's 90th percentile crash rates for their given

¹ The property damage limit was increased to \$2,500 in 2018.

configuration and control type. Table 5 summarizes the types of collisions that occurred at the study intersections.

Table 5. Reported Collision Types

Intersection	Rear-End	Turning	Angle	Fixed-Object	Other
SW Canal Blvd / SW Elkhorn Ave	1	2	0	0	0
SW Canal Blvd / Emergency Access (Frontage)	0	0	0	0	0
SW Canal Blvd / SW Badger Ave	1	1	0	0	0
SW Badger Ave / Western Access	0	0	0	0	0
SW Badger Ave – SW 36 th Pl / Eastern Access	0	0	0	0	0
SW Canal Blvd / SW Yew Ave – SW 27 th St	7	0	4	3	0

Canal Boulevard / SW Yew Avenue – SW 27th Street

This roundabout intersection has seen the highest number of crashes of the study intersections, but it also processes the highest volume of traffic as it serves as a critical east-west junction and connection to the US 97 corridor. The calculated crash rate of 0.43 crashes per million entering vehicles is well below the 1.0 threshold commonly applied to flag potential safety issues, but this is still a high crash rate for a roundabout. The reported crashes resulted in low levels of personal injury, with only 3 of the 14 crashes resulting in minor personal injuries. Half of the crashes were rear-end crashes caused by driver inattention. Additionally, the most recent year of reported crashes shows a reduction in crash frequency over the four previous years, as illustrated in Figure 6 below.

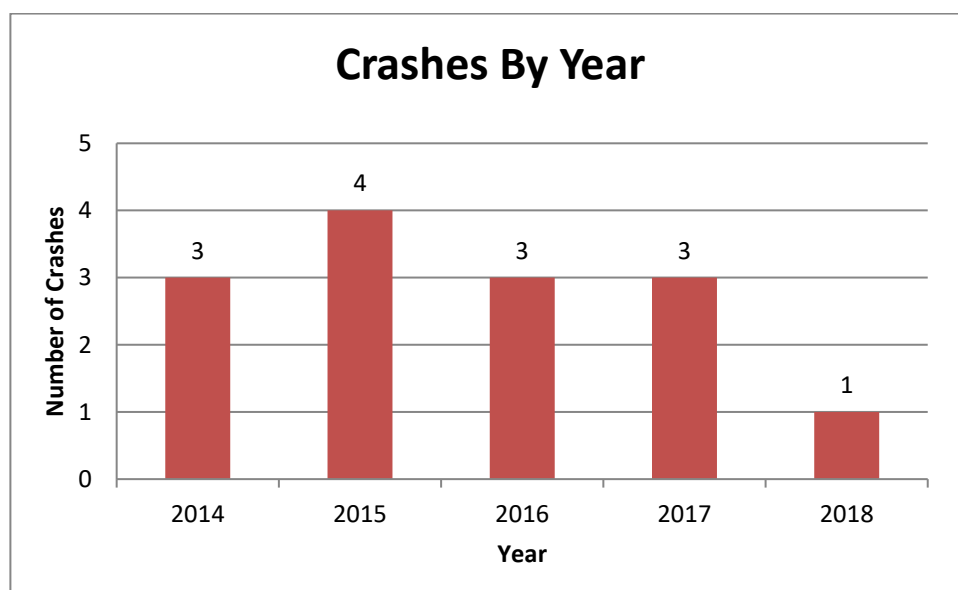


Figure 6. Crashes by Year at the SW Canal Boulevard / SW Yew Avenue-SW 27th Street intersection

INTERSECTION SIGHT DISTANCE

The site is proposed to connect to the existing street network via three site access driveways; the first is planned onto SW Badger Avenue directly opposite the Ridgeview Heights driveway, the second is planned at the intersection of SW Badger Avenue / SW 36th Place directly opposite the eastern leg of SW Badger Avenue, and an emergency access is planned onto SW Canal Boulevard. The two public access locations were visited to ensure no existing sight distance obstructions were present, and field review did not identify any sight distance limitations, as further described below.

Sight distance information and requirements 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, commonly referred to as the *Green Book*. Sight distances are impacted by both the speed of traffic traveling on the roadway and the number of lanes the vehicle needs to cross to enter the roadway.

Intersection Sight Triangles

For minor-street stop-control intersections, intersection sight triangles are 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.

The assumed speed limit along SW Badger Avenue and SW 36th Place are 25 miles per hour. With both facilities offering a two-lane pavement cross-section, the two proposed site access points along SW Badger Avenue and SW 36th Place will require the sight distances illustrated in Figure 7. Clear sight lines are available at both locations, but the available distance from the western driveway to SW Canal Boulevard is less than the cited 238.9 feet within Figure 7. However, as vehicles decelerate to turn from SW Canal Boulevard adequate time gaps were observed, meeting this requirement.

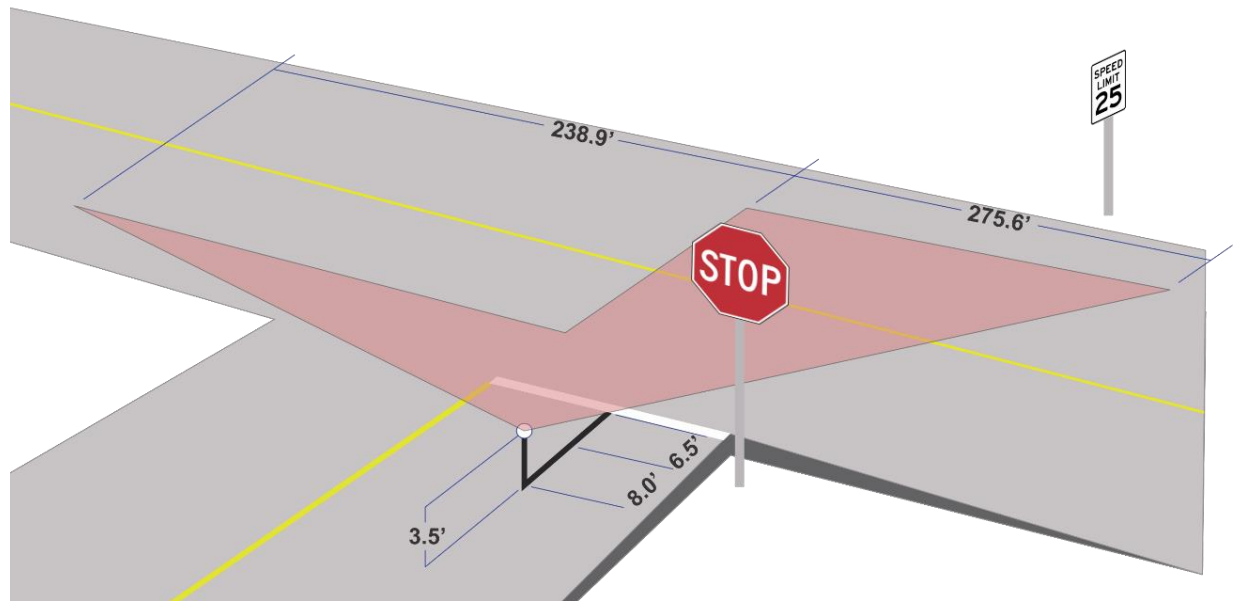


Figure 7. Recommended Intersection Sight Distance Dimensions.



Figure 8. Facing toward the Ridgeview Heights Driveway from the western access.



Figure 9. Facing left (northwest) from the proposed site access at the SW Badger Avenue/SW 36th Place intersection.



Figure 10. Facing across the intersection of SW Badger Ave / SW 36th Place from the proposed access.



Figure 11. Facing right (southeast) from the proposed site access at the SW Badger Avenue/SW 36th Place intersection.

TRAFFIC OPERATIONS

This section of the report describes the impacts of the site development on the transportation system.

ANALYSIS YEARS

Redmond Development Code 8.2815(6) requires operational analysis of the following year conditions:

- 2020 – Existing Conditions
- 2023 – Estimated Completion year
- 2028 – Five-year forecast beyond completion year

To meet the State’s Transportation Planning Rule (OAR 660-12-0060) requirements, year 2040 analysis of these intersections is also included within this report.

OPERATIONAL ANALYSIS

Traffic operations analysis were prepared using Synchro 10 software and implementing the Highway Capacity Manual 6th Edition operations methods for roundabout and stop-controlled intersections. All traffic operations within this report reflect peak fifteen-minute conditions. 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.

Study intersections, traffic control, roadway jurisdiction, and operational standards/mobility targets throughout the study area are summarized in Table 6.

Table 6. Study Area Intersection Operational Standards and Mobility Targets

Intersection	Traffic Control	Jurisdiction	Performance/ Mobility Standard
1: SW Canal Blvd / SW Elkhorn Ave	Unsignalized	City of Redmond	v/c < 0.90 95 th % Queue < 100 ft
2: SW Canal Blvd / SW Badger Ave	Unsignalized	City of Redmond	v/c < 0.90 95 th % Queue < 100 ft
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	Unsignalized	City of Redmond	v/c < 0.90 95 th % Queue < 100 ft
4: SW Badger Ave – SW 36 th PI / Site Access 2 – SW Badger St	Unsignalized	City of Redmond	v/c < 0.90 95 th % Queue < 100 ft
5: SW Canal Blvd / SW Yew Ave – SW 27 th St	Roundabout	City of Redmond	LOS E

*Access will be used for emergencies only and does not require analysis for typical peak hour traffic conditions.

Year 2020 Existing Traffic Conditions

With the current COVID-19 conditions any new traffic counts would not be reflective of typical conditions. Accordingly, historical counts were compiled from throughout the study area to approximate typical Fall 2020 travel volumes. Historical traffic counts applied within this analysis were collected between the hours of 4:00 and 6:00 p.m. on their respective collection dates. Count dates ranged from 2017 to 2020 and are summarized in Table 7.

Table 7. Study Intersection Counts

Intersection	Count Date	Years of Growth	Source
1: SW Canal Blvd / SW Elkhorn Ave	3/4/2020	0.5	Counts collected for ‘The Barn’ TIA
2: SW Canal Blvd / SW Badger Ave	3/4/2020	0.5	Counts collected for ‘The Barn’ TIA
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	n/a	0.5	Counts extrapolated from Canal / Badger Ave intersection counts dated 3/4/2020.
4: SW Badger Ave – SW 36 th PI / Site Access 2 – SW Badger St	n/a	0.5	Counts extrapolated from Canal / Badger Ave intersection counts dated 3/4/2020.
5: SW Canal Blvd / SW Yew Ave – SW 27 th St	6/20/2017	3	Counts collected for Canal Boulevard Multifamily TIA

Historical traffic volumes were increased by an annual growth rate of 1.7-percent, which is consistent with regional planning efforts in the site vicinity. This applied growth rate was coupled with the inclusion of trips from the numerous area projects.

Approved Development Trips

A review was conducted of approved or in-process projects in the site vicinity that would impact area intersections since the time counts were collected. This includes the Badger PUD, Ridgeview Heights, and Prairie Crossing Phase 2, Triple Ridge, volume changes associated with the Ridgeview High School access modifications, The Barn Food Hall, and the Badger Street Subdivision. Each of these developments are served by the SW Canal Boulevard corridor. To account for the impact of the nearby residential developments this study includes the site-generated trips from these projects using the travel forecasts from the submitted traffic studies. Some general assumptions were made about the level of development complete in each of the study years. These assumptions are summarized in Table 8.

Table 8. Approved/Pending Development Trip Assumptions

Development	Trip Generation Weekday PM Peak Hour	Estimated Level of Development		
		2020	2023	2028
Badger PUD	292	33% <i>Phase 2 complete</i>	70% <i>Phases 1 and 2 complete, Phase 3 partially built</i>	100%
Ridgeview Heights	94	30%	60%	100%
Prairie Crossing Phase 2	42	0%	100%	100%
Triple Ridge PUD	293	60% <i>Phases 1 and 2 complete</i>	100%	100%
Ridgeview High School Access Modifications	n/a	Complete	Complete	Complete
The Barn Food Hall	50	0%	100%	100%
Badger Street Subdivision	63	0%	100%	100%

The existing year 2020 traffic conditions reflect the estimated 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. Figure 12 depicts the projected 2020 traffic volumes applied within the existing conditions analysis. Results of the existing conditions analysis are presented in Table 9. This shows that all the study area intersections are currently operating acceptably.



Figure 12. Estimated Existing Traffic Volumes, Weekday PM Peak Hour. Map Source: Deschutes County DIAL.

Table 9. Summary of Existing Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	Acceptable?
1: SW Canal Blvd / SW Elkhorn Ave	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS B WB LTR: LOS B	EB L: 14.2 WB LTR: 11.9	EB L: 0.20 WB LTR: 0.01	EB L: 25 ft EB TR: 0 ft WB LTR: 0 ft	Yes
2: SW Canal Blvd / SW Badger Ave	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS C WB L: LOS C	EB L: 16.9 WB L: 15.4	EB L: 0.10 WB L: 0.01	EB L: 25 ft WB L: 0 ft	Yes
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	v/c < 0.90 95 th % Queue < 100 ft	SB LTR: LOS A	SB LTR: 8.4	SB LTR: 0.01	SB LTR: 0 ft	Yes
4: SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	v/c < 0.90 95 th % Queue < 100 ft	WB LTR: LOS A	WB LTR: 8.4	WB LTR: 0.01	WB LTR: 0 ft	Yes
5: SW Canal Blvd / SW Yew Ave – SW 27 th St	LOS E	Overall: LOS B EB LTR: LOS A WB LTR: LOS C NB LTR: LOS A SB LTR: LOS A	Overall: 10.7 EB LTR: 6.2 WB LTR: 15.2 NB LTR: 8.1 SB LTR: 8.8	EB LTR: 0.24 WB LTR: 0.69 NB LTR: 0.46 SB LTR: 0.32	EB LTR: 1 Vehicle WB LTR: 6 Vehicles NB LTR: 2 Vehicles SB LTR: 1 Vehicle	Yes

Year 2023 Traffic Forecasts

Year 2023 traffic forecasts for the site were developed with continued use of the annual growth rate of 1.7-percent to account for regional population growth. The regional application of this growth rate coupled with approved development trips will likely provide a conservative estimate of area growth rates as it double-counts the increase in traffic volumes and assumes that the master-planned area projects are fully built-out by 2023.

Planned and Funded Projects

Recently added to the City's Five-Year Capital Improvement Plan is the improvement of the SW Canal Boulevard / SW Elkhorn Avenue intersection for the purposes of safety improvements focused on the adjacent high school. This project was not assumed within the analysis.

The inclusion of regional growth and approved development trips were used to forecast year 2023 "No-Build" conditions within the site vicinity. The resulting volumes are depicted in Figure 13. The analysis results are summarized in Table 10 and show that all study intersections are expected to meet operation standards with the exception of the SW Canal Boulevard/SW Badger Avenue intersection. This intersection is expected to have a 95th-percentile queue of 125 feet in the eastbound left-turn lane during the weekday p.m. peak hour.

Year 2023 'With Site' Conditions

Year 2023 conditions with the proposed development were prepared by adding the no-build conditions with site generated trips from the Canal Boulevard Mixed-Use Development. This analysis includes the current intersection configurations. The resulting volumes are also depicted in Figure 13 and the operational analysis of "with-site" conditions are also summarized in Table 10. As shown in the table, all intersections except for the SW Canal Boulevard/SW Badger Avenue intersection are expected to meet City standards with the proposed development. As under the background conditions, the eastbound left-turn movement exceeds the City's queuing standard.

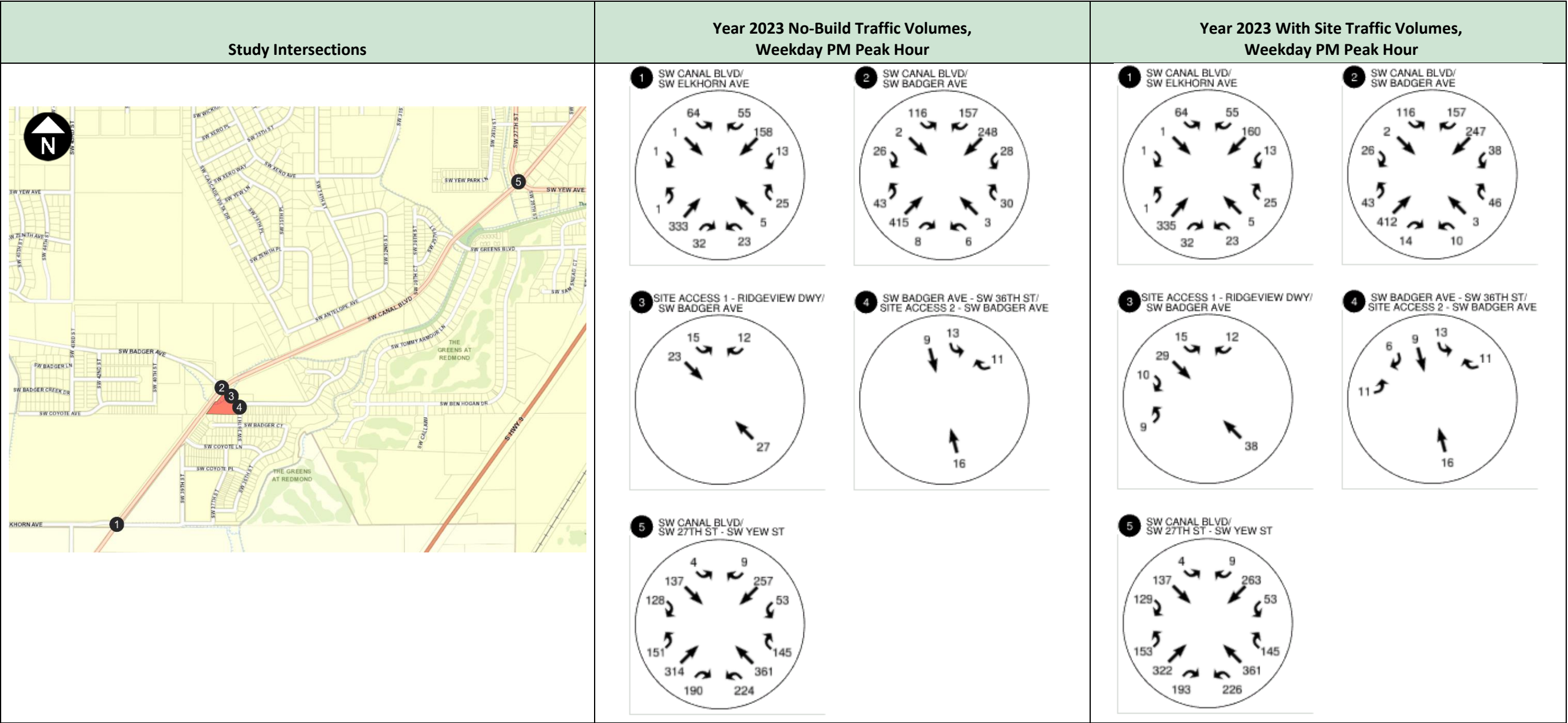


Figure 13. 2023 Traffic Volumes, Weekday PM Peak Hour

Table 10. Summary of Year 2023 Build-Out Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	2023 Background Conditions				2023 With Site Conditions				Acceptable?
		LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	
1: SW Canal Boulevard / SW Elkhorn Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS C WB LTR: LOS B	EB L: 16.3 WB LTR: 13.3	EB L: 0.18 WB LTR: 0.12	EB L: 25 ft EB TR: 0 ft WB LTR: 25 ft	EB L: LOS C WB LTR: LOS B	EB L: 16.4 WB LTR: 13.4	EB L: 0.18 WB LTR: 0.12	EB L: 25 ft EB TR: 0 ft WB LTR: 25 ft	Yes
2: SW Canal Boulevard / SW Badger Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS F WB L: LOS C	EB L: 55.5 WB L: 23.8	EB L: 0.68 WB L: 0.03	EB L: 125 ft WB L: 25 ft	EB L: LOS F WB L: LOS D	EB L: 68.2 WB L: 25.2	EB L: 0.74 WB L: 0.06	EB L: 125 ft WB L: 25 ft	No
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	v/c < 0.90 95 th % Queue < 100 ft	SB LTR: LOS A	SB LTR: 8.5	SB LTR: 0.01	SB LTR: 0 ft	NB LTR: LOS A SB LTR: LOS A	NB LTR: 9.4 SB LTR: 8.5	NB LTR: 0.01 SB LTR: 0.01	NB LTR: 0 ft SB LTR: 0 ft	Yes
4: SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	v/c < 0.90 95 th % Queue < 100 ft	WB LTR: LOS A	WB LTR: 8.4	WB LTR: 0.01	WB LTR: 0 ft	EB LTR: LOS A WB LTR: LOS A	EB LTR: 9.0 WB LTR: 8.4	EB LTR: 0.01 WB LTR: 0.01	EB LTR: 0 ft WB LTR: 0 ft	Yes
5: SW Canal Boulevard / SW Yew Avenue – SW 27 th St	LOS E	Overall: LOS C EB LTR: LOS A WB LTR: LOS E NB LTR: LOS B SB LTR: LOS C	Overall: 22.2 EB LTR: 9.2 WB LTR: 39.6 NB LTR: 11.5 SB LTR: 15.3	EB LTR: 0.35 WB LTR: 0.91 NB LTR: 0.61 SB LTR: 0.52	EB LTR: 2 Vehicle WB LTR: 14 Vehicles NB LTR: 5 Vehicles SB LTR: 3 Vehicles	Overall: LOS C EB LTR: LOS A WB LTR: LOS E NB LTR: LOS B SB LTR: LOS C	Overall: 23.3 EB LTR: 9.3 WB LTR: 42.4 NB LTR: 11.8 SB LTR: 15.8	EB LTR: 0.37 WB LTR: 0.95 NB LTR: 0.64 SB LTR: 0.56	EB LTR: 2 Vehicle WB LTR: 15 Vehicles NB LTR: 5 Vehicles SB LTR: 3 Vehicles	Yes

Year 2028 Planning Analysis

Analysis of conditions five years beyond build-out were also assessed to assist with long-range planning efforts. This future scenario was conducted for both the background conditions developed through the application of continued regional growth and inclusion of planned development trips, and the “With Site” conditions with the addition of site-generated trips. The forecast volumes are depicted in Figure 14 and the results of the analysis are summarized in Table 11.

As shown in Table 11, the eastbound left-turn movement at the SW Canal Boulevard/SW Badger Avenue intersection is expected to operate over its carrying capacity and with high delays (LOS “F”), with the 95th percentile queues exceeding 100 feet during the weekday p.m. peak hour with the proposed development. As discussed in this report, this intersection will require capacity improvements (signalization or a roundabout) as identified within the City’s Transportation System Plan. In addition, the westbound approach to the SW Canal Boulevard/SW Yew Avenue roundabout is expected to exceed capacity and operate with high delays due to the high volume of traffic exiting US 97. All other intersections are expected to continue to meet City standards through the year 2028.

Year 2040 Transportation Planning Rule Analysis

The 2040 future operations analysis with and without the rezoning was assessed in accordance with Transportation Planning Rule (TPR) requirements. The intent of the TPR is to coordinate State and local plans and service providers and ensure that land use and transportation are coordinated to provide a safe, efficient, and accessible system. As the property is included within the SWAP boundaries, growth assumptions for these lands were included in the City’s Draft Transportation System Plan. Once adopted, the project will be fully brought into compliance with the Transportation Planning Rule.

As the Transportation System Plan has only completed its Planning Commission hearing, review was also conducted for compliance with the adopted Transportation System Plan. 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 is being 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 forecast volumes are shown in Figure 15 and the results of the analysis are summarized in Table 12.

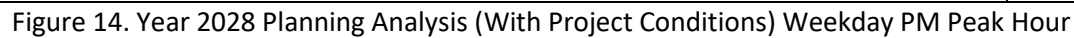


Table 11. Summary of Year 2028 Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	2028 With Site Conditions				Acceptable?
		LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	
1: SW Canal Boulevard / SW Elkhorn Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS C WB LTR: LOS B	EB L: 18.3 WB LTR: 14.2	EB L: 0.23 WB LTR: 0.13	EB L: 25 ft EB TR: 0 ft WB LTR: 25 ft	Yes
2: SW Canal Boulevard / SW Badger Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS F WB L: LOS D	EB L: >100 WB L: 32.6	EB L: >1.00 WB L: 0.12	EB L: 250 ft WB L: 25 ft	No
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	v/c < 0.90 95 th % Queue < 100 ft	NB LTR: LOS A SB LTR: LOS A	NB LTR: 9.9 SB LTR: 8.6	NB LTR: 0.01 SB LTR: 0.02	NB LTR: 0 ft SB LTR: 25 ft	Yes
4: SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	v/c < 0.90 95 th % Queue < 100 ft	EB LTR: LOS A WB LTR: LOS A	EB LTR: 9.3 WB LTR: 8.5	EB LTR: 0.02 WB LTR: 0.02	EB LTR: 0 ft WB LTR: 25 ft	Yes
5: SW Canal Boulevard / SW Yew Avenue – SW 27 th St	LOS E	Overall: LOS E EB LTR: LOS B WB LTR: LOS F NB LTR: LOS B SB LTR: LOS C	Overall: 41.1 EB LTR: 11.1 WB LTR: 85.1 NB LTR: 14.8 SB LTR: 21.4	EB LTR: 0.44 WB LTR: 1.10 NB LTR: 0.72 SB LTR: 0.67	EB LTR: 2 Vehicle WB LTR: 23 Vehicles NB LTR: 7 Vehicles SB LTR: 5 Vehicles	No

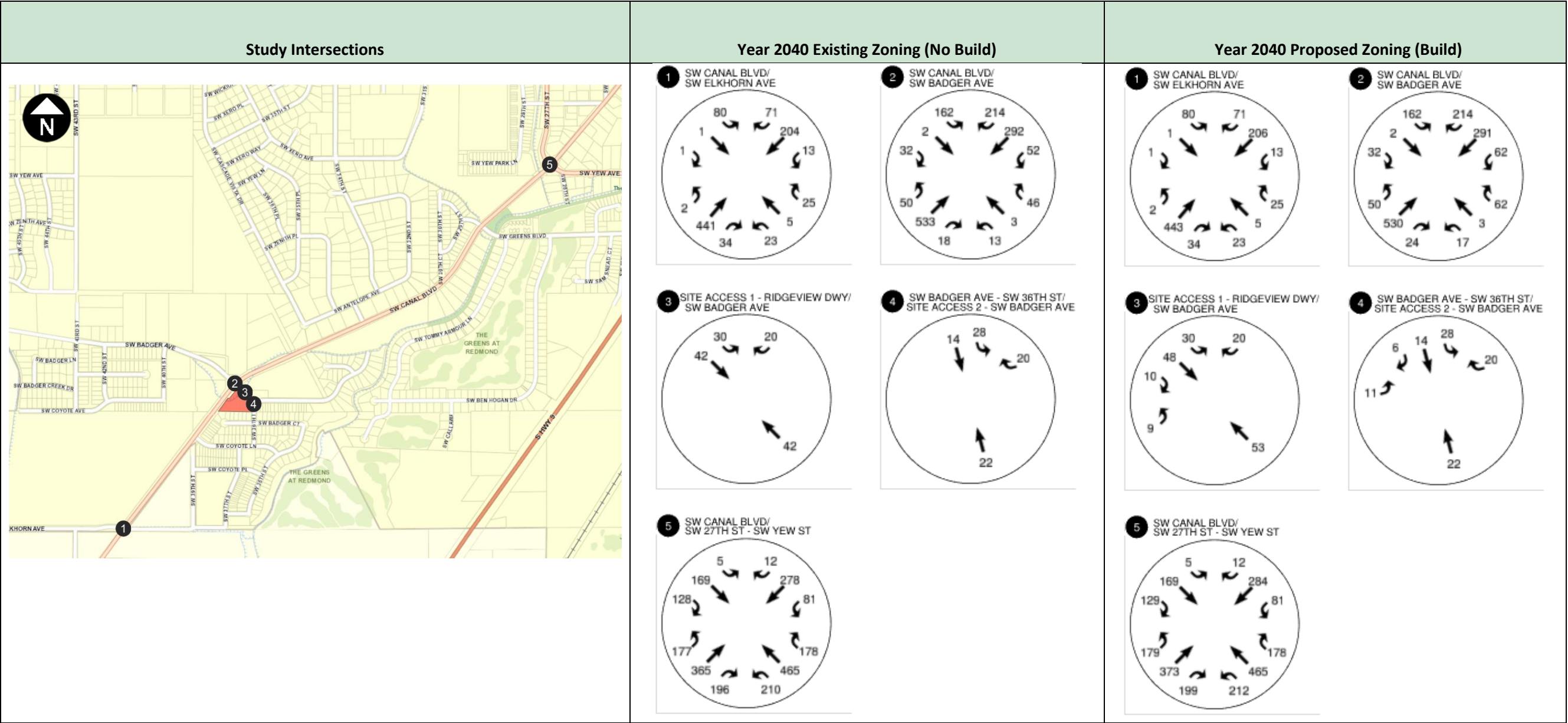


Figure 15. Future Year 2040 Traffic Volumes, Weekday PM Peak Hour

Table 12. Summary of Year 2040 Intersection Operations, Weekday PM Peak Hour

Intersection	Performance/ Mobility Standard	2040 No-Build				2040 With Project				Acceptable?
		LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	LOS	Delay (s/veh)	v/c Ratio	95 th % Queue	
1: SW Canal Boulevard / SW Elkhorn Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS C WB LTR: LOS C	EB L: 22.4 WB LTR: 15.9	EB L: 0.30 WB LTR: 0.15	EB L: 50 ft EB TR: 0 ft WB LTR: 25 ft	EB L: LOS C WB LTR: LOS C	EB L: 22.6 WB LTR: 16.0	EB L: 0.30 WB LTR: 0.15	EB L: 50 ft EB TR: 0 ft WB LTR: 25 ft	Yes
2: SW Canal Boulevard / SW Badger Avenue	v/c < 0.90 95 th % Queue < 100 ft	EB L: LOS F WB L: LOS E	EB L: >100 WB L: 39.8	EB L: >1.00 WB L: 0.12	EB L: 350 ft WB L: 25 ft	EB L: LOS F WB L: LOS E	EB L: >100 WB L: 43.6	EB L: >1.00 WB L: 0.17	EB L: 375 ft WB L: 25 ft	No
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	v/c < 0.90 95 th % Queue < 100 ft	SB LTR: LOS A	SB LTR: 8.6	SB LTR: 0.02	SB LTR: 25 ft	NB LTR: LOS B SB LTR: LOS A	NB LTR: 10.0 SB LTR: 8.7	NB LTR: 0.02 SB LTR: 0.02	NB LTR: 0 ft SB LTR: 25 ft	Yes
4: SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	v/c < 0.90 95 th % Queue < 100 ft	WB LTR: LOS A	WB LTR: 8.5	WB LTR: 0.02	WB LTR: 25 ft	EB LTR: LOS A WB LTR: LOS A	EB LTR: 9.4 WB LTR: 8.5	EB LTR: 0.02 WB LTR: 0.02	EB LTR: 0 ft WB LTR: 25 ft	Yes
5: SW Canal Boulevard / SW Yew Avenue – SW 27 th St	LOS E	Overall: LOS F EB LTR: LOS B WB LTR: LOS F NB LTR: LOS C SB LTR: LOS D	Overall: 55.5 EB LTR: 10.6 WB LTR: >100 NB LTR: 16.7 SB LTR: 25.3	EB LTR: 0.43 WB LTR: >1.00 NB LTR: 0.75 SB LTR: 0.72	EB LTR: 2 Vehicle WB LTR: 30 Vehicles NB LTR: 7 Vehicles SB LTR: 6 Vehicles	Overall: LOS F EB LTR: LOS B WB LTR: LOS F NB LTR: LOS C SB LTR: LOS D	Overall: 58.3 EB LTR: 10.8 WB LTR: >100 NB LTR: 17.4 SB LTR: 26.5	EB LTR: 0.44 WB LTR: >1.00 NB LTR: 0.76 SB LTR: 0.74	EB LTR: 2 Vehicle WB LTR: 31 Vehicles NB LTR: 8 Vehicles SB LTR: 6 Vehicles	No

As shown in Table 12, two of the study intersections on SW Canal Boulevard are expected to exceed the City's operation standards within the year 2040 horizon period analysis:

- SW Canal Boulevard/SW Badger Avenue: The eastbound left-turn movement is expected to continue to exceed the City's standards with the current two-way stop-control operations.
- SW Canal Boulevard/SW Yew Avenue – SW 27th Street: The westbound approach to the roundabout is expected to operate with high delays and exceed capacity with or without the rezone.

These issues highlight the critical role of SW Canal Boulevard in serving the SWAP lands in southern Redmond and the need for additional connections into and out of this area other than through reliance on SW Canal Boulevard.

INTERSECTION MITIGATION

All intersections are projected to meet City standards with buildout in the year 2023. The 2040 analysis shows that there are two study intersections that do not meet standards with or without the rezone and subsequent development of the SW Canal Boulevard mixed-use development. Each of these are discussed below.

SW Canal Boulevard/SW Badger Avenue

This intersection is expected to exceed the City's queuing standards with or without buildout of the proposed development in 2023. During the planning horizons of 2028 and 2040, the eastbound movement at this intersection is expected to operate with high delays and exceed capacity. The currently adopted Transportation System Plan does not identify any improvements for this intersection. However, the City's draft Transportation System Plan identifies the need for either a traffic signal or roundabout at this intersection. This is estimated to cost \$500,000 for a traffic signal or \$3.1 million for a roundabout in 2018 dollars. The city includes this intersection in a table labeled "Priority Intersection Capacity Improvements." With either treatment implemented the intersection will operate acceptably without or with the proposed development. For TPR purposes a significant impact does not occur as improvements have already been identified by the City. Either design can already be accommodated within the surrounding right-of-way, as is shown in Figure 16.

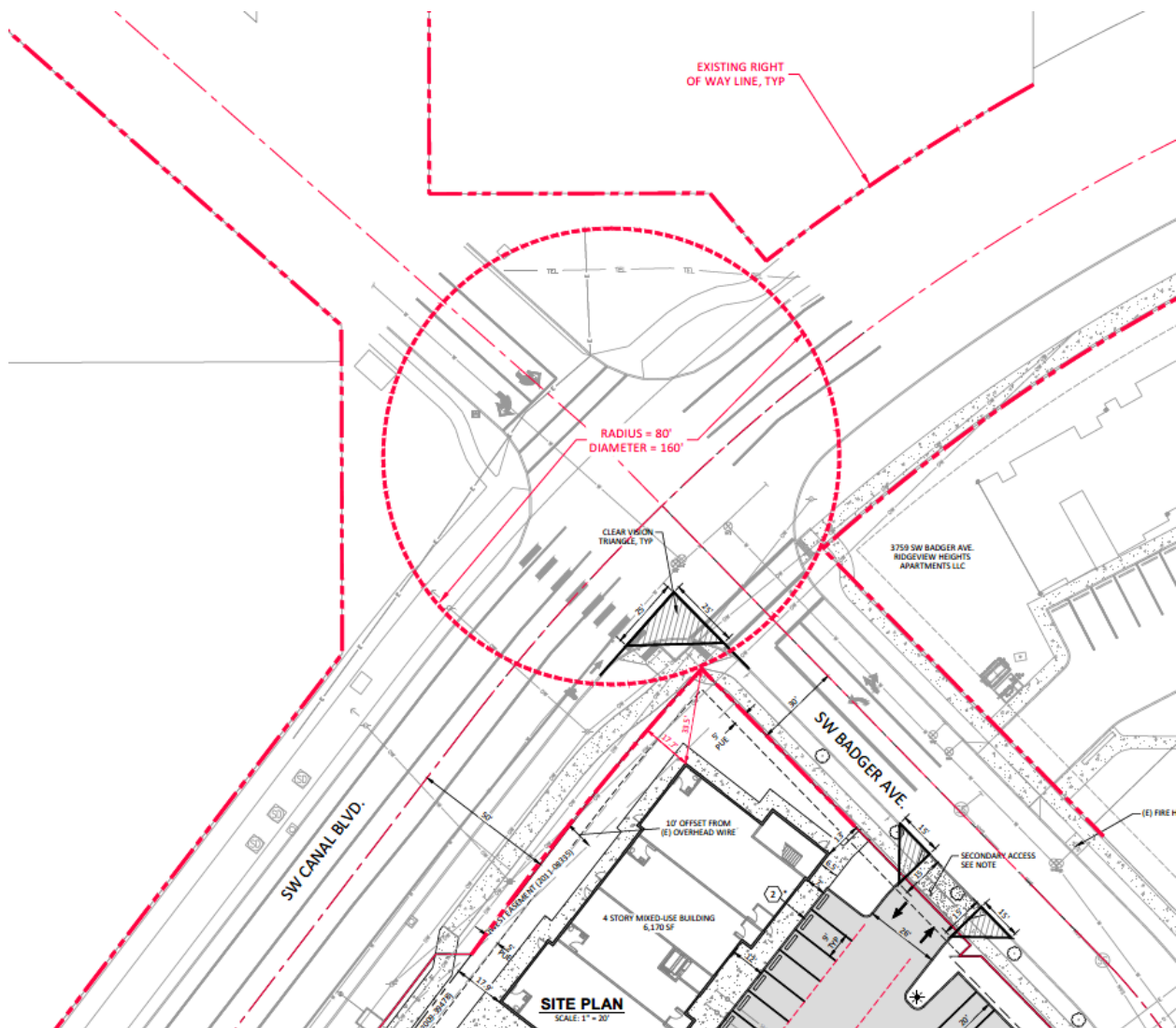


Figure 16. Right-of-way exhibit showing accommodation for a roundabout (or signal).

In addition, as discussed below and shown in Figure 16, the western extension of SW Badger Avenue to SW Helmholtz Way will also reduce the reliance of area development on this intersection.

SW Canal Boulevard / SW Yew Avenue – SW 27th Street

The single-lane roundabout at the SW Canal Boulevard/SW Yew Avenue – SW 27th Street intersection is expected to operate with high delays and exceed capacity on the westbound approach in 2028 and in the 2040 horizon with or without the rezone and subsequent development of the SW Canal Boulevard mixed-use development. The draft Transportation System Plan identifies this intersection for a potential roundabout expansion.

- Canal Boulevard/Yew Avenue – potential expansion of this roundabout; the operational benefits of an improvement should be balanced against the cost and potential impacts to adjacent properties.

This analysis is premised on continued reliance of the SW Canal Boulevard corridor to support development of the SWAP lands. The forecast modeling does not include the extension of SW Elkhorn Avenue over the US 97 corridor, which will help reduce travel along the SW Canal Boulevard corridor if implemented.

In addition, the travel demand modeling does not include the western extension of SW Badger Avenue or its planned connection to the SW Helmholtz Way corridor. With the completion of this connection many of the new developments surrounding Ridgeview High School will be able to connect to SW Helmholtz Way, as shown in Figure 17.

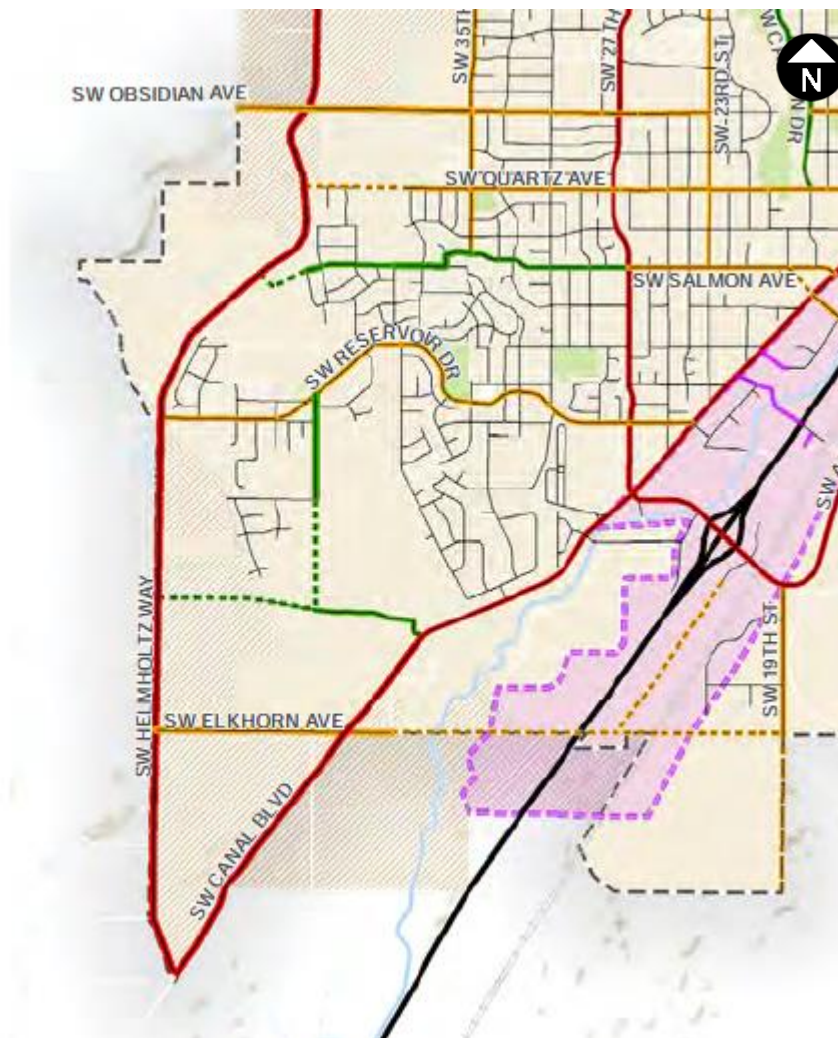


Figure 17. Draft Transportation System Plan Functional Classification Map.

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 intersection of SW Canal Boulevard and SW Badger Avenue. Table 13 summarizes the findings of this analysis.

Table 13. Summary of MUTCD Signal Warrant Review: SW Canal Boulevard / SW Badger Avenue

Volume-Based Warrant Summary				
Warrant No.	Description	Warrant Factor	2023 With Site	2028 With Site
Warrant 1:	Eight-Hour Vehicular Volume	100%	Yes	Yes
Warrant 2:	Four-Hour Vehicular Volume	100%	No	Yes
Warrant 3:	Peak Hour	100%	No	No

As shown, Warrant #1 is expected to be met at site build-out, with both Warrants #1 and #2 expected to be met at the SW Canal Boulevard/SW Badger Avenue intersection approximately five-years after site build-out (2028). This assumes that the in-process developments are fully built out in addition to the Canal Boulevard Mixed-Use development and aligns with the identification of this project within the City's draft TSP (Project I46) as a *Priority Intersection Capacity Improvement*.

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. A summary of the study area intersections and the applicability of left-turn lane warrants is summarized in Table 14.

Table 14. Summary of Left-Turn Lane Warrant Applicability

Intersection	Left-Turn Lane Warrants Applicable?	Notes
1: SW Canal Boulevard / SW Elkhorn Avenue	No	Existing left-turn lanes already provided.
2: SW Canal Boulevard / SW Badger Avenue	No	Existing left-turn lanes already provided.
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	No	Local street intersection; turn lane warrants would not be applicable.
4: SW Badger Ave – SW 36 th PI / Site Access 2 – SW Badger St	No	Local street intersection; turn lane warrants would not be applicable.
5: SW Canal Boulevard / SW Yew Avenue – SW 27 th St	No	Roundabout intersection; turn lane warrants would not be applicable.

As shown in Table 14, the study intersections either have existing left-turn lanes or are local street intersections, for which turn lanes do not apply. Therefore, no additional left-turn analysis was performed.

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. These standards do not apply to signalized or roundabout intersections where right-turn lanes are provided for capacity improvements rather than as a safety treatment. Table 15 summarizes the applicability of these warrants to the study intersections.

Table 15. Summary of Right-Turn Lane Warrant Applicability

Intersection	Right-Turn Lane Warrants Applicable?	Notes
1: SW Canal Boulevard / SW Elkhorn Avenue	Yes	Existing southbound right-turn lane. Need for northbound right-turn lane evaluated.
2: SW Canal Boulevard / SW Badger Avenue	Yes	A roundabout or traffic signal is planned at this intersection in the future. Installation of a right-turn deceleration lane, may conflict with future improvements and facility goals.
3: Site Access 1 – Ridgeview Dwy / SW Badger Ave	No	Local, very-low volume street intersection; turn lane warrants would not be applicable.
4: SW Badger Ave – SW 36 th Pl / Site Access 2 – SW Badger St	No	Local, very-low volume street intersection; turn lane warrants would not be applicable.
5: SW Canal Boulevard / SW Yew Avenue – SW 27 th St	No	A single-lane roundabout has been constructed at this intersection so right-turn lane warrants would not apply.

Figure 18 depicts the right-turn lane warrant evaluation at each intersection where warrants could be applicable. As shown in the figure, right-turn lane warrant criteria are met for the southbound approach at the SW Canal Boulevard/SW Badger Avenue intersection based on volume. Additional details are summarized below.

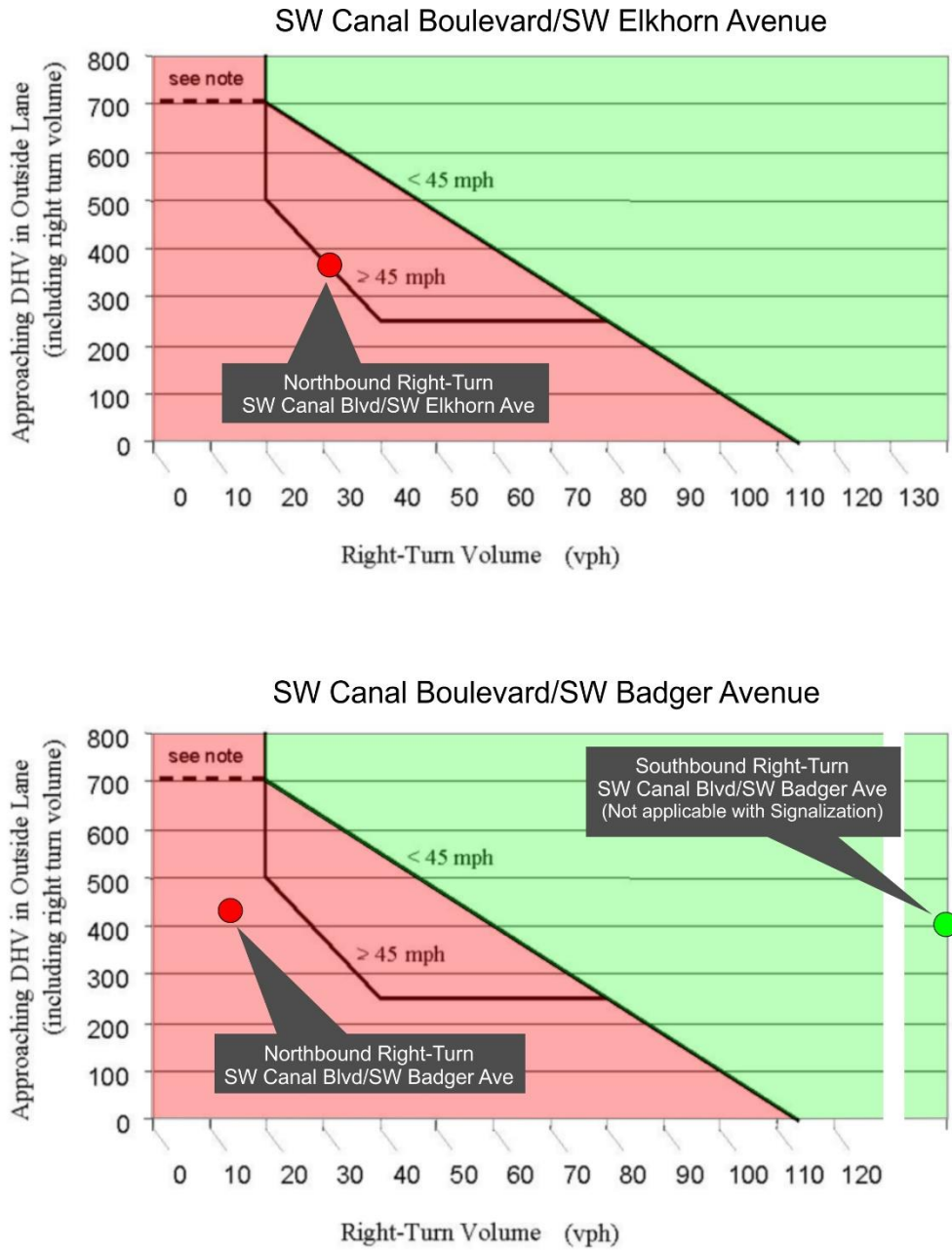


Figure 18. Right-Turn Warrant Assessment, Year 2023 “With Project” Conditions.

SW Canal Boulevard / SW Badger Avenue

Right-turn lane warrant criteria are met for the southbound approach at the SW Canal Boulevard/SW Badger Avenue intersection in 2023 with site development. This criterion is also met during the 2023 background volumes during the weekday p.m. peak hour due to the additional approved development on SW Badger Avenue. The draft TSP identifies the need for a roundabout or traffic signal at this location. Given the urban development surrounding this intersection, a right-turn deceleration lane was not considered appropriate as an interim improvement due to the increase in cross-section width and higher turning speeds.

SW Canal Boulevard / SW Elkhorn Avenue

The forecast northbound right-turn volume at the SW Canal Boulevard/SW Elkhorn Avenue intersection is approaching the volume conditions for a deceleration lane in 2023 with or without the proposed development. A right-turn lane is already provided in the southbound direction, but this is a high-volume movement into the high school. Improvements at this intersection are recommended to focus on capacity improvements (the City is considering a roundabout, which would require a full rebuild) rather than additional interim improvements.

TRANSPORTATION PLANNING RULE COMPLIANCE

Oregon Administrative Rule 660-12-0060 describes the relevant criteria for zone change. Essentially, OAR 660-12 provides requirements to ensure transportation facilities are appropriately planned and coordinated to ensure a safe and efficient system. Section -0060 ensures that any changes to this planning continues to be coordinated with affected agencies and does not impact the plans without providing appropriate mitigation measures.

The analysis provided within this report shows that there are two locations identified as deficient in the horizon year (2040) with or without the rezone. The rezone does not cause any intersections that are performing acceptably to fail to meet City standards, but does result in incremental degradation of the two intersections. However, the identified deficiencies along the SW Canal Boulevard corridor are mitigated by planned intersection projects, a planned extension of Elkhorn Avenue east over the US 97 and BNSF corridors to connect with SW 19th Street near the fairgrounds. Table 16 summarizes TPR compliance for the project.

Table 16. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant impact.	Yes, see response below
2	Describes measures for complying with Criterion #1 where a significant impact is determined.	Yes, see response below
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes (Application will require coordination with ODOT and Deschutes County)
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	Outlines requirements under which a local government may find that an amendment to a zoning map does not significantly affect an existing and planned transportation facility.	No
10	Outlines requirements under which a local government may amend a plan without applying performance standards related to motor vehicle traffic congestion, delay or travel time.	No
11	Outlines requirements under which a local government may approve an amendment with partial mitigation.	No

As noted in Table 16, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, only Criteria #1 and #4 are applicable to the proposed land use action. Criterion #1 is provided below in italics with responses shown in standard font.

OAR 660-012-0060 (1) Where 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, 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, to assure that allowed land uses are consistent with the identified function, capacity,

and performance standards (e.g. level of service, volume-to-capacity ratio, etc.) of the facility. 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);

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(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

(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: The analysis showed that the SW Canal Boulevard/SW Badger Avenue and SW Canal Boulevard/SW Yew Avenue-SW 27th Street intersections are expected to have operational needs in 2040 with or without the zone change. Therefore, per Section 1 of the TPR a significant impact occurs.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, 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.

Response: The City's recent TSP update identifies transportation system improvements at the two impacted facilities that are adequate to support the minor addition of trips from the rezone. The

improvements to the SW Canal Boulevard/SW Badger Avenue intersection are identified within the City's TSP as *Priority Intersection Improvements*. This designation within the City's five-year plan and inclusion within City SDC lists is adequate to ensure that there is a funding mechanism in place to ensure the project will be completed. The project's increased contribution to City SDC fees will provide additional funding beyond what was contemplated within the SDC methodology.

Similarly, the City is aware of needs at the SW Canal Boulevard/SW Yew Avenue roundabout. The similar inclusion and consideration of additional auxiliary lanes to the roundabout recognizes the needs at this location. However, there are additional projects in the TSP (such as the extension of Badger Avenue to Helmholtz and an Elkhorn overcrossing of US 97) that will also provide travel options that reduce the demands along this corridor.

Accordingly, the recommended mitigations will allow both intersections to meet City standards regardless of the proposed SW Canal Boulevard mixed-use development. Therefore, this project does not have a significant impact and remains in compliance with the TPR.

SUMMARY OF FINDINGS

The Transportation Impact Analysis prepared for the proposed Canal Boulevard Mixed-Use Development identified the following:

- The proposed 1.23-acre development is planned to contain a 4-story building containing 6,170 sf of ground floor retail, 6,170 sf of second story office, and up to 20 residential units on the 3rd and 4th floors (only eight upper-level residential units are proposed).
- Development of the site requires rezoning from *General Residential (R4)* zoning to *Mixed-Use Neighborhood (MUN)*.
- Assuming up to 20 residential units the development is estimated to generate 283 weekday daily trips of which 28 trips (12 in, 16 out) are expected to occur during the weekday p.m. peak hour. With the current site plan showing only eight residential units this would be reduced by 59 weekday daily trips and four fewer weekday p.m. peak hour trips.
- No sight distance issues were identified on the roadway extensions into the site.
- There are no crash patterns within the study area identified from review of historical crash data.
- Traffic operations show that all study intersections are expected to meet City operation standards with buildout of the site in the year 2023 with the exception of the SW Canal Boulevard/SW Badger Avenue intersection. The 95th-percentile queue for the eastbound left-turn lane is expected to exceed 100 feet during the weekday p.m. peak hour.
- The year 2028 planning analysis showed that all intersections are expected to meet City standards with the exception of the SW Canal Boulevard/SW Badger Avenue intersection and SW Canal Boulevard/SW Yew Avenue – SW 27th Street intersections.
 - The eastbound left-turn movement at the SW Canal Boulevard/SW Badger Avenue intersection is expected to exceed capacity during the peak fifteen minutes of the peak hour. The draft Transportation System Plan identifies the need for a roundabout or traffic signal at this intersection as a Priority Project.
 - The westbound movement at the SW Canal Boulevard/SW Yew Avenue-SW 27th Street intersection is expected to operate at level of service F during the weekday p.m. peak hour. The draft Transportation System Plan identifies this intersection for a potential roundabout expansion.

- Minimum volume-based MUTCD signal warrant criteria are projected to be met at the SW Canal Boulevard/SW Badger Avenue intersection for Warrant 1 with project build-out, and Warrants 1 and 2 in the year 2028 assuming surrounding developments are fully built out.
- Left-turn lanes have been installed at all applicable study intersections on SW Canal Boulevard. No additional intersections were identified for left-turn lane warrants.
- A right-turn deceleration lane is warranted for the southbound movement at the SW Canal Boulevard/SW Badger Avenue intersection based on the ODOT methodology. However, with the planned improvements to a signalized or roundabout intersection an interim right-turn lane would not be recommended.
- Transportation Planning Rule compliance was assessed within this report. This showed that by the year 2040 the following study intersections will be deficient:
 - SW Canal Boulevard/SW Badger Avenue – plans are already identified to signalize this intersection or construct a roundabout.
 - SW Canal Boulevard/SW Yew Avenue – SW 27th Street – plans are identified in the draft TSP to consider widening the roundabout pending the success of rerouting traffic through other area connections.

This finding of a significant impact is mitigated by the City's adopted improvement plans at both of these intersections. With the planned improvements there will be adequate capacity to support the incremental trip increase from this mixed-use site.

- The rezone analysis relies on planned improvements at the SW Canal Boulevard/SW Badger Avenue intersection. Review of the intersection and right-of-way shows that there is adequate right-of-way surrounding this intersection to support a roundabout.

RECOMMENDATIONS

The following recommendations are provided to support the rezoning and development of the SW Canal Boulevard mixed-use development with the concurrent site plan application:

- As proposed, the project should be provided with two access connections onto SW Badger Avenue. The westernmost connection may require right-in, right-out movement restrictions in the future pending specific improvement plans at the SW Badger Avenue/SW Canal Boulevard intersection. The intersection is proposed to operate with full turning movements at opening until future restrictions are required.
- Accesses onto SW Badger Avenue should be constructed as concrete "dustpan" aprons.
- The emergency access onto SW Canal Boulevard should be gated to prevent routine access.
- No parking should be allowed along SW Badger Avenue between the western driveway and SW Canal Boulevard.
- The project will contribute to the City's long-range transportation needs through payment of Transportation System Development Charges. These payments should be based on the actual development plans.

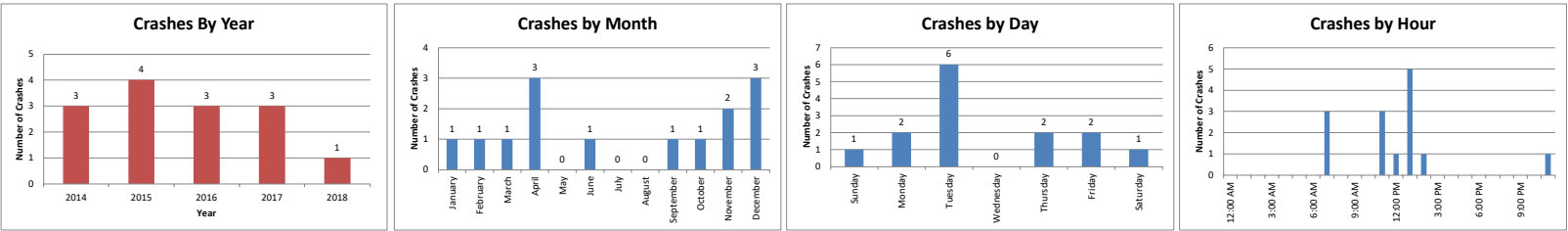
With these recommendations the proposed project can comply with the City and State transportation requirements. Please let me know if you have any questions related to the findings of this Transportation Impact Analysis and rezone analysis at (503) 997-4473 or at joe@transightconsulting.com.

Attachments:

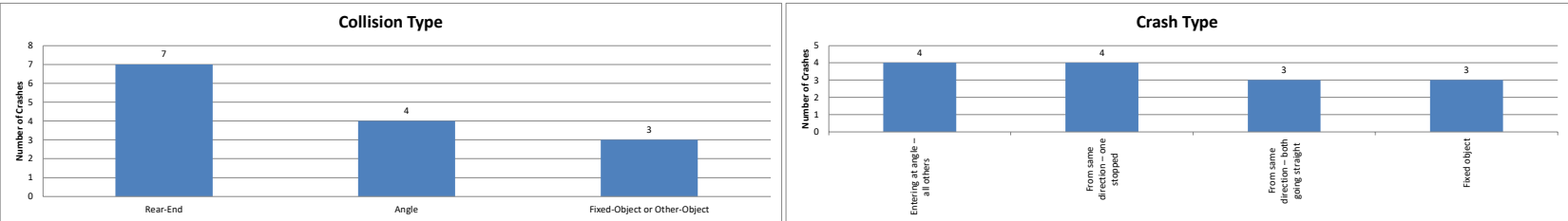
- Crash Analysis Worksheets
- Traffic Count Worksheets
- Year 2020 Existing Conditions LOS Worksheets
- Year 2023 Background Conditions LOS Worksheets
- Year 2023 Total Traffic Conditions LOS Worksheets
- Year 2028 Total Traffic Conditions, LOS Worksheets
- Year 2040 Background Conditions LOS Worksheets
- Year 2040 Total Traffic Conditions, LOS Worksheets
- MUTCD Signal Warrant Analysis

Project Name: SW Canal Boulevard Mixed-Use
Project Number: 1465
Query Information: SW Canal Boulevard / SW Yew Avenue
Date Queried: Jan 2014 - Dec 2018
Data Provider: ODOT Crash Analysis Reporting Unit
Analyst: KLH
Summary Date: 10/26/2020
Text File Name:
Filters Applied: : County: Deschutes

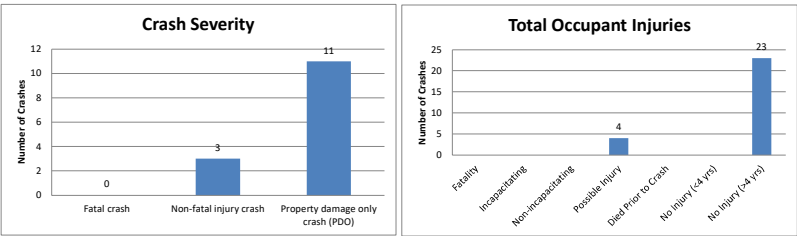
Crash Summary by Date and Time



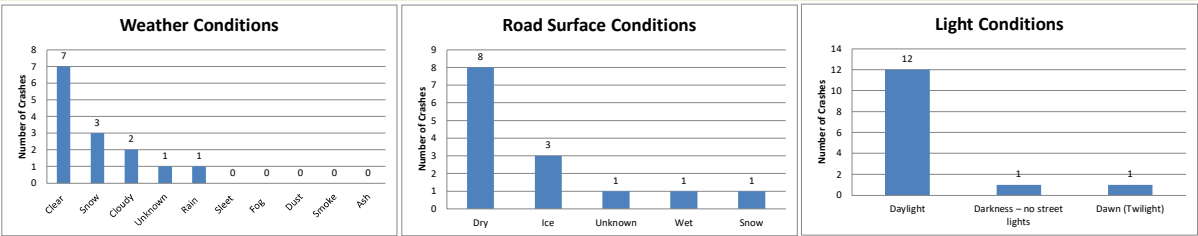
Crash Summary by Type



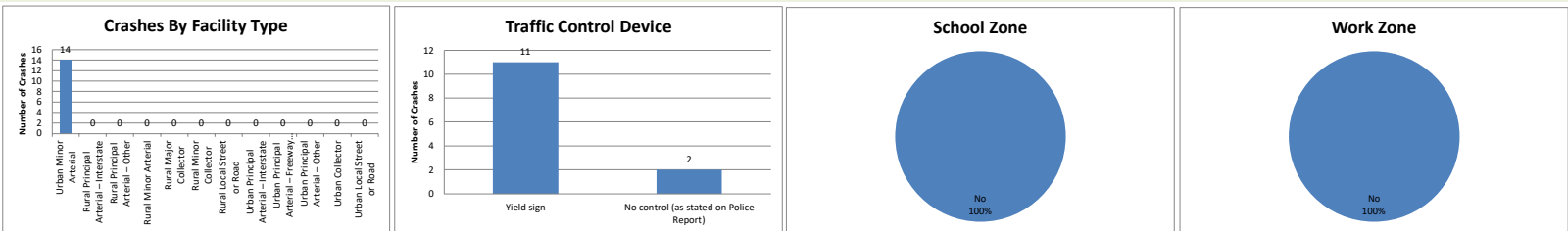
Crash Severity



Crash Environment Characteristics



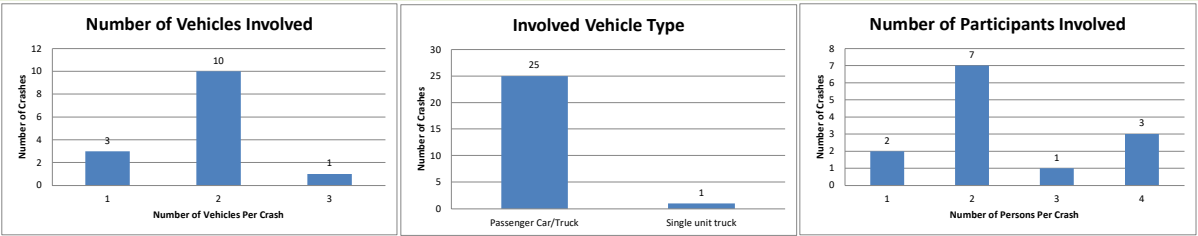
Crash Area Characteristics



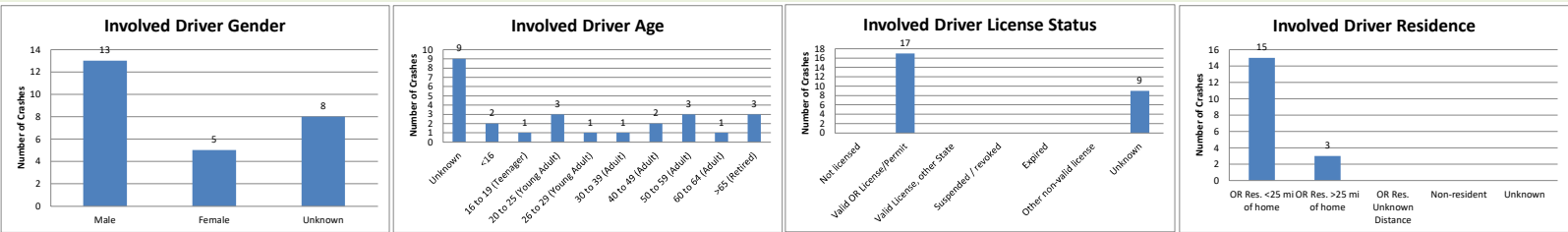
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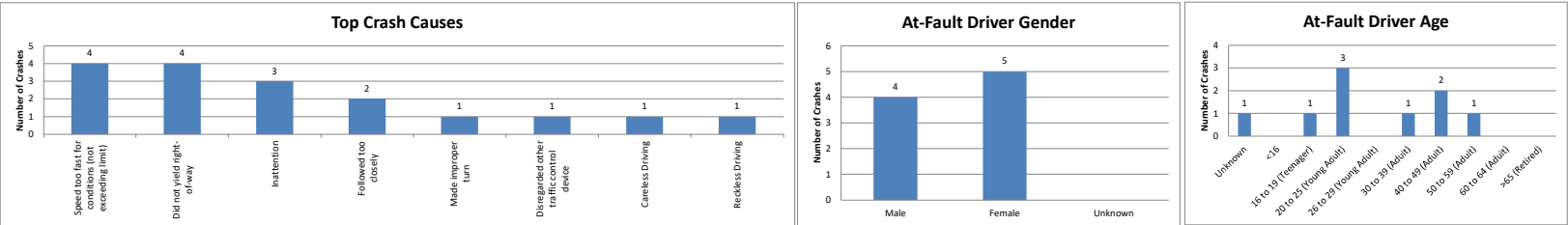
Vehicles and Occupants



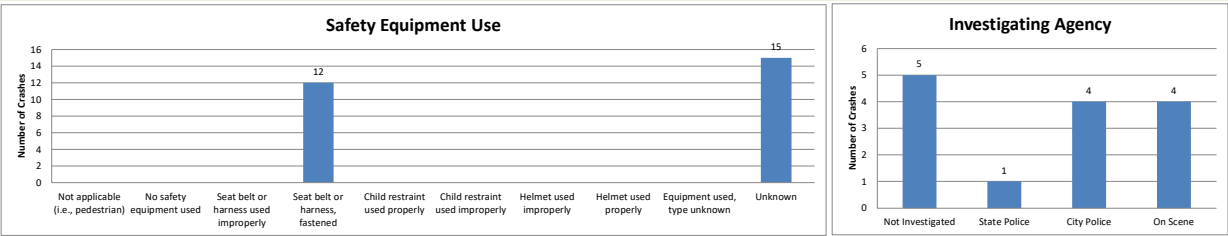
Involved Driver Characteristics



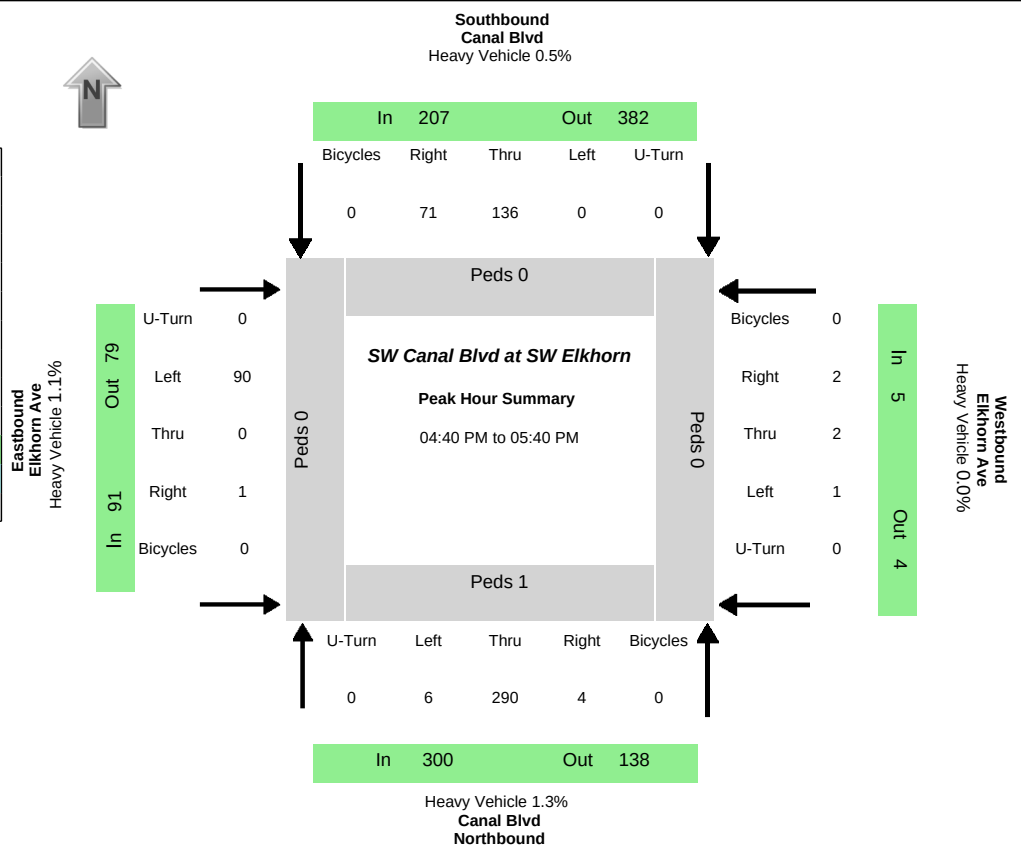
At-Fault Driver Characteristics



Other Crash Characteristics



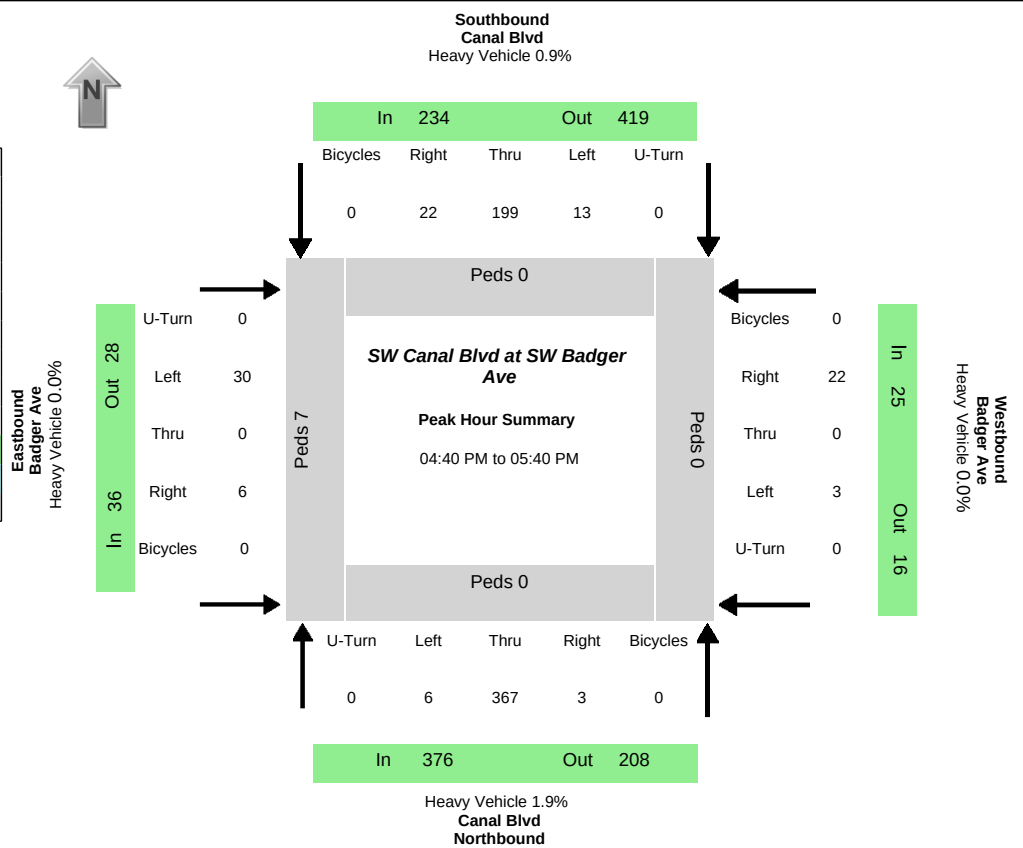
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N/S street	Canal Blvd
E/W street	Elkhorn Ave
City, State	Redmond OR
Site Notes	
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Start Date	Wednesday, March 04, 2020
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



Peak-Hour Volumes (PHV)																							
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Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
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Percent Heavy Vehicles																							
0.0%	1.4%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.5%	1.1%	0.0%	0.7%	1.3%	0.0%	0.0%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
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All Vehicle Volumes																							
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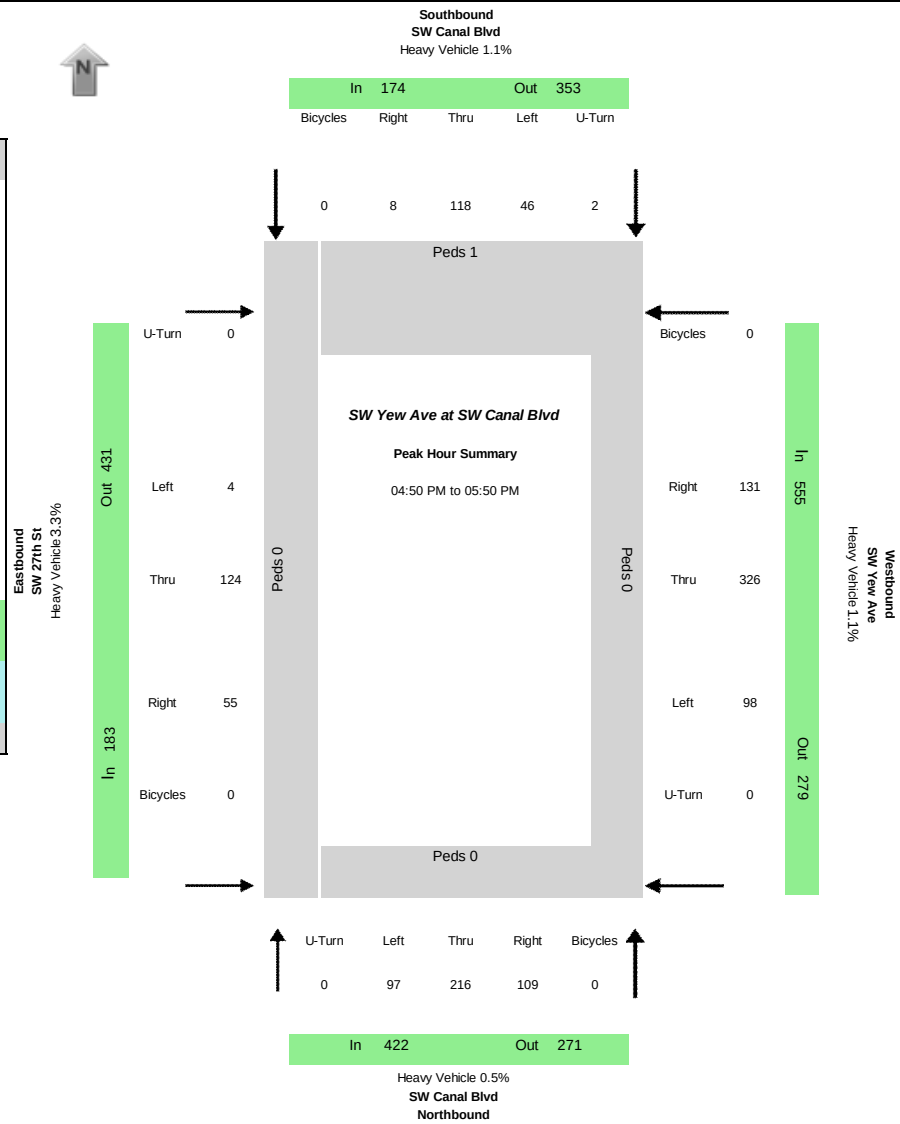
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Data Provided by K-D-N.com 503-594-4224	
N/S street	Canal Blvd
E/W street	Badger Ave
City, State	Redmond OR
Site Notes	
Location	44.23755 - -121.21244
Start Date	Wednesday, March 04, 2020
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.89



Peak-Hour Volumes (PHV)																							
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6	367	3	0	13	199	22	0	30	0	6	0	3	0	22	0	376	234	36	25	208	419	28	16
Percent Heavy Vehicles																							
0.0%	1.9%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.9%	0.0%	0.0%	1.0%	1.7%	0.0%	0.0%
PHV - Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
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All Vehicle Volumes																							
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05:25:00 PM	0	33	1	0	0	11	3	0	4	0	2	0	0	0	1	0	161	630					
05:30:00 PM	2	28	1	0	0	14	1	0	2	0	0	0	0	0	1	0	151	636					
05:35:00 PM	0	55	0	0	1	10	3	0	1	0	0	0	0	0	2	0	176	671					
05:40:00 PM	0	26	0	0	3	14	0	0	2	0	2	0	0	0	1	0	169	671					
05:45:00 PM	0	25	0	0	0	17	1	0	1	0	0	0	0	0	0	0	164	651					
05:50:00 PM	1	16	0	0	1	12	0	0	1	0	0	0	0	0	0	0	123	629					
05:55:00 PM	0	11	0	0	2	15	2	0	1	0	0	0	0	0	0	1	107	619					

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Canal Blvd
E/W street	SW 27th St
City, State	Redmond OR
Site Notes	
Location	44.244219 - -121.199063
Start Date	Tuesday, June 20, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	05:10:00 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
97	216	109	0	46	118	8	2	4	124	55	0	98	326	131	0	422	174	183	555	271	353	431	279
Percent Heavy Vehicles																							
0.0%	0.5%	0.9%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	4.0%	1.8%	0.0%	1.0%	1.5%	0.0%	0.0%	0.5%	1.1%	3.3%	1.1%	0.7%	0.8%	1.2%	2.2%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	1	0	0	0	1	
All Vehicle Volumes																							
Time	Northbound SW Canal Blvd				Southbound SW Canal Blvd				Eastbound SW 27th St				Westbound SW Yew Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
04:00:00 PM	3	11	5	0	3	10	2	0	0	12	2	0	6	20	5	0							
04:05:00 PM	4	12	9	0	3	13	2	0	0	15	1	0	5	31	5	0							
04:10:00 PM	5	17	11	0	3	10	6	0	0	15	3	0	10	28	11	0	298						
04:15:00 PM	7	7	9	0	4	12	8	0	0	11	3	0	6	22	8	0	316						
04:20:00 PM	4	17	5	0	4	17	6	0	0	15	4	0	5	21	12	0	326						
04:25:00 PM	4	17	7	0	10	6	7	0	0	7	4	0	9	24	9	0	311						
04:30:00 PM	11	17	7	0	4	7	3	0	0	8	1	0	5	21	5	0	303						
04:35:00 PM	5	16	7	0	4	9	1	0	1	13	4	0	7	29	9	0	298						
04:40:00 PM	8	22	4	0	4	7	2	0	0	12	3	0	6	19	4	0	285						
04:45:00 PM	4	13	6	0	0	8	0	0	0	16	4	0	8	22	10	0	287						
04:50:00 PM	8	23	5	0	3	10	0	0	0	7	2	0	14	24	11	0	289						
04:55:00 PM	2	15	12	0	4	8	1	0	1	9	7	0	12	34	15	0	318	1212					
05:00:00 PM	9	22	11	0	1	8	1	0	0	8	8	0	9	22	11	0	337	1243					
05:05:00 PM	4	22	8	0	5	7	1	0	0	13	4	0	6	33	7	0	340	1253					
05:10:00 PM	7	20	13	0	6	13	1	0	0	16	5	0	7	29	13	0	350	1264					
05:15:00 PM	7	8	6	0	3	12	0	0	0	12	4	0	7	25	16	0	340	1267					
05:20:00 PM	9	17	10	0	5	10	0	0	1	13	7	0	10	29	12	0	353	1280					
05:25:00 PM	11	20	12	0	6	11	1	0	0	17	4	0	3	26	9	0	343	1296					
05:30:00 PM	7	10	13	0	5	10	1	0	1	9	4	0	7	28	12	0	350	1314					
05:35:00 PM	11	25	7	0	5	14	0	0	1	8	1	0	9	21	9	0	338	1320					
05:40:00 PM	13	23	6	0	1	7	1	2	0	8	7	0	6	21	7	0	320	1331					
05:45:00 PM	9	11	6	0	2	8	1	0	0	4	2	0	8	34	9	0	307	1334					
05:50:00 PM	10	9	4	0	6	7	0	0	0	8	3	0	4	19	7	0	273	1304					
05:55:00 PM	6	18	5	0	0	0	0	0	0	14	1	0	7	18	6	0	246	1259					

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	0	1	1	2	2	6	290	4	0	136	71
Future Vol, veh/h	90	0	1	1	2	2	6	290	4	0	136	71
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	99	0	1	1	2	2	7	319	4	0	149	78

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	486	486	149	524	562	321	227	0	0	323	0	0
Stage 1	149	149	-	335	335	-	-	-	-	-	-	-
Stage 2	337	337	-	189	227	-	-	-	-	-	-	-
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	495	484	903	467	439	724	1353	-	-	1248	-	-
Stage 1	858	778	-	683	646	-	-	-	-	-	-	-
Stage 2	681	645	-	817	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	490	482	903	465	437	724	1353	-	-	1248	-	-
Mov Cap-2 Maneuver	490	482	-	465	437	-	-	-	-	-	-	-
Stage 1	854	778	-	680	643	-	-	-	-	-	-	-
Stage 2	673	642	-	816	720	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11.9		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	490	903	527	1248	-	-
HCM Lane V/C Ratio	0.005	-	-	0.202	0.001	0.01	-	-	-
HCM Control Delay (s)	7.7	-	-	14.2	9	11.9	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	6	3	0	22	6	367	3	13	199	22
Future Vol, veh/h	30	0	6	3	0	22	6	367	3	13	199	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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	0	7	3	0	25	7	412	3	15	224	25

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	707	696	237	698	707	414	249	0
Stage 1	267	267	-	428	428	-	-	-
Stage 2	440	429	-	270	279	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	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	-
Pot Cap-1 Maneuver	353	368	807	358	363	643	1328	-
Stage 1	743	692	-	609	588	-	-	-
Stage 2	600	587	-	740	683	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	335	361	807	350	356	643	1328	-
Mov Cap-2 Maneuver	335	361	-	350	356	-	-	-
Stage 1	739	683	-	606	585	-	-	-
Stage 2	574	584	-	724	674	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	11.4	0.1	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	335	807	350	643	1155	-	-
HCM Lane V/C Ratio	0.005	-	-	0.101	0.008	0.01	0.038	0.013	-	-
HCM Control Delay (s)	7.7	-	-	16.9	9.5	15.4	10.8	8.2	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0.1	0	-	-

HCM 6th TWSC
3: SW Badger Ave & Site Access 1 - Ridgeview Dwy

Year 2020 Existing Conditions
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	12	19	0	0	6
Future Vol, veh/h	4	12	19	0	0	6
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	5	14	22	0	0	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	46	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	24	-
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	1607	-	-	-	969	1061
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	966	1061
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1004	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		8.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1607	-	-	-	1061	
HCM Lane V/C Ratio	0.003	-	-	-	0.007	
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	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	13	0	4	8
Future Vol, veh/h	0	6	13	0	4	8
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	15	0	5	9
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	34	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	984	1070	-	-	1616	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1070	-	-	1616	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		2.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1070	1616	-	
HCM Lane V/C Ratio	-	-	0.007	0.003	-	
HCM Control Delay (s)	-	-	8.4	7.2	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection				
Intersection Delay, s/veh	10.7			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	225	641	523	231
Demand Flow Rate, veh/h	225	641	523	231
Vehicles Circulating, veh/h	377	381	187	623
Vehicles Exiting, veh/h	477	329	415	399
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	15.2	8.1	8.8
Approach LOS	A	C	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	225	641	523	231
Cap Entry Lane, veh/h	939	936	1140	731
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	225	641	523	231
Cap Entry, veh/h	939	936	1140	731
V/C Ratio	0.240	0.685	0.459	0.316
Control Delay, s/veh	6.2	15.2	8.1	8.8
LOS	A	C	A	A
95th %tile Queue, veh	1	6	2	1

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	1	1	23	5	25	1	333	32	13	158	55
Future Vol, veh/h	64	1	1	23	5	25	1	333	32	13	158	55
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	1	1	25	5	27	1	366	35	14	174	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	604	605	174	619	648	384	234	0	0	401	0	0
Stage 1	202	202	-	386	386	-	-	-	-	-	-	-
Stage 2	402	403	-	233	262	-	-	-	-	-	-	-
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	413	415	875	404	392	668	1345	-	-	1169	-	-
Stage 1	805	738	-	641	614	-	-	-	-	-	-	-
Stage 2	629	603	-	775	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	410	875	399	387	668	1345	-	-	1169	-	-
Mov Cap-2 Maneuver	388	410	-	399	387	-	-	-	-	-	-	-
Stage 1	804	729	-	640	613	-	-	-	-	-	-	-
Stage 2	597	602	-	764	687	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.2		13.3		0		0.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1345	-	-	388	558	491	1169	-	-
HCM Lane V/C Ratio	0.001	-	-	0.181	0.004	0.119	0.012	-	-
HCM Control Delay (s)	7.7	-	-	16.3	11.5	13.3	8.1	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.4	0	-	-

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	2	26	6	3	30	43	415	8	28	248	157
Future Vol, veh/h	116	2	26	6	3	30	43	415	8	28	248	157
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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	130	2	29	7	3	34	48	466	9	31	279	176

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1014	1000	367	1012	1084	471	455	0	0	475	0	0
Stage 1	429	429	-	567	567	-	-	-	-	-	-	-
Stage 2	585	571	-	445	517	-	-	-	-	-	-	-
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	219	245	683	220	219	597	1116	-	-	1098	-	-
Stage 1	608	587	-	512	510	-	-	-	-	-	-	-
Stage 2	501	508	-	596	537	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	193	228	683	198	204	597	1116	-	-	1098	-	-
Mov Cap-2 Maneuver	193	228	-	198	204	-	-	-	-	-	-	-
Stage 1	582	571	-	490	488	-	-	-	-	-	-	-
Stage 2	449	486	-	552	522	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	46.9		14.3		0.8		0.5	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1116	-	-	193	598	198	508	1098	-	-
HCM Lane V/C Ratio	0.043	-	-	0.675	0.053	0.034	0.073	0.029	-	-
HCM Control Delay (s)	8.4	-	-	55.5	11.4	23.8	12.6	8.4	-	-
HCM Lane LOS	A	-	-	F	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	0.2	0.1	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	27	0	0	12
Future Vol, veh/h	15	23	27	0	0	12
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	18	27	32	0	0	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	32	0	-	0	95	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	63	-
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	1593	-	-	-	909	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	899	1048
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	965	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.9	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	1048	
HCM Lane V/C Ratio	0.011	-	-	-	0.013	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	16	0	13	9
Future Vol, veh/h	0	11	16	0	13	9
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	19	0	15	11

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	60	19	0
Stage 1	19	-	-
Stage 2	41	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	952	1065	-
Stage 1	1009	-	-
Stage 2	987	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	943	1065	-
Mov Cap-2 Maneuver	943	-	-
Stage 1	1009	-	-
Stage 2	978	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	4.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1065	1611	-
HCM Lane V/C Ratio	-	- 0.012	0.009	-
HCM Control Delay (s)	-	- 8.4	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection				
Intersection Delay, s/veh	22.2			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	286	776	697	339
Demand Flow Rate, veh/h	286	776	697	339
Vehicles Circulating, veh/h	567	499	206	783
Vehicles Exiting, veh/h	555	404	647	492
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.2	39.6	11.5	15.3
Approach LOS	A	E	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	286	776	697	339
Cap Entry Lane, veh/h	774	829	1118	621
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	286	776	697	339
Cap Entry, veh/h	774	829	1118	621
V/C Ratio	0.370	0.936	0.623	0.546
Control Delay, s/veh	9.2	39.6	11.5	15.3
LOS	A	E	B	C
95th %tile Queue, veh	2	14	5	3

HCM 6th TWSC
1: SW Canal Blvd & SW Elkhorn Ave

Year 2023 With Site Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	1	1	23	5	25	1	335	32	13	160	55
Future Vol, veh/h	64	1	1	23	5	25	1	335	32	13	160	55
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	1	1	25	5	27	1	368	35	14	176	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	608	609	176	623	652	386	236	0	0	403	0	0
Stage 1	204	204	-	388	388	-	-	-	-	-	-	-
Stage 2	404	405	-	235	264	-	-	-	-	-	-	-
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	411	412	872	401	390	666	1343	-	-	1167	-	-
Stage 1	803	737	-	640	612	-	-	-	-	-	-	-
Stage 2	627	602	-	773	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	386	407	872	396	385	666	1343	-	-	1167	-	-
Mov Cap-2 Maneuver	386	407	-	396	385	-	-	-	-	-	-	-
Stage 1	802	728	-	639	611	-	-	-	-	-	-	-
Stage 2	595	601	-	762	686	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.3		13.4		0		0.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1343	-	-	386	555	488	1167	-	-
HCM Lane V/C Ratio	0.001	-	-	0.182	0.004	0.119	0.012	-	-
HCM Control Delay (s)	7.7	-	-	16.4	11.5	13.4	8.1	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.4	0	-	-

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	2	26	10	3	46	43	412	14	38	247	157
Future Vol, veh/h	116	2	26	10	3	46	43	412	14	38	247	157
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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	130	2	29	11	3	52	48	463	16	43	278	176

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1047	1027	366	1035	1107	471	454	0	0	479	0	0
Stage 1	452	452	-	567	567	-	-	-	-	-	-	-
Stage 2	595	575	-	468	540	-	-	-	-	-	-	-
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	208	236	684	212	212	597	1117	-	-	1094	-	-
Stage 1	591	574	-	512	510	-	-	-	-	-	-	-
Stage 2	494	506	-	579	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	217	684	189	195	597	1117	-	-	1094	-	-
Mov Cap-2 Maneuver	176	217	-	189	195	-	-	-	-	-	-	-
Stage 1	566	552	-	490	488	-	-	-	-	-	-	-
Stage 2	429	484	-	530	504	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	57.2		14.7		0.8		0.7	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	176	593	189	530	1094	-	-
HCM Lane V/C Ratio	0.043	-	-	0.741	0.053	0.059	0.104	0.039	-	-
HCM Control Delay (s)	8.4	-	-	68.2	11.4	25.2	12.6	8.4	-	-
HCM Lane LOS	A	-	-	F	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.7	0.2	0.2	0.3	0.1	-	-

HCM 6th TWSC
3: Site Access 1 - Ridgeview Dwy & SW Badger Ave

Year 2023 With Site Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	29	10	0	38	0	9	0	0	0	0	12
Future Vol, veh/h	15	29	10	0	38	0	9	0	0	0	0	12
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	34	12	0	45	0	11	0	0	0	0	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	46	0	0	128	121	40	121	127	45
Stage 1	-	-	-	-	-	-	76	76	-	45	45	-
Stage 2	-	-	-	-	-	-	52	45	-	76	82	-
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	1576	-	-	1575	-	-	850	773	1037	859	767	1031
Stage 1	-	-	-	-	-	-	938	836	-	974	861	-
Stage 2	-	-	-	-	-	-	966	861	-	938	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1575	-	-	830	764	1037	851	758	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	764	-	851	758	-
Stage 1	-	-	-	-	-	-	927	826	-	962	861	-
Stage 2	-	-	-	-	-	-	953	861	-	927	821	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			9.4			8.5		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	830	1576	-	-	1575	-	-	1031				
HCM Lane V/C Ratio	0.013	0.011	-	-	-	-	-	0.014				
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	11	0	16	0	13	9	6
Future Vol, veh/h	11	0	0	0	0	11	0	16	0	13	9	6
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	0	0	13	0	19	0	15	11	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	71	64	15	64	67	19	18	0	0	19	0	0
Stage 1	45	45	-	19	19	-	-	-	-	-	-	-
Stage 2	26	19	-	45	48	-	-	-	-	-	-	-
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	925	831	1070	935	828	1065	1612	-	-	1611	-	-
Stage 1	974	861	-	1005	884	-	-	-	-	-	-	-
Stage 2	997	884	-	974	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	907	824	1070	928	821	1065	1612	-	-	1611	-	-
Mov Cap-2 Maneuver	907	824	-	928	821	-	-	-	-	-	-	-
Stage 1	974	853	-	1005	884	-	-	-	-	-	-	-
Stage 2	985	884	-	965	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	8.4	0	3.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	907 1065	1611	-	-
HCM Lane V/C Ratio	-	-	-	0.014 0.012 0.009	-	-	-
HCM Control Delay (s)	0	-	-	9 8.4 7.3	0	-	-
HCM Lane LOS	A	-	-	A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0	-	-	-

Intersection				
Intersection Delay, s/veh	23.3			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	287	778	711	346
Demand Flow Rate, veh/h	287	778	711	346
Vehicles Circulating, veh/h	576	510	206	787
Vehicles Exiting, veh/h	557	407	657	501
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.3	42.4	11.8	15.8
Approach LOS	A	E	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	287	778	711	346
Cap Entry Lane, veh/h	767	820	1118	618
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	287	778	711	346
Cap Entry, veh/h	767	820	1118	618
V/C Ratio	0.374	0.949	0.636	0.560
Control Delay, s/veh	9.3	42.4	11.8	15.8
LOS	A	E	B	C
95th %tile Queue, veh	2	15	5	3

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	1	1	23	5	25	2	372	33	13	175	62
Future Vol, veh/h	73	1	1	23	5	25	2	372	33	13	175	62
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	80	1	1	25	5	27	2	409	36	14	192	68

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	667	669	192	686	719	427	260	0	0	445	0	0
Stage 1	220	220	-	431	431	-	-	-	-	-	-	-
Stage 2	447	449	-	255	288	-	-	-	-	-	-	-
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	375	381	855	364	357	632	1316	-	-	1126	-	-
Stage 1	787	725	-	607	586	-	-	-	-	-	-	-
Stage 2	595	576	-	754	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	351	376	855	359	352	632	1316	-	-	1126	-	-
Mov Cap-2 Maneuver	351	376	-	359	352	-	-	-	-	-	-	-
Stage 1	785	716	-	606	585	-	-	-	-	-	-	-
Stage 2	563	575	-	743	669	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		14.2		0		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	351	522	450	1126	-	-
HCM Lane V/C Ratio	0.002	-	-	0.229	0.004	0.129	0.013	-	-
HCM Control Delay (s)	7.7	-	-	18.3	11.9	14.2	8.2	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0.4	0	-	-

Intersection												
Int Delay, s/veh	26.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	2	32	15	3	57	50	445	21	56	260	193
Future Vol, veh/h	146	2	32	15	3	57	50	445	21	56	260	193
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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	164	2	36	17	3	64	56	500	24	63	292	217

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1185	1163	401	1170	1259	512	509	0	0	524	0	0
Stage 1	527	527	-	624	624	-	-	-	-	-	-	-
Stage 2	658	636	-	546	635	-	-	-	-	-	-	-
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	167	196	653	171	172	566	1066	-	-	1053	-	-
Stage 1	538	532	-	477	481	-	-	-	-	-	-	-
Stage 2	457	475	-	526	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 133	174	653	147	153	566	1066	-	-	1053	-	-
Mov Cap-2 Maneuver	~ 133	174	-	147	153	-	-	-	-	-	-	-
Stage 1	509	500	-	452	456	-	-	-	-	-	-	-
Stage 2	381	450	-	465	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	179	17.2	0.8	1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	133	562	147	499	1053	-	-
HCM Lane V/C Ratio	0.053	-	-	1.233	0.068	0.115	0.135	0.06	-	-
HCM Control Delay (s)	8.6	-	-	217.9	11.9	32.6	13.3	8.6	-	-
HCM Lane LOS	A	-	-	F	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10	0.2	0.4	0.5	0.2	-	-

Notes												
~: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon			

HCM 6th TWSC
3: Site Access 1 - Ridgeview Dwy & SW Badger Ave

Year 2028 With Site Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	42	10	0	46	0	9	0	0	0	0	20
Future Vol, veh/h	28	42	10	0	46	0	9	0	0	0	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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	49	12	0	54	0	11	0	0	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	61	0	0	187	175	55	175	181	54
Stage 1	-	-	-	-	-	-	121	121	-	54	54	-
Stage 2	-	-	-	-	-	-	66	54	-	121	127	-
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	1564	-	-	1555	-	-	778	722	1018	792	717	1019
Stage 1	-	-	-	-	-	-	888	800	-	963	854	-
Stage 2	-	-	-	-	-	-	950	854	-	888	795	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1555	-	-	748	706	1018	779	701	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	748	706	-	779	701	-
Stage 1	-	-	-	-	-	-	868	782	-	942	854	-
Stage 2	-	-	-	-	-	-	928	854	-	868	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0	9.9	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1564	-	-	1555	-	-	1019
HCM Lane V/C Ratio	0.014	0.021	-	-	-	-	-	0.023
HCM Control Delay (s)	9.9	7.4	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	18	0	17	0	26	10	6
Future Vol, veh/h	11	0	0	0	0	18	0	17	0	26	10	6
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	0	0	21	0	20	0	31	12	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	109	98	16	98	101	20	19	0	0	20	0	0
Stage 1	78	78	-	20	20	-	-	-	-	-	-	-
Stage 2	31	20	-	78	81	-	-	-	-	-	-	-
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	874	796	1069	889	793	1064	1611	-	-	1609	-	-
Stage 1	936	834	-	1004	883	-	-	-	-	-	-	-
Stage 2	991	883	-	936	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	844	781	1069	877	778	1064	1611	-	-	1609	-	-
Mov Cap-2 Maneuver	844	781	-	877	778	-	-	-	-	-	-	-
Stage 1	936	818	-	1004	883	-	-	-	-	-	-	-
Stage 2	971	883	-	918	816	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.3		8.5			0			4.5			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1611	-	-	844	1064	1609	-	-				
HCM Lane V/C Ratio	-	-	-	0.015	0.02	0.019	-	-				
HCM Control Delay (s)	0	-	-	9.3	8.5	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				

Intersection				
Intersection Delay, s/veh	41.1			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	318	855	787	380
Demand Flow Rate, veh/h	318	855	787	380
Vehicles Circulating, veh/h	639	563	226	868
Vehicles Exiting, veh/h	609	450	731	550
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.1	85.1	14.8	21.4
Approach LOS	B	F	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	318	855	787	380
Cap Entry Lane, veh/h	719	777	1096	569
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	318	855	787	380
Cap Entry, veh/h	719	777	1096	569
V/C Ratio	0.442	1.100	0.718	0.667
Control Delay, s/veh	11.1	85.1	14.8	21.4
LOS	B	F	B	C
95th %tile Queue, veh	2	23	7	5

HCM 6th TWSC
1: SW Canal Blvd & SW Elkhorn Ave

Year 2040 Background Conditions
Weekday PM Peak Hour

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	80	1	1	23	5	25	2	441	34	13	204	71
Future Vol, veh/h	80	1	1	23	5	25	2	441	34	13	204	71
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	88	1	1	25	5	27	2	485	37	14	224	78

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	776	778	224	800	838	504	302	0	0	522	0	0
Stage 1	252	252	-	508	508	-	-	-	-	-	-	-
Stage 2	524	526	-	292	330	-	-	-	-	-	-	-
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	317	330	820	306	305	572	1270	-	-	1055	-	-
Stage 1	757	702	-	551	542	-	-	-	-	-	-	-
Stage 2	540	532	-	720	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	294	325	820	301	300	572	1270	-	-	1055	-	-
Mov Cap-2 Maneuver	294	325	-	301	300	-	-	-	-	-	-	-
Stage 1	755	693	-	550	541	-	-	-	-	-	-	-
Stage 2	508	531	-	708	641	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.2		15.9		0		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	294	466	387	1055	-	-
HCM Lane V/C Ratio	0.002	-	-	0.299	0.005	0.15	0.014	-	-
HCM Control Delay (s)	7.8	-	-	22.4	12.8	15.9	8.5	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0	0.5	0	-	-

Intersection												
Int Delay, s/veh	47.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	162	2	32	13	3	46	50	533	18	52	292	214
Future Vol, veh/h	162	2	32	13	3	46	50	533	18	52	292	214
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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	182	2	36	15	3	52	56	599	20	58	328	240

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	1313	1295	448	1304	1405	609	568	0
Stage 1	564	564	-	721	721	-	-	-
Stage 2	749	731	-	583	684	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	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	-
Pot Cap-1 Maneuver	~ 137	164	615	139	141	499	1014	-
Stage 1	514	512	-	422	435	-	-	-
Stage 2	407	430	-	502	452	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	~ 110	146	615	118	125	499	1014	-
Mov Cap-2 Maneuver	~ 110	146	-	118	125	-	-	-
Stage 1	486	481	-	399	411	-	-	-
Stage 2	342	406	-	442	425	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	332.5	20	0.7	0.8
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1014	-	-	110	517	118	422	971	-	-
HCM Lane V/C Ratio	0.055	-	-	1.655	0.074	0.124	0.13	0.06	-	-
HCM Control Delay (s)	8.8	-	-	\$ 399.7	12.5	39.8	14.8	8.9	-	-
HCM Lane LOS	A	-	-	F	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	13.9	0.2	0.4	0.4	0.2	-	-

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined					*: All major volume in platoon			

HCM 6th TWSC
3: SW Badger Ave & Site Access 1 - Ridgeview Dwy

Year 2040 Background Conditions
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	42	42	0	0	20
Future Vol, veh/h	30	42	42	0	0	20
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	35	49	49	0	0	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	49	0	-	0	168	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	119	-
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	1571	-	-	-	827	1025
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	808	1025
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	911	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.1	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1571	-	-	-	1025	
HCM Lane V/C Ratio	0.022	-	-	-	0.023	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	22	0	28	14
Future Vol, veh/h	0	20	22	0	28	14
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	24	26	0	33	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	108	26	0
Stage 1	26	-	-
Stage 2	82	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	894	1056	-
Stage 1	1002	-	-
Stage 2	946	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	875	1056	-
Mov Cap-2 Maneuver	875	-	-
Stage 1	1002	-	-
Stage 2	926	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1601
HCM Lane V/C Ratio	-	-	0.022	0.021
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection				
Intersection Delay, s/veh	55.5			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	321	907	785	395
Demand Flow Rate, veh/h	321	907	785	395
Vehicles Circulating, veh/h	605	581	271	906
Vehicles Exiting, veh/h	696	475	655	582
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.6	118.0	16.7	25.3
Approach LOS	B	F	C	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	321	907	785	395
Cap Entry Lane, veh/h	744	763	1047	548
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	321	907	785	395
Cap Entry, veh/h	744	763	1047	548
V/C Ratio	0.431	1.189	0.750	0.721
Control Delay, s/veh	10.6	118.0	16.7	25.3
LOS	B	F	C	D
95th %tile Queue, veh	2	30	7	6

HCM 6th TWSC
1: SW Canal Blvd & SW Elkhorn Ave

Year 2040 With Site Conditions
Weekday PM Peak Hour

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	80	1	1	23	5	25	2	443	34	13	206	71
Future Vol, veh/h	80	1	1	23	5	25	2	443	34	13	206	71
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	250	-	-	-	-	-	100	-	-	50	-	60
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	88	1	1	25	5	27	2	487	37	14	226	78

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	780	782	226	804	842	506	304	0	0	524	0	0
Stage 1	254	254	-	510	510	-	-	-	-	-	-	-
Stage 2	526	528	-	294	332	-	-	-	-	-	-	-
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	315	328	818	304	303	570	1268	-	-	1053	-	-
Stage 1	755	701	-	550	541	-	-	-	-	-	-	-
Stage 2	539	531	-	719	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	292	323	818	299	298	570	1268	-	-	1053	-	-
Mov Cap-2 Maneuver	292	323	-	299	298	-	-	-	-	-	-	-
Stage 1	753	692	-	549	540	-	-	-	-	-	-	-
Stage 2	507	530	-	707	640	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.4		16		0		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	292	463	385	1053	-	-
HCM Lane V/C Ratio	0.002	-	-	0.301	0.005	0.151	0.014	-	-
HCM Control Delay (s)	7.8	-	-	22.6	12.8	16	8.5	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0	0.5	0	-	-

HCM 6th TWSC
2: SW Canal Blvd & SW Badger Ave

Year 2040 With Site Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	56.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	162	2	32	17	3	62	50	530	24	62	291	214
Future Vol, veh/h	162	2	32	17	3	62	50	530	24	62	291	214
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	120	-	-	100	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	182	2	36	19	3	70	56	596	27	70	327	240
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1345	1322	447	1328	1429	610	567	0	0	623	0	0
Stage 1	587	587	-	722	722	-	-	-	-	-	-	-
Stage 2	758	735	-	606	707	-	-	-	-	-	-	-
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	~ 130	158	616	133	136	498	1015	-	-	968	-	-
Stage 1	499	500	-	421	434	-	-	-	-	-	-	-
Stage 2	402	428	-	487	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 99	139	616	112	119	498	1015	-	-	968	-	-
Mov Cap-2 Maneuver	~ 99	139	-	112	119	-	-	-	-	-	-	-
Stage 1	472	464	-	398	410	-	-	-	-	-	-	-
Stage 2	324	404	-	423	409	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s\$	404.2		20.9			0.7			1			
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1015	-	-	99	513	112	434	968	-	-		
HCM Lane V/C Ratio	0.055	-	-	1.839	0.074	0.171	0.168	0.072	-	-		
HCM Control Delay (s)	8.8	-	-	\$ 486.4	12.6	43.6	15	9	-	-		
HCM Lane LOS	A	-	-	F	B	E	C	A	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	14.9	0.2	0.6	0.6	0.2	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC
3: Site Access 1 - Ridgeview Dwy & SW Badger Ave

Year 2040 With Site Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	48	10	0	52	0	9	0	0	0	0	20
Future Vol, veh/h	30	48	10	0	52	0	9	0	0	0	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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	56	12	0	61	0	11	0	0	0	0	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	68	0	0	205	193	62	193	199	61
Stage 1	-	-	-	-	-	-	132	132	-	61	61	-
Stage 2	-	-	-	-	-	-	73	61	-	132	138	-
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	1555	-	-	1546	-	-	757	706	1009	771	700	1010
Stage 1	-	-	-	-	-	-	876	791	-	955	848	-
Stage 2	-	-	-	-	-	-	942	848	-	876	786	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1555	-	-	1546	-	-	727	690	1009	757	684	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	690	-	757	684	-
Stage 1	-	-	-	-	-	-	856	773	-	933	848	-
Stage 2	-	-	-	-	-	-	920	848	-	856	768	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0			10			8.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	727	1555	-	-	1546	-	-	1010				
HCM Lane V/C Ratio	0.015	0.023	-	-	-	-	-	0.023				
HCM Control Delay (s)	10	7.4	0	-	0	-	-	8.6				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	20	0	22	0	28	14	6
Future Vol, veh/h	11	0	0	0	0	20	0	22	0	28	14	6
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	0	0	24	0	26	0	33	16	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	124	112	20	112	115	26	23	0	0	26	0	0
Stage 1	86	86	-	26	26	-	-	-	-	-	-	-
Stage 2	38	26	-	86	89	-	-	-	-	-	-	-
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	855	782	1064	870	779	1056	1605	-	-	1601	-	-
Stage 1	927	827	-	997	878	-	-	-	-	-	-	-
Stage 2	982	878	-	927	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	823	766	1064	856	763	1056	1605	-	-	1601	-	-
Mov Cap-2 Maneuver	823	766	-	856	763	-	-	-	-	-	-	-
Stage 1	927	810	-	997	878	-	-	-	-	-	-	-
Stage 2	960	878	-	908	808	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		8.5			0			4.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1605	-	-	823	1056	1601	-	-				
HCM Lane V/C Ratio	-	-	-	0.016	0.022	0.021	-	-				
HCM Control Delay (s)	0	-	-	9.4	8.5	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				

Intersection				
Intersection Delay, s/veh	58.3			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	322	910	799	401
Demand Flow Rate, veh/h	322	910	799	401
Vehicles Circulating, veh/h	614	592	271	911
Vehicles Exiting, veh/h	698	478	665	591
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.8	125.0	17.4	26.5
Approach LOS	B	F	C	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	322	910	799	401
Cap Entry Lane, veh/h	738	754	1047	545
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	322	910	799	401
Cap Entry, veh/h	738	754	1047	545
V/C Ratio	0.436	1.206	0.763	0.736
Control Delay, s/veh	10.8	125.0	17.4	26.5
LOS	B	F	C	D
95th %tile Queue, veh	2	31	8	6



Project #: 1465
 Project Name: Canal Mixed-Use Development
 Analyst: JWW
 Date: 1/18/2021
 North-South Street: Canal Boulevard
 East-West Street: Badger Avenue
 Intersection: Canal Boulevard/Badger Avenue
 Scenario: Year 2023 With-Site Conditions

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	100%	Yes
Warrant 2:	Four-Hour Vehicular Volume	100%	No
Warrant 3:	Peak Hour	100%	No

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 1
 Minor Street No. Thru Lanes: 1
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): No
 Warrant Factor: 100%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 9 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
472	442	118	47

Planning Growth Factors		
NB	1.00	1.00
SB	1.00	
EB	1.00	
WB	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	472	442	118	47	1.00	1.00
2	Highest Hour	447	418	112	44	0.95	0.95
3	Highest Hour	441	413	110	44	0.93	0.93
4	Highest Hour	422	395	105	42	0.89	0.89
5	Highest Hour	415	389	104	41	0.88	0.88
6	Highest Hour	415	389	104	41	0.88	0.88
7	Highest Hour	396	371	99	39	0.84	0.84
8	Highest Hour	390	365	98	39	0.83	0.83
9	Highest Hour	378	354	94	38	0.80	0.80
10	Highest Hour	352	330	88	35	0.75	0.75
11	Highest Hour	340	318	85	34	0.72	0.72
12	Highest Hour	334	312	83	33	0.71	0.71
13	Highest Hour	321	301	80	32	0.68	0.68
14	Highest Hour	277	259	69	28	0.59	0.59
15	Highest Hour	220	206	55	22	0.47	0.47
16	Highest Hour	208	194	52	21	0.44	0.44
17	Highest Hour	145	136	36	14	0.31	0.31
18	Highest Hour	120	112	30	12	0.25	0.25
19	Highest Hour	63	59	16	6	0.13	0.13
20	Highest Hour	44	41	11	4	0.09	0.09
21	Highest Hour	38	35	9	4	0.08	0.08
22	Highest Hour	25	24	6	3	0.05	0.05
23	Highest Hour	13	12	3	1	0.03	0.03
24	Highest Hour	13	12	3	1	0.03	0.03



Project #: 1465
 Project Name: Canal Mixed-Use Development
 Analyst: JWW
 Date: 1/18/2021
 North-South Street: Canal Boulevard
 East-West Street: Badger Avenue
 Intersection: Canal Boulevard/Badger Avenue
 Scenario: Year 2028 With-Site Conditions

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	100%	Yes
Warrant 2:	Four-Hour Vehicular Volume	100%	Yes
Warrant 3:	Peak Hour	100%	No

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 1
 Minor Street No. Thru Lanes: 1
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): No
 Warrant Factor: 100%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 9 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
S17	509	148	63

Planning Growth Factors		
NB	1.00	1.00
SB	1.00	
EB	1.00	
WB	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	517	509	148	63	1.00	1.00
2	Highest Hour	489	482	140	60	0.95	0.95
3	Highest Hour	483	475	138	59	0.93	0.93
4	Highest Hour	462	455	132	56	0.89	0.89
5	Highest Hour	455	448	130	55	0.88	0.88
6	Highest Hour	455	448	130	55	0.88	0.88
7	Highest Hour	434	428	124	53	0.84	0.84
8	Highest Hour	427	421	122	52	0.83	0.83
9	Highest Hour	414	407	118	50	0.80	0.80
10	Highest Hour	386	380	111	47	0.75	0.75
11	Highest Hour	372	366	107	45	0.72	0.72
12	Highest Hour	365	360	105	45	0.71	0.71
13	Highest Hour	352	346	101	43	0.68	0.68
14	Highest Hour	303	299	87	37	0.59	0.59
15	Highest Hour	241	238	69	29	0.47	0.47
16	Highest Hour	227	224	65	28	0.44	0.44
17	Highest Hour	159	156	45	19	0.31	0.31
18	Highest Hour	131	129	37	16	0.25	0.25
19	Highest Hour	69	68	20	8	0.13	0.13
20	Highest Hour	48	48	14	6	0.09	0.09
21	Highest Hour	41	41	12	5	0.08	0.08
22	Highest Hour	28	27	8	3	0.05	0.05
23	Highest Hour	14	14	4	2	0.03	0.03
24	Highest Hour	14	14	4	2	0.03	0.03

BEFORE THE CITY OF REDMOND PLANNING COMMISSION

APPLICANT/OWNER: Freund Spencer Investment Group LLC

LAND USE CONSULTANT: Retia Consult, LLC, PO Box 831, Bend, OR 97709

CIVIL ENGINEER: HHPR, 250 NW Franklin Ave, Suite 404, Bend, OR 97703

TRANSPORTATION ENGINEER: Transight Consulting, LLC, 61271 Splendor Lane, Bend, OR 97702

ARCHITECT: Steele & Associates, 686 NW York Drive, Suite 150, Bend, OR 97703

APPLICATION: The Applicant requests approval of the following applications:

- Comprehensive Plan Map and Zoning Map Amendment to change the designation and zone of the subject property from General Residential (R-4) to Mixed Use Neighborhood (MUN). This Comprehensive Plan Map Amendment to be reflected in Southwest Area Plan mapping.
- Site Plan
- Minor Variance - 2-foot height increase

SUBJECT PROPERTY: 4270 SW Canal Boulevard, Assessor's Map 15-13-30DA, Tax Lot 700.

LIST OF EXHIBITS:

Exhibit A:	Existing Comprehensive Plan/Zoning Maps
Exhibit B:	Proposed Comprehensive Plan/Zoning Maps
Exhibit C:	Proposed Southwest Area Plan Maps
Exhibit D:	Legal Description of Area to be Rezoned
Exhibit E:	TPR Analysis & Transportation Impact Analysis
Exhibit F:	Water & Sanitary Sewer Memo
Exhibit G:	Stormwater Design Report
Exhibit H:	Fire Flow Test
Exhibit I:	Title Report

I. APPLICABLE CRITERIA:

Redmond Code, Chapter 8 Development Regulations

Article I – Zoning Standards

Section 8.0055: Site Plan Review

Section 8.0065: Establishment of Zones and Districts

Section 8.0250: Mixed Use Neighborhood MUN Zone

Section 8.0260: Table G, Uses Permitted

Section 8.0265: Table H, Minimum Standards

Section 8.0305: Establishment of Clear Vision Areas

Section 8.0500: Off Street Parking

Section 8.0505: Off Street Parking and Loading

Section 8.0510: Design and Improvement Standards for Parking Lots

Section 8.0515: Parking Table and Diagram

Section 8.0565: Exception to Building Height Limitations

Section 8.0700: Authorization to Grant or Deny Variances

Section 8.0710: Standards Required to Grant Minor Variances to On Site Requirements

Section 8.0720: Application for a Variance

Section 8.0750: Authorization to Initiate Amendments

Section 8.0755: Zone/Plan Map Amendments
Section 8.0760: Criteria for Amendments
Section 8.0765: Tentative Approval
Section 8.0770: Public Hearing on Amendments

Article IV – Site and Design Review Standards

Section 8.3000: Purpose and Intent
Section 8.3005: Applicability of Site Design and Review
Section 8.3010: Exceptions
Section 8.3015: Procedure
Section 8.3020: Site Improvement Agreement
Section 8.3025: Plans Required
Section 8.3030: Special Studies, Investigations and Reports
Section 8.3035: Design Review Criteria

Redmond Comprehensive Plan

Introduction
Chapter 1 – Citizen Involvement
Chapter 9 – Economic Development
Chapter 10 – Housing
Chapter 11 – Public Facilities and Services
Chapter 12 – Transportation

Redmond Transportation System Plan

Oregon Administrative Rules (OAR), Chapter 660
Division 12, Transportation Planning
Division 15, Statewide Planning Goals and Guidelines

II. BASIC FINDINGS:

LOCATION: The subject property is located at 4270 SW Canal Boulevard and is identified on Deschutes County Assessor's Map 15-13-30DA as Tax Lot 700.

LOT OF RECORD: The subject property is a lot of record as it was recorded as Parcel 1 of Minor Partition 85-19 (County Survey 01396). A recent property line adjustment was approved by the City and recorded at Deschutes County (Instrument 2020-00604), to incorporate a portion of tax lot 900.

ZONING: The subject property is currently within the General Residential (R-4) Zone.

PROPOSAL: The Applicant requests approval of the following applications:

- Comprehensive Plan Map and Zoning Map Amendment to change the designation and zone of the subject property from General Residential (R-4) to Mixed Use Neighborhood (MUN). This Comprehensive Plan Map Amendment to be reflected in Southwest Area Plan mapping.
- Site Plan for a single Mixed-Use Building
- Minor Variance (Height)

SITE DESCRIPTION: The subject site is located to the south of the intersection of SW Canal Boulevard and SW Badger Avenue/SE 36th Place. It is 53,742 square feet (1.234 acres) in size and is currently developed with a single dwelling.

Figure 1 - Subject Property



SURROUNDING LAND USES: The Triple Ridge Phase 3 subdivision is located direct south of the site and Triple Ridge Phase 2 is to the east. The property to the northeast was approved in 2018 for a 90-unit apartment complex (file nos. 711-17-000184-SP, 237-CU, 254-V). Across the intersection to the north are several larger lots in residential use. To the west are properties within a Planned Unit Development (original file nos. PUD 06-05, SP 06-64, CU 06-25, V 07-11 “Badger PUD”). Ridgeview High School is further to the southwest.

LAND USE HISTORY:

711-20-000069-LLA: A property adjustment between tax lots 700 and 900 on Assessor’s Map 15-13-30DA.

711-17-000184-SP, 711-17-000237-CU, 711-17-000254-V: A 90-unit apartment complex in 6 buildings and a parking variance.

III. PROPOSED FINDINGS:

REDMOND DEVELOPMENT CODE – CHAPTER 8

ARTICLE I – ZONING STANDARDS

Introductory Provisions

8.0065: Establishment of Zones & Districts

...

R-4 General Residential Zone. 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.

...

MUN Mixed-Use Neighborhood Zone. This minimum size for this zoning district is 3 acres. The purposes of this zone are to:

1. Establish an area in which a critical mass of retail, service and other commercial uses together with civic uses can be located which can provide everyday goods and services to residents of the surrounding neighborhoods. Residential uses may be combined with commercial uses (as horizontal or vertical mixed-uses or live/work units) or may be allowed as stand alone uses when developed as multi-family housing subject to site and design standards.
2. Encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets; and
3. Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

RESPONSE: The proposed rezone is an extension of the existing MUN zone in the Badger Ave/Canal Blvd and is proposed to backfill for a portion of the acreage across Canal Blvd that was planned by the City in the Southwest Area Plan (SWAP) to be mixed use. While the MUN zone still exists across Canal Blvd, the development is largely residential and did not develop with the mixed uses as originally intended. The rezone of the subject property to MUN is a logical extension of the existing MUN zone, which is greater than 3 acres in size, in compliance with this requirement.

8.0250 Mixed-Use Neighborhood MUN Zone.

8.0260: Table G, Uses Permitted

O means Permitted Outright
 C means Permitted Conditionally
 N means Not Allowed

LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
<u>Residential Uses:**</u>				All stand-alone residential uses listed in Table G may not occupy more than 20% of the net land area in the MUN zone.
Assisted Living Facility	O	O		
Bed and Breakfast	C	N		
Multi-Family Complex (5+ units)	C*	N		See RDC Section 8.3035, Design Review Criteria.
Residential use above ground floor (mixed-use unit)	O	C		
Live/Work Dwelling	O	C		See definitions of live/work houses, townhouses and apartments, and standards in RDC Section 8.3035, Design Review Criteria Live/work units must be a minimum of 2 stories
Residential Care Facility	C*	N		Only permitted where Multi-Family Residential uses are allowed
Townhouse (3 or 4 units)	O*	N		See RDC Section 8.3035, Design Review Criteria.
<u>Eating and Drinking</u>				
Bakery (retail/sit-down)	O	O		
Bar, tavern	C	C		
Café, sit-down restaurant, diner, brew pub	O	O		

LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
<u>Entertainment</u>				
Indoor commercial recreation	O	O		See building area restrictions in Table H, Minimum Standards
Walk-in movie theater	C	N		
<u>Automobiles/Trucks/RV Uses:</u>				
Gas stations	C	C		
Auto services	C	C		Includes auto lube shops (same day service)
Manufacturing (light industrial)	N	O		Includes "craftsman" such as glassblowing, etc.
Medical research facility	O	O		
Precision machine shop	N	C		
Retail uses in support of primary industrial use	N	O		
<u>Office and Office Products:</u>				
Office	O	O		Includes medical offices and professional services
Corporate Headquarters	N	O		
Office service and supplies	O	O		
Printing, publishing	O	O		
Telemarketing, call center	O/C	O		Outright allowed use on upper floors of a multi-story building or allowed as a conditional use on ground floor and limited to 50% of total floor area on ground floor in the MUN zone.
<u>Public and Semi Public Uses:</u>				
Churches, religious institutions	C	C		
Lodge, club, non-profit/fraternal organization	C	C		

LAND USE:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW	
Park (public or private)	O	O		
Public transportation station	O	O		See definitions.
Schools (public or private)	C	C		
Recreation Facility (public or private)	O	C		
Utility facility	C	C		
<u>Commercial Uses:</u>				
Retail Uses	O/C	C***		In the MUN zone, single retail uses are permitted outright up to 25,000 square feet in floor area; single retail uses between 25,000 and 40,000 square feet in floor area require a Conditional Use Permit. In addition to the Standards in Section 8.0600 Conditional Uses, the applicant shall bear the burden of proof to show the area and population that is intended to be served by single retail uses between 25,000 and 40,000 square feet.
Service Commercial Uses	O	C		In the MUE zone, service commercial uses that serve surrounding businesses (such as beauty and barber shops, day care, dry cleaners, fitness centers, and print and copy stores) require a Conditional Use Permit.
Veterinarian Services	O	O		
Drive through / up facilities as part of an approved use (facilities must include an inside use component such as seating or a service area, except for voting drop offs and postal drop boxes):	O	C		Drive through or drive up facilities shall not be located within 600 feet of any arterial or collector intersection with a state highway, within 400 feet of a local street intersection with a state highway, and not adjacent to or have access to a state highway.

***Stand-alone residential uses are prohibited on lots adjacent to the street with the highest functional classification in the district.**

RESPONSE: The proposed mixed-use building is designed to accommodate ground floor retail, 2nd floor office space and 3rd/4th floor residential. While the current zone is General Residential R-4, this application includes a Comprehensive Plan Map Amendment and Zone Change to update the zoning to Mixed Use Neighborhood (MUN). The MUN zone allows outright all the proposed uses (single retail uses less than 25,000 sf, offices, above ground floor residential).

Amendments

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: This Plan Amendment/Zone Change application is initiated by a property owner, as allowed by this section.

8.0755: Zone/Plan Map Amendments

The Hearings Body shall, within 45 days after filing of a petition by a property owner for a zone change/plan amendment with the Community Development Director, hold a public hearing in accordance with the provisions of Article II. Prior to said hearing the Community Development Director shall refer the proposed amendment to the Planning Commission for their review and a recommendation. The recommendation of the Commission shall be made a part of the record at the hearing.

RESPONSE: These are requirement for the City; the Applicant understands that these procedures will be followed for this application.

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;
2. In conformity with the State-wide planning goals whenever they are determined to be applicable;
3. In conformity with the Redmond Comprehensive Plan, land use requirements and policies; and
4. That there is a change of circumstances or further studies justifying the amendment or mistake in the original zoning.

RESPONSE: Conformity with State Statutes and Administrative Rules, Statewide Planning Goals, and Comprehensive Plan is discussed in separate sections below. This Comprehensive Plan Map Amendment/Zone Change and associated updated to the Southwest Area Plan mapping is to respond to a change of circumstances in the development of the Southwest Area Plan area.

Based on findings from the City's Southwest Area Plan adoption, the City's 2005 Urbanization Study found that the City's commercial land *"was not in the proper designations or locations to foster transportation-efficient development patterns."* The findings continued on to note that *"Neighborhood commercial centers provide a balance to the surplus of land designated for highway and strip commercial uses in the city. The Mixed-Use Neighborhood (MUN) zone is designated for neighborhood commercial uses. The SWAP planning area includes 20.93 acres designated for MUN zoning in two different areas. The MUN zone is intended to support surrounding residential neighborhoods by enabling the development of small scale retail and service commercial uses. Commercial uses are intended to offer everyday goods and services to residents of the surrounding neighborhoods."*

As noted above, the SWAP designated approximately 20 acres within its planning area as desired MUN zoned properties to support the creation desired neighborhood commercial centers, as a strategy to provide small retail and service resources within the area to create efficiencies and hubs of economic development. Since that time, however, much of this planned MUN area was developed as residential uses within the Prairie Crossing PUD and the MUN uses were not implemented (with the exception of approximately 15,000 sf, according to City staff records), leaving a deficit in the amount of MUN properties that were identified as needed in City planning documents.

The proposed amendments of this application respond to this change in circumstances and directly support the City's efforts to accommodate diversification and improvement of the economy by providing mixed-use land, proposed to create retail and office space in a neighborhood hub setting. This application provides an opportunity for the City to partial replace some of the MUN-planned land that was not realized as part of the Prairie PUD. This mixed-use neighborhood approach will provide commercial resources/destinations within walkable and bikeable distances of numerous residential areas, as well as reduced travel time for vehicles originating in the area. This proposed zone change will provide a convenient neighborhood commercial area and, as such, promote economic development at the neighborhood level.

8.0765: Tentative Approval

Based on the facts presented at the hearing and the recommendation of the Planning Commission, if the Hearings Body determines that the applicant has met all applicable criteria for the proposed change, the Hearings Body shall give tentative approval of the proposed Comprehensive Plan Map, Zoning Map, and associated Southwest Area Plan map updates. Such approval shall include any conditions, stipulations or limitations which the Hearings Body determines to be necessary to meet the criteria. An appeal of the Hearings Body's decision shall be processed and decided in the manner provided for in Article II of these standards. Upon completion of hearings process, the council shall, by order, effect the zone reclassification of the property. Provided, however, if the applicant fails to abide by the conditions attached to the rezoning the Council may, at a later date, rezone the affected property to its original zoning by order.

RESPONSE: The Applicant understands these procedures and requirements to meet criteria.

8.0770: Public Hearing on Amendments

If a map change is initiated by the Planning Commission or City Council, or if an amendment to the text of these standards is to be considered, the City Council shall hold a public hearing on the proposed change. Notice of the hearing shall be published in a newspaper of general circulation in the City the week prior to the hearing. Before establishing a map change, the Council shall make findings that the proposed change meets the criteria set forth in Section 8.0760. Any change affected under this section shall be by ordinance.

RESPONSE: This application includes a request for a map change. The Applicant understands that this map change will be considered at a public hearing, following proper public noticing by the City, and that any change to the maps will be adopted by ordinance.

ARTICLE II – LAND USE PROCEDURES

Introductory Provisions

8.1005: Definitions

The following definitions apply to this title:

...

1. **Land use action** includes any consideration for approval of a quasi-judicial plan amendment or zone change and any consideration for approval of a land use permit. Land use actions include the following applications:
 - A. Conditional Use Permits;
 - B. Alteration or Repair of a Nonconforming Use;
 - C. Variance;
 - D. Text or Map Amendment;
 - E. Declaratory Ruling;
 - F. Subdivision;
 - G. Partition;
 - H. Site and Design Review; and

- I. Other applications which require the exercise of discretion or policy judgment in applying and/or interpreting applicable criteria.

...

- h. **Quasi-judicial** zone change or plan amendment generally refers to a plan amendment or zone change directly affecting individual property owners and that involves the application of existing policy to a specific factual setting. There are three factors that must be analysed to distinguish the difference between a legislative change and a quasi-judicial change. These three factors are: (1) whether the request is bound to result in a decision, (2) whether the request requires the application of specific criteria, and (3) the size of the area and the number of people affected by the decision. In most cases the conclusion is based on the answer to the third question.

RESPONSE: This application package includes a Comprehensive Plan Map amendment, Zone Change, and Southwest Area Plan amendment. These requested amendments generally involve a single property. The request is also bound to result in a decision, requires application of specific criteria, and a limited area and number of people are affected by the decision; as such, the Applicant understands this to be a quasi-judicial plan amendment and zone change. Additionally, the application includes a site plan and variance request, which the Applicant understands to be land use actions.

REDMOND COMPREHENSIVE PLAN

Relevant policies of the Redmond Comprehensive Plan are addressed below.

Introduction

State of Oregon Land Use Goals

To date nineteen Goals have been adopted by the State of Oregon; twelve of these apply to the Redmond Urban Area. The remaining goals apply to coastal areas or areas outside a designated urban growth boundary

...

RESPONSE: As stated in the Comprehensive Plan, only Goal 1, 2, and 5-15 apply to the broader Redmond Urban Area. Those goals relevant to the subject site and property are discussed separately below.

Comprehensive Plan Map

The Comprehensive Plan Map shows the type, location and density of land development and redevelopment permitted in the future. The Comprehensive Plan Map is the same as the Zoning Map.

RESPONSE: It is noted that the Comprehensive Plan Map is the same as the Zoning Map.

Chapter 1 – Citizen Involvement

Policy 5

The City shall provide the opportunity for citizens to be involved in all phases of the planning process.

RESPONSE: The goal and policies of this chapter place a responsibility on the City to develop and maintain a citizen involvement program. Notice of the public hearing to consider the proposed comprehensive plan map amendment and zone change is expected to be posted, mailed to neighbors, and published in the local newspaper. Citizens will be provided the opportunity to comment on the proposed amendments at the public hearings before the Planning Commission and the City Council, or in writing in advance of the hearings. Additionally, notice of the site plan and variance applications is expected to be provided to the public, to provide an opportunity for public comment on the application prior to the decision being rendered.

Chapter 9 -Economic Development

Goal 5

Allow mixed used employment and commercial uses in outlying areas of the community as neighborhood centers to provide opportunities for citizens to reside near employment and service destinations.

RESPONSE: The proposed plan amendment/zone change directly supports Goal 5 of the City's Comprehensive Plan Chapter 9, by entitling land in an outlying area of the community to be able to allow mixed use employment and commercial uses. The property to the north is developed as a high density residential center and the subject property of this application will serve as a neighborhood center for the area, with walkable facilities connecting the areas.

Policy 12

The following shall be the general objectives of the Redmond urban area concerning overall commercial development to:

...

- g) Encourage new commercial areas in developing neighborhoods to be clustered in mixed-use neighborhood commercial centers rather than as strips along major roads.
- h) Establish development standards for all commercial areas and particularly for those that are planned within mixed-use centers and in areas where commercial and industrial uses are adjacent to residential areas.

Policy 32

Neighborhood commercial centers that serve the needs of people in the immediate area shall be provided for and regulated as mixed use districts. Neighborhood Commercial Centers should be appropriately spaced in the areas shown on the Redmond Urban Framework Plan and when appropriate, shown as Master Development Plans. These Centers should be planned to serve at least 5,000 residents. Higher residential densities are required in the vicinity of the Center and densities may decrease as distance increases from the Center. The intent is to have higher density close to the Center. Other Neighborhood Centers may be focused around a civic land use, such as a library, cultural activity, school, or public service facility.

RESPONSE: The proposed zone change to Mixed Use Neighborhood (MUN) directly supports the intent of Policy 32 by creating a mixed use neighborhood commercial center to serve small retail needs in the immediate residential area. The associated site plan proposes retail on the ground floor, offices on the second floor, and residential units on the 3rd and 4th floors, creating a truly mixed use center. The site plan is designed with multiple pedestrian access points, plazas, additional landscaping, and architectural features that welcome the public from the street.

Chapter 10 – Housing

Goal 2

Allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Redmond residents.

Goal 6

Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.

Policy 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: Both Chapter 10 of the City's Comprehensive Plan and the City's Housing Needs Analysis (HNA) identify a need for a variety housing types, including mixed use live/work units. As the planned Prairie Crossing PUD did not utilize the MUN zone for mixed uses to the degree planned for the Southwest Area Plan, the proposed zone change will help backfill a portion of the need for mixed use housing units.

The proposed zone change will entitle the subject property for the proposed mixed use development that satisfies the goals/policies of Chapter 10 of the Comprehensive Plan and the objectives of the Housing Needs Analysis. The mixed use strategy is aimed to provide the neighborhood with a core that has a variety of retail, commercial and residential uses. The design also includes housing units on the two upper floors of the proposed building, which meets the Housing Strategy Report's required 8 units per net acre. The proposed amendment will help meet the City's projected housing needs, as it will facilitate additional housing in an area currently designated for mixed employment, in compliance with Goal 10.

Chapter 11 – Public Facilities and Services

Policy 4

Development within the Redmond UGB shall be subsequent to or concurrent with the provision of an adequate level of public facilities and services.

Policy 5

All developments shall comply with utility and facility plans intended to serve the area.

RESPONSE: The subject property is within the Redmond UGB and has been designed to comply with City Public Works Standards and utility/facility plans for the area. The City Engineering Department has confirmed that subject property can be served by public sanitary sewer, water, storm drainage and transportation systems. Exhibit F includes a Water and Sewer Infrastructure memo that demonstrates that the proposed zone of MUN will yield a lower sanitary sewer design flow rate than the current R-4 zone. Similarly, existing water mains (12-inch main in SW Canal Blvd and 8-inch main in SW Badger Ave) were found to be adequate to serve the proposed MUN zone and the proposed mixed-use building.

Exhibit G includes a stormwater analysis report for the proposed mixed-use site plan, and demonstrates that the site plan has been designed to infiltrate stormwater onsite, with no impacts to downstream flows. Design, construction, and long term maintenance of the onsite stormwater design is discussed in this report, further demonstrating that the proposed zone change and site plan are in compliance with Chapter 11 through efficient planning of the stormwater management. Further, the proposed site plan includes significantly more landscaping and pervious surfaces than required in the MUN zone, increasing the opportunity for infiltration on site.

Additionally, the proposed amendments do not adversely impact the City's ability to plan and develop a timely, orderly and efficient arrangement of public facilities for the surrounding area. For all the above reasons, compliance with Goal 11 is maintained.

Chapter 12 – Transportation

Policy 1

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,
- 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.

Policy 5

Land use decisions shall include a consideration of their impact on existing or planned transportation facilities for all modes.

RESPONSE: Exhibit E includes a Transportation Planning Rule (TPR) analysis and a Transportation Impacts Analysis (TIA), to consider any impacts of the proposed zone change and site plan. These analyses found that the proposed zone change is compliant with the TPR and the site plan does not result in significant impacts to the area transportation facilities.

OREGON ADMINISTRATIVE RULES

OAR 660-012, Transportation Planning

660-012-0060 Plan and Land Use Regulation Amendments

- (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);
 - (b) Change standards implementing a functional classification system; or
 - (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;
 - (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
 - (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: Transportation Planning Rule compliance is demonstrated in the submitted transportation memo, prepared by Transight Consulting, which is included in Exhibit E. This analysis includes the following:

“The analysis provided within this report shows that there are two locations identified as deficient in the horizon year (2040) with or without the rezone. The rezone does not cause any intersections that are performing acceptably to fail to meet City standards, but does result in incremental degradation of the two intersections. However, the identified deficiencies along the SW Canal Boulevard corridor are mitigated by planned

intersection projects, a planned extension of Elkhorn Avenue east over the US 97 and BNSF corridors to connect with SW 19th Street near the fairgrounds. Table 16 summarizes TPR compliance for the project.”

The memo continues on to conclude that:

“The analysis showed that the SW Canal Boulevard/SW Badger Avenue and SW Canal Boulevard/SW Yew Avenue-SW 27th Street intersections are expected to have operational needs in 2040 with or without the zone change. Therefore, per Section 1 of the TPR a significant impact occurs.”

- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, 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.

RESPONSE: Demonstrating compliance with this section, Exhibit E includes a TPR analysis and responds:

“The City’s recent TSP update identifies transportation system improvements at the two impacted facilities that are adequate to support the minor addition of trips from the rezone. The improvements to the SW Canal Boulevard/SW Badger Avenue intersection are identified within the City’s TSP as Priority Intersection Improvements. This designation within the City’s five-year plan and inclusion within City SDC lists is adequate to ensure that there is a funding mechanism in place to ensure the project will be completed. The project’s increased contribution to City SDC fees will provide additional funding beyond what was contemplated within the SDC methodology.

Similarly, the City is aware of needs at the SW Canal Boulevard/SW Yew Avenue roundabout. The similar inclusion and consideration of additional auxiliary lanes to the roundabout recognizes the needs at this location. However, there are additional projects in the TSP (such as the extension of Badger Avenue to Helmholtz and an Elkhorn overcrossing of US 97) that will also provide travel options that reduce the demands along this corridor.

Accordingly, the recommended mitigations will allow both intersections to meet City standards regardless of the proposed SW Canal Boulevard mixed-use development. Therefore, this project does not have a significant impact and remains in compliance with the TPR.”

STATEWIDE PLANNING GOALS

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: Notice of the public hearing to consider the proposed comprehensive plan text amendment, comprehensive plan map amendment and zoning ordinance amendment is expected to be posted, mailed to neighbors, and published in the local newspaper. Citizens will be provided the opportunity to comment on the proposed amendments at the public hearings before the Planning Commission and the City Council, or in writing in advance of the hearings.

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 Goal is intended “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.” As required by Goal 2, the City has adopted criteria and procedures through the Redmond Development Code to evaluate and make land use decisions. Goal 2 requires periodic review and amendments to ordinances as needed and in accordance with the Comprehensive Plan. The proposed amendments meet the requirements of Goal 2 by following the appropriate procedures for amendments and by considering the goals and policies outlined in the Comprehensive Plan. The proposal will be reviewed according to the established local land use regulations, including the City’s Development Code and the Comprehensive Plan. Through this Quasi-Judicial application and compliance with the criteria and requirements of the RDC, this application will substantially comply with Goal 2. Therefore, this goal is satisfied.

Goal 3, Agricultural Lands

RESPONSE: This goal is not applicable to the proposal because the subject property does not include any agricultural land.

Goal 4, Forest Lands

RESPONSE: This goal is not applicable to the proposal because the subject property does not include any forest land.

Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces

RESPONSE: This goal is not applicable to the proposal because the subject property does not include any land on inventories for natural resources, scenic areas, historic area, or open spaces.

Goal 6, Air, Water and Land Resources

RESPONSE: The proposed amendments are consistent with Goal 6 and the Goal policies, as they do not adversely impact the ability of the City to protect air, water, and land resources quality. The site plan submitted with the zone change will be reviewed by the City and appropriate agencies for compliance with water, sewer, stormwater, and transportation requirements. City Public Works reviewed the draft site plan during the pre-application process and provided input to the infrastructure design at that time, which has been incorporated into the final site plan.

Additionally, the City’s findings for the Southwest Area Plan (SWAP), the area within which the subject area is included, concluded that:

- There are no natural surface water features in the SWAP planning area.
- There are no federal or state designated hazardous waste sites in the SWAP planning area.

- There are no environmental cleanup sites reported on the Oregon DEQ website in the SWAP planning area.

Goal 7, Areas Subject to Natural Hazards

RESPONSE: This goal is not applicable to the proposal because the subject property is not located within an identified natural hazard area.

Goal 8, Recreational Needs

RESPONSE: This goal is not applicable to the proposal because the subject property is not located in or identified as an area for recreational needs. Further, the applications do not affect the City's ability to plan for the recreational needs of the citizens of the state and visitors.

Goal 9 – Economic Development, “To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.”

RESPONSE: This Goal is intended “To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.” Goal 9 calls for diversification and improvement of the economy. It requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Based on findings from the City's Southwest Area Plan adoption, the City's 2005 Urbanization Study found that the City's commercial land *“was not in the proper designations or locations to foster transportation-efficient development patterns.”* The findings continued on to note that *“Neighborhood commercial centers provide a balance to the surplus of land designated for highway and strip commercial uses in the city. The Mixed-Use Neighborhood (MUN) zone is designated for neighborhood commercial uses. The SWAP planning area includes 20.93 acres designated for MUN zoning in two different areas. The MUN zone is intended to support surrounding residential neighborhoods by enabling the development of small scale retail and service commercial uses. Commercial uses are intended to offer everyday goods and services to residents of the surrounding neighborhoods.”*

As noted above, the SWAP designated approximately 20 acres within its planning area as desired MUN zoned properties to create the desired neighborhood commercial centers, as a strategy to provide small retail and service resources within the area to create efficiencies and hubs of economic development. Since that time, however, much of this planned MUN area was developed as residential uses within the Prairie Crossing PUD and the MUN uses were not implemented (except for approximately 15,000 sf).

The proposed amendments of this application directly support the City's efforts to accommodate diversification and improvement of the economy by providing mixed-use land, proposed to create retail and office space in a neighborhood hub setting. This application provides an opportunity for the City to partially replace some of the MUN-planned land that was not realized as part of the Prairie PUD. This mixed-use neighborhood approach will provide commercial resources/destinations within walkable and bikeable distances of numerous residential areas, as well as reduced travel time for vehicles originating in the area. This proposed zone change will provide a convenient neighborhood commercial area and, as such, promote economic development at the neighborhood level.

Goal 10 – Housing, “To provide for the housing needs of Citizens of the state.” This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

RESPONSE: This Goal is intended to “Provide for the Housing Needs of the citizens of the State” through planning for and providing needed housing units, with a variety of residential unit types and strategies. The

City's Housing Needs Analysis (HNA) identified a need for multiple housing types, including mixed use live/work units (Exhibit 70 of the HNA). As the planned Prairie Crossing PUD did not utilize the MUN zone for mixed uses to the degree planned in the Southwest Area Plan, the proposed zone change will help backfill a portion of the need for mixed use housing units.

The City's Housing Strategy report identifies numerous implementation actions, among which is an action item (2.4a) to: *"Evaluate Great Neighborhood Principles to ensure they are achieving goals of creating neighborhoods with vibrant mixed use core that is diverse, legible, sustainable, and well connected"*.

Additionally, the Housing Needs Analysis identified several policies and objectives focused on mixed use housing strategies:

HNA Policy 1: *Plan for a 20-year supply of suitable land for Redmond housing needs within the existing urban growth boundary."*

Objective 1.3: *The following density target ranges for housing will be required for each Plan Designation:*

Designation	Zone	Required Density
Limited Residential	Single-Family Residential – R-1, R-2	Between 2.0 and 5.0 dwelling units per net acre
General Residential	Residential Medium – R-3, R-4	Minimum of 4.0 dwelling units per net acre
High Density Residential	High Density Residential R-5	Minimum 8.0 dwelling units per net acre

HNA Policy 2: *Provide opportunities for housing development to meet the City's identified housing needs.*

Objective 2.7: *Encourage development of mixed-use multifamily housing in commercial zones.*

The proposed zone change will entitle the subject property for the proposed mixed use development that satisfies both objectives above. The mixed use strategy is aimed to provide the neighborhood with a core that has a variety of retail, commercial and residential uses. The design also includes housing units on the two upper floors of the proposed building, which meets the Housing Strategy Report's required 8 units per net acre. The proposed amendment will help meet the City's projected housing needs, as it will facilitate additional housing in an area currently designated for mixed employment, in compliance with Goal 10.

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." Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs. OAR 660-11 implements Goal 11, and notes, "Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons..."

RESPONSE: This Goal is intended to "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." The area subject to the proposed amendment will accommodate mixed use development. The City Engineering Department has confirmed that subject property can be served by public sanitary sewer, water, storm drainage and transportation systems. Exhibit F includes a Water and Sewer Infrastructure memo that demonstrates that the proposed zone of MUN would yield a lower sanitary sewer design flow rate than the current R-4 zone. Similarly, existing water mains (12-inch main in SW Canal Blvd and 8-inch main in SW Badger Ave) were found to be adequate to serve the proposed MUN zone and the proposed mixed-use building.

Exhibit G includes a stormwater analysis report for the proposed mixed-use site plan, and demonstrates that the site plan has been designed to infiltrate stormwater onsite, with no impacts to downstream flows. Design, construction, and long term maintenance of the onsite stormwater design is discussed in this report, further demonstrating that the proposed zone change and site plan are in compliance with Goal 11 through efficient planning of the stormwater management. Further, the proposed site plan includes significantly more landscaping and pervious surfaces than required in the MUN zone, increasing the opportunity for infiltration on site.

Additionally, the proposed amendments do not adversely impact the City's ability to plan and develop a timely, orderly and efficient arrangement of public facilities for the surrounding area.

For all the above reasons, compliance with Goal 11 is maintained.

Goal 12 – Transportation, “To provide and encourage a safe, convenient and economic transportation system.” Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR 660-012-0060, in addition to local land use regulations.

RESPONSE: This Goal is intended “To provide and encourage a safe, convenient and economic transportation system.” Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR 660 Division 12. Exhibit E includes a detailed TPR analysis; compliance with the TPR is addressed above.

Goal 13 Energy – “To conserve energy.” Goal 13 requires that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

RESPONSE: This Goal is intended “To conserve energy.” As noted in the City's SWAP findings,

“The Mixed Use Neighborhood (MUN) zone is designed to offer employment opportunities and services so that residents can meet more of their everyday needs within the neighborhood. These zones form the core of the neighborhood center that is surrounded by medium- and high-density housing, a park, and other civic and public uses. The proximity of these uses promotes walking and biking. This mix of land uses, together with proposed nodes of higher-density development, street cross-sections with wide sidewalks and planting strips, trails, design standards for attractive building facades and streetscapes, and road right-of-way and trail projects, also support walking and biking – and less energy consumption – in the SWAP planning area in general.”

As noted previously, the SWAP planning documents designated approximately 20 acres within its planning area as desired MUN zoned properties to create the desired neighborhood commercial centers, as a strategy to provide small retail and service resources within the area to create efficiencies and hubs of economic development. Since that time, however, much of this planned MUN area was developed as residential uses within the Prairie Crossing PUD and the MUN uses were not implemented (except for approximately 15,000 sf). The proposed amendments of this application directly support the City's efforts to accommodate diversification and improvement of the economy by providing mixed-use land, proposed to create retail and office space in a neighborhood hub setting. This application provides an opportunity for the City to partially replace some of the MUN-planned land that was not realized as part of the Prairie PUD. The proposed amendment will allow greater mixed use opportunities in an area where goods, services and employment are available to residents within walking distance, thereby reducing vehicle trip distances and a reduction in vehicle miles traveled, thus potentially conserving energy.

In addition, the proposed mixed-use zoning and development of the site can provide diversification within the same building, keeping space utilized 24 hours a day, rather than simply during business hours (for solely commercial uses) or during non-business hours (residential uses). This utilization can help with building conditioning by stabilize building temperatures, which in turn reduces maintenance costs, increasing long term energy efficiencies. For all these reasons, compliance with Goal 13 is maintained.

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.” This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It requires cities to provide for an orderly and efficient transition from rural to urban land uses, and to accommodate urban population and employment inside urban growth boundaries, while ensuring efficient use of land.

RESPONSE: This Goal is intended “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.” The subject property is currently within the Redmond Urban Growth Boundary and designated for urban development. The proposal will facilitate future development that will use existing public facilities and services in an efficient and functional land use pattern. The proposed amendments directly support the City’s efforts to accommodate urban populations and employment inside the urban growth boundary by creating employment and residential land within the UGB, as discussed herein. For all these reasons, compliance with Goal 14 is maintained.

Goals 15 through 19

RESPONSE: These goals only pertain to areas in western Oregon and are not applicable for this application.

Additional Site Plan/Variance Criteria

8.0055 Site Plan Review.

1. No building, grading, parking, land use, sign or other required permit shall be issued for a use for which a site plan is required by the Redmond Site and Design Review Standards until such time those requirements are met.
2. Non-compliance with a final approved site plan pursuant hereto shall be a zoning standards violation.

RESPONSE: This submittal includes a site plan application and supporting documentation, for review and approval prior to approval of building permits.

8.0265 Table H, Minimum Standards. The following minimum standards are required in each respective zone (all distances are measured in feet):

STANDARDS:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW and MULW-SD	
Minimum Yard Setbacks				
Front	0**	10 ft.	10 ft.	
Local Street				
Collector				
Arterial		15 ft. 25 ft.	15 ft. 25 ft.	
Interior Side	No minimum 25 ft.	No minimum 25 ft.	No minimum	
Standard				
Adjacent to R zone				
Street Side	0 ft.	10 ft. 15/25 ft.	10 ft. 15 ft. 25 ft.	Shall meet minimum setback to local, collector or arterial street.
Same as Front				
Local Street				
Collector				
Arterial				
Rear	0 ft.	10 ft.	10 ft.	
Interior				
Adjacent to alley				
Maximum Building Height	45 ft.***	45 ft.****	45 ft.	

STANDARDS:	ZONE:			REFERENCE / STANDARDS:
	MUN	MUE	MULW and MULW-SD	
Minimum Street Frontage	25 ft.	25 ft.	25 ft.	
Minimum Landscaping	15%	15%	10%	In the MUN zone, can be satisfied with street trees or shared open space
Maximum Lot Coverage	80%	80%	N/A	
Minimum Lot Size	2,500 sq. ft.	6,000 sq. ft.	5,000 sq. ft.	Only applies to non-residential uses.
Maximum Building Footprint Per Single Use	40,000 sq. ft.	60,000 sq. ft.		Only applies to non-residential uses.
Outdoor Storage	Not allowed as a permanent use	80% of primary building		Only permitted through site design review. Maximum size of storage area shall not exceed 40,000 square feet for any single use.

Note: Residential uses permitted in Mixed-Use zones shall be subject to the density standards for the R-5 zone.

****Buildings** shall be built to a minimum of 0 feet and a maximum of 15 feet of the front property line. A greater front yard setback may be approved through Site and Design Review if the setback area incorporates enhanced public spaces and pedestrian amenities such as plazas, arcades, outdoor cafe, benches, street furniture, public art, kiosks, or additional landscaping.

*****To foster compatibility** between new multi-story buildings and existing single-story dwellings, multi-story buildings and structures in Mixed Use Neighborhood (MUN) district shall “step-down” to create a building height transition to adjacent single-story building(s) in low-density residential districts (R-1 and R-2), as provided in subsections 1-3, below:

1. This standard applies to new and vertically expanded buildings and structures in the MUN district that are within [25] feet (as measured horizontally) of an existing single-story building in low-density residential (R- 1 and R-2) districts with a height of [20] feet or less, as shown in the figure below.
2. The transition standard is met when the height of the taller structure (“x”) does not exceed one (1) foot of height for every one (1) foot separating the two structures (“y”), as shown in the figure below.
3. Exception: The provisions of subsections 1-2 do not apply when the approval body finds that the subject single-story buildings located within [25] of the subject site are redevelopable. “Redevelopable,” for the purposes of this Section, means value of all improvements on the lot, based on the most recent data from Deschutes County Assessor’s Office; or the front yard of the subject lot is large enough that it could be subdivided based on the residential district standards.

...

RESPONSE:

Setbacks: The associated Comprehensive Plan Map Amendment and Zone Change will result in the subject property being rezoned as MUN, and the standards of the MUN zone will apply to the proposed site plan. As noted in the table above, there is no minimum requirement for front yard, street side yard, or rear yard setbacks. The proposed site plan exceeds the minimum interior side yard setback to an adjacent R zone.

The proposed structure is sited as close as feasible to SW Canal Blvd and SW Badger Ave. The proposed structure is within 18 feet of SW Canal Blvd, sited in the proposed location to accommodate existing easements on the site (Quest and PacifiCorp). At its closest point along SW Badger Ave, the proposed building will be 13 feet setback, sited to accommodate a public utility easement along SW Badger Ave. As a result of an irregularly shaped lot whereby the lot lines at the intersection of Canal and Badger form an acute angle, the setback increases towards SW Canal. In both cases, the proposed site plan includes additional landscaping and sidewalks for pedestrian access and activity along the entire building, in compliance with the allowance for an exception to the maximum setback requirement.

Step-Down: The proposed mixed-use building is greater than 25 feet from an existing single-story building in low-density residential district. As a result, the “step down” requirement does not apply to this project.

Height: The proposed building roof deck is 47 feet high and a minor variance application and supporting documentation is submitted herein. Additionally, the railings, parapet wall, elevator shafts and stairwells exceed the maximum height, however, an exception for these elements is permitted per RDM 8.0565, as discussed herein.

Coverage, Footprint, Lot Size: Per the submitted site plan, the proposed lot coverage of 11.7% is well under the maximum allowable coverage of 80%. The proposed building footprint is 6,170 sf, also well under the allowable maximum. The subject lot size is 1.26 acres, significantly greater than the requirement minimum of 2,500sf. The site plan meets all these lot requirements.

Landscaping, Frontage, Storage: Based on the submitted site plan, the proposed landscaping of 31.7% exceeds the required minimum of 15%. Additionally, the street frontages along both SW Canal Blvd and SW Badger Ave far exceed the required 25' minimum. No outdoor storage is proposed. The site plan meets these lot requirements.

8.0305 Establishment of Clear Vision Areas. Clear vision areas are measured as follows: starting at the edge of pavement or curb lines at the intersection of two vehicular ways, and measuring along each edge of pavement for the distance shown below; this will result in an angle. The end points projecting from the vertex of the angle are then connected, forming a triangle. The area within the triangle is the horizontal clear vision area. The vertical clear vision area is the area above the triangle, between 3' and 8' in height.

Clear vision distances shall be as follows:

- 1. At an intersection of two streets having 90-degree angles at the intersection, the minimum distance shall be 25 feet.
- 2. At traffic circles, acute or obtuse angles, and other non-conventional intersections of two streets, the clear vision area may be determined by the Hearings Body or City Engineer. However, the clear vision area shall make every attempt to incorporate the 25' line of sight distance as is stated in (1).
- 3. All other vehicular intersections, including alleys the minimum clear vision distance shall be 15'.

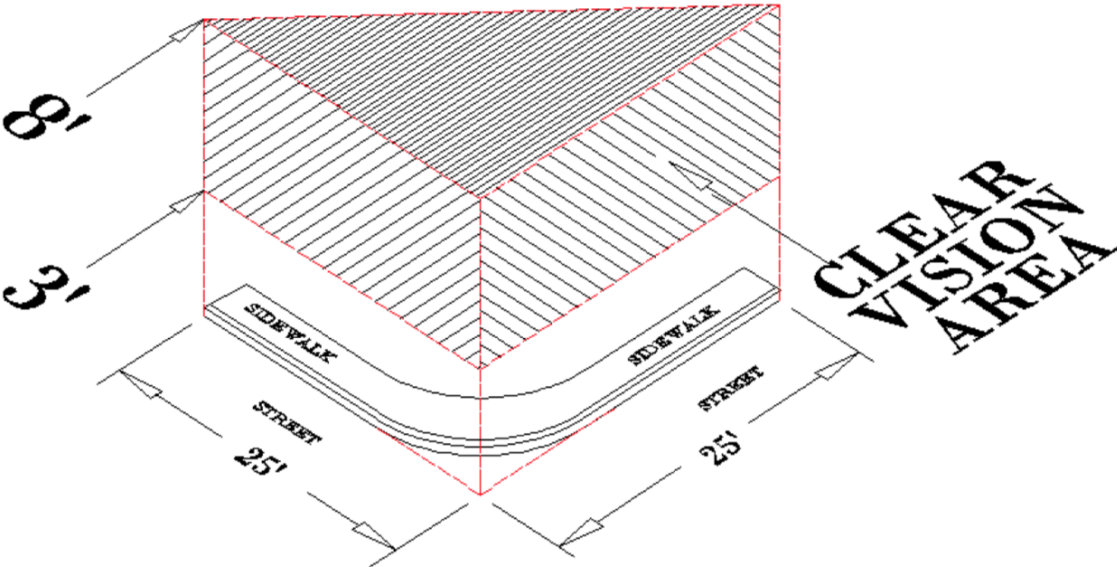


ILLUSTRATION – STREET TO STREET CLEAR VISION AREA

RESPONSE: The clear vision areas for the street intersection of SW Canal/SW Badger, as well as the driveway intersections along SW Badger, are shown on the submitted site plans. All proposed site development is outside of the clear vision area and in compliance with this requirement.

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

Land Use	Standard: Unless Transportation Analysis supports other methods as approved by City Engineer
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Mixed Use (within **MUN and MUE** zone), structures containing more than one principal land use

The first 1,000 square feet of total floor area is exempt from the parking standards in the MUN zone, not in the MUE zone. Two (2) spaces for the first 1,000 s.f. of net floor area or fraction thereof and 1 space for each 500 s.f. thereafter. Common parking may be provided in lieu of on-site parking subject to Section 8.0505 (12) Off-Street Parking and Loading Standards.

RESPONSE: The gross square footage of the proposed four-story mixed use structure is approximately 6,170 sf/floor x 4 floors = 24,680 sf. Provided the allowance in the parking standard for the first 1000 sf to be exempt, the remaining square footage for parking calculations is 24,680 - 1,000 = 23,680 sf. Based on the RDM 8.050, the required number of off street parking spaces is $(23,680\text{sf}/1,000)*2 = 47$ spaces. This is an overestimate, as the code allows net floor area for the parking calculation. However, the proposed site plan includes 63 spaces, well in excess of the conservative estimate and in compliance with RDM 8.0500.

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

1. The provisions and maintenance of off-street parking and loading spaces is the continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is sited, thereby increasing off-street parking or loading requirements, this section must then be complied with. Businesses within the Central Business District (C-2 zone) and Downtown Overlay District (DOD) shall be exempt from this provision if there is an existing building on the subject site that prevents the addition of on-site parking. Expansions of buildings in the C-2 and DOD zone must comply with this section.

RESPONSE: The Applicant understands this responsibility of continued maintenance of off-street parking and loading areas.

2. Requirements for types of buildings and uses not specifically listed in these standards shall be determined by the Community Development Director or Hearings Body based upon the requirements for comparable uses listed.
3. In the event that several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the net floor area requirements of the several uses computed separately.
4. Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided that satisfactory legal evidence is presented to the City in the form of deeds, leases or contracts to establish the joint use.
5. Off-street parking spaces for dwellings shall be located on the same parcel with those dwellings, or written contract of agreement shall be provided to the City that expressly permits shared use of parking areas which are off site.

RESPONSE: The proposed building is mixed use within the MUN zone, which is identified as a specific use in the parking requirements table of RDC 8.0500. As noted above, the site plan includes more parking spaces than required for a "mixed use structure containing more than one principal land use" in the MUN zone.

6. All required parking spaces shall be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building unless approved by the City Engineer.

RESPONSE: All required parking spaces are less than 300 feet from the building, in compliance with this requirement.

7. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

RESPONSE: All required proposed parking spaces are intended for the parking of passenger automobiles of residents, customers, patrons and employees only. They are not intended for storage of vehicles or materials or for the parking of trucks used in conducting the business or use onsite.

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

RESPONSE: The proposed building does not include 10,000 square feet or more for any of the above identified uses; as such, this section does not apply.

9. Interior loading docks, or loading areas or docks located inside buildings, shall be considered as being screened when securable by a powered overhead door that totally encloses the opening for vehicles being loaded / unloaded.
10. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

RESPONSE: No interior loading docks are proposed. The proposed site plan includes significant off-street parking areas that can accommodate any necessary loading and unloading associated with the building. In fact, loading and unloading in the street would be particularly inconvenient, providing the location and positioning of the building.

11. On Street Parking Credits. The minimum requirement off-street parking spaces may be reduced by the number of on-street parking spaces that are allowed and constructed along the street frontage of the proposed development subject to approval by the City Engineer. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use but shall be available for general public use at all times. Signs or other actions that limit general public use of on- street spaces are prohibited.

RESPONSE: No on street parking credits are proposed or necessary.

12. Common Parking Areas shall conform to city standards and shall be located within 220 feet of the land use.

RESPONSE: A single mixed use building is proposed with a single parking lot. The total parking provided exceeds the required parking and is located immediately adjacent to the proposed building.

8.0510 Design and Improvement Standards for Parking Lots. The design and improvement standards for parking lots are:

1. Vehicle Parking Space Sizes and Bicycle Parking Requirements.
 1. Each regular sized parking space or stall shall be governed by the requirements of Section 8.0515 and shall have a minimum width of 9 feet and a minimum length of 20 feet; must be individually accessible, paved, and shall be continuously maintained by the property owner.
 2. If desired by the applicant / owner, each compact parking space or stall shall be a minimum width of 8 feet and a minimum length of 18 feet.
 3. A maximum of 30% compact spaces is permitted as required parking.

RESPONSE: A combination of 9'x20' and 9'x18' parking stalls are proposed. Per direction from City staff, the 18-foot deep parking stalls are being provided adjacent to sidewalks and extra wide landscaping areas, where the vehicle may be permitted to overhang the curb.

4. A securable parking space shall be provided for bicycles for each new commercial use. Credit for 1 vehicular parking space shall be given for each 5 bicycle parking spaces (up to 10 bicycle parking spaces / 2 vehicular parking spaces credit possible). However, parking lots containing fewer than 10 vehicular spaces are not eligible for credits, except in the **MUN and MUE** zone. Also, bicycle spaces shall not replace more than 20% of the required parking under any circumstance.

RESPONSE: Securable bicycle parking will be provided southwest of the proposed building. Credit for vehicular spaces has not been requested for these bike spaces and as such, these spaces do not replace any vehicular parking.

2. Except for parking in connection with single family or duplex dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to any dwelling shall be screened with a sight-obscuring fence or planted screen of not less than three feet in height.

RESPONSE: The parking area along the southern property line abuts a residential zone. As such, to comply with these requirements, a landscaping strip is proposed between the lot line and the front of the parking spaces, including shrubbery for screening.

3. Parking spaces between pavement and landscaping shall be contained by a bumper rail or by a curb which is at least four inches high and which is set back a minimum of one and one-half feet from the property line.

RESPONSE: The site plans show curb lining the fronts of all proposed parking spaces, in compliance with this requirement.

4. Exterior Artificial lighting of any type shall not shine or create glare in any dwelling, property, or onto any public right of way.

RESPONSE: Exterior lighting will be downward facing, or shielded, as to not shine or create glare into dwellings or off the subject property. Additionally, the proposed building is sited as far north on the subject property as possible, providing significant space between it and the residential properties to the south. Similarly, it is separated from the multi-family property to the north by SW Badger Ave.

5. Access aisles shall be of sufficient width to permit easy turning and maneuvering. In no case shall access aisles be less than 20' in width. Any access aisle less than 24' in width shall provide "no parking / fire lane" striping or signage, or curbs painted red for "no parking". Further, any access aisle being used as backup room for parking spaces shall be no less than 24' wide.

RESPONSE: Access aisles are shown on the site plan to be 26' wide, and in one case, 24' wide, in compliance with this requirement.

6. Except for dwellings not required to undergo land use review, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley unless approved by the City Engineer.

RESPONSE: The proposed parking area is designed such that no backing or maneuvering is necessary within a street right-of-way.

7. Service drives to off-street parking areas and internal access aisles shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians.

Pedestrian pathways shall be clearly differentiated from vehicular drive aisles on site and may be required to be physically separated from vehicular drives or aisles to ensure pedestrian safety. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.

RESPONSE: No service drives are proposed. The parking lot is accessed directly from SW Badger, via two driveways that immediately enter the parking lot. The drive aisles in the parking lot are of ample width for two-way traffic (24' minimum). For the areas with less direct pedestrian access (e.g. eastern side of the lot), a separated sidewalk that connects to a crosswalk with immediate connection to the sidewalk adjacent to the building is proposed for pedestrian safety.

8. Driveways shall have a minimum vision clearance area as described within RDC section 8.0305 and 8.0310, "Clear Vision areas".

RESPONSE: Two driveways are proposed to access SW Badger Ave and 15-foot clear vision areas are provided (and shown on the site plan) at each driveway, in compliance with RDC section 8.0305.

9. The following standards shall apply to parking within industrial zones:
 - A. Parking shall not be allowed within 10 feet of a front yard property line or 5 feet of a side yard property line.
 - B. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.

RESPONSE: All parking stalls are farther than 10 feet away from the front yard property line and greater than 5 feet away from the side yard property line, in compliance with this requirement. No on street parking is proposed.

8.0515 Parking Table and Diagram. The following table and diagram provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equal the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

PARKING TABLE

A	B	C	D	E	F	G
...						
90°	8'0"	18.0	26.0	8.0	44.0	3
	8'6"	18.0	25.0	8.5	43.0	
	9'0"	18.0	24.0	9.0	42.0	
	9'6"	18.0	24.0	9.5	42.0	
	10'0"	18.0	24.0	10.0	42.0	

RESPONSE: All proposed parking spaces are 90 degree parking, with 9' widths. All proposed parking spaces are 18' to 20' deep and aisles are 24' to 26' wide, in compliance with the requirements of these tables.

8.0565 Exception to Building Height Limitations. Except for the aviation requirements set forth in Section 8.0230, the following types of structures or structural parts are not subject to the building height limitations prescribed in Sections 8.0100-8.0295: architectural elements used for roofs, art, chimneys, church spires, clock towers, belfries, domes, monuments, fire and hose towers, observation towers, flag poles, air traffic navigational equipment, cooling towers, elevator shafts and other similar projections. Prior to construction of these structures or structural parts, a site plan shall be required in accordance with Site & Design Review Standards unless exempted by Code, or at the discretion of the Community Development Director or Hearings Body.

RESPONSE: The proposed mixed-use building design includes an elevator shaft and stairwells that exceed the maximum height of the MUN zone. Both of these elements have been designed to be the lowest height possible, while still accommodating the enclosure of mechanical elements and required headroom above the top level. Per RDC 8.0565, these elements are excepted from the maximum height allowance. Additionally, staff confirmed that safety elements related to the roof (railing/parapet serving as a railing) are exempt from the height requirement.

VARIANCES

8.0700 Authorization to Grant or Deny Variances. Except as provided for in Section 8.0710, the Community Development Director or Hearings Body may authorize variances from these standards where it can be shown that owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of these standards would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of the property for purposes not authorized within the zone, or to alter any procedural requirements of these standards. Variances to residential yard/setback requirements may be allowed as described below and may include conditions to protect the best interest of the surrounding property or neighborhood and to otherwise achieve the purposes of these standards.

8.0710 Standards Required to Grant Minor Variances to On-Site Requirements. A minor variance under this section shall be no greater than 25% of the requirement from which the variance is sought. The Community Development Director may consider a variance from these standards relating to on site requirements.

...

3. For variances to other on site requirements of 25% or less the applicant shall show that approval of the variance will be consistent with the overall objectives of the Comprehensive Plan and zoning standards where applicable and that the variance will have a minimal adverse impact on the livability, value or development of abutting properties and the surrounding area.

RESPONSE: The proposed building roof deck is 47 feet high, two feet above the MUN code 45' maximum height requirement. A two-foot increase is only a 4.4% variance, thus, appropriate for review as a minor variance.

The proposed mixed-use building design includes an elevator shaft and stairwells that also exceed the maximum height of the MUN zone. Both of these elements have been designed to be the lowest height possible, while still accommodating the enclosure of mechanical elements and required headroom above the top level. Per RDC 8.0565, these elements are excepted from the maximum height allowance and are not included in this variance request. Additionally, staff confirmed that safety elements related to the roof (railing/parapet serving as a railing) are exempt from the height requirement. As such, the requested variance is only for the two feet additional necessary to accommodate the roof deck for a four-story mixed use building.

The requested variance is to directly enable the site development to be consistent with objectives of the Comprehensive Plan, MUN zoning standards, and the Southwest Area Plan. Throughout these documents, goals and policies direct the City to encourage and support mixed use development, neighborhood hubs, and walkable/bikeable communities outside of the city center. The proposed building is truly mixed use, with retail on the first floor, offices on the second floor and residential on the third and fourth floors. The height of the building is a result of accommodating this mix of uses while also providing each level appropriate ceiling heights, as well as areas for interior mechanical equipment. The architectural team has designed the building to be as low as possible, yet with a welcoming and modern design for long-term relevance and usability.

The proposed building is designed to be constructed at the northernmost side of the property, and oriented to the rights-of-way. This proposed placement is as far away as possible from the existing residential neighborhood to the south, minimizing any possible impacts to the greatest extent possible. Additionally, the subject property is bordered by SW Badger Ave to the immediate north and does not abut any other properties. As such, the proposed project does not have any adverse impacts on the livability or value of abutting

properties. In fact, the project includes opportunities for small scale retail and office space in a mixed use structure, creating a positive benefit and value to the immediate properties through a neighborhood scale hub that is walkable/bikeable from several surrounding residential areas.

8.0720 Application for a Variance. A property owner may initiate a request for a variance by filing an application with the Community Development Department. The application shall be accompanied by a plan, drawn to a suitable scale, showing the condition to be varied and the dimensions and arrangement of the proposed development. The application shall be reviewed in the manner provided for in Article II, or, if in conjunction with site plan review, in the manner provided for in the Site & Design Review Standards.

RESPONSE: This submittal includes a minor variance application, to increase the allowed height of the roof deck from 45' to 47'. The application was accompanied by a detailed plan with dimensions and site development, in compliance with this requirement. The application is submitted with a site plan application and the Applicant understands that they will be reviewed together and in accordance to the requirements of the Redmond Development Code.

ARTICLE IV - SITE AND DESIGN REVIEW STANDARDS

8.3000 Purpose and Intent. The purpose of this Article is to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. The intent is to ensure that there is general compatibility between adjoining uses, outdoor space is designed and installed in a functional and attractive manner, vehicular access and circulation is designed and constructed consistent with maximizing public safety, adequate public utilities are available, and the structures on-site provide a consistent architectural theme. This Article further implements the policies and goals of the City of Redmond Comprehensive Plan.

8.3005 Applicability of Site Design and Review.

Major Site and Design Review shall be required for any new development or use containing a structure equal to or over 3,500 square feet in size (includes multiple structures) in aggregate.

Minor Site and Design Review shall be required for any new development or use containing a structure under 3,500 square feet in size (includes multiple structures).

RESPONSE: The proposed mixed-use building is greater than 3,500 square feet in size. As such, a Major Site Plan and Design Review is required per RDC 8.3005.

8.3010 Exemptions. The following are exempt from Site Design and Review:

1. Normal maintenance and repair.
2. Hangar development entirely on and interior to airport property.
3. Single family dwelling, duplexes, tri-plexes, and four-plexes unless located on a lot within 100 feet of the canyon and/or located within a zero lot-line subdivision.
4. Manufactured home in an approved manufactured home park.
5. Additions to an existing building of less than 25% of the total building square footage, not to exceed 1000 square feet.
6. Any development that does not include the construction or alteration of a building which will have a negligible impact on the land as determined by the Community Development Director.
7. Overhead electrical power transmission lines and poles greater than 12.5 kv.
8. Daycare centers in residential neighborhoods that utilize existing structures.

RESPONSE: The proposed mixed-use building is not exempt from Site Design and Review.

8.3015 Procedure. A Site and Design Review application shall be submitted and reviewed by the Community Development Director, or designee, as an administrative land use decision with prior notice consistent with Section 8.1310. The comment period under Section 8.1310(2) shall be at least fourteen (14) days. A minor

alteration, minor modification or major modification may be submitted for an approved Site and Design Review consistent with Section 8.1400. In addition to the procedures above, procedures to review Site and Design Review applications for properties in the Downtown Overlay District are established in the Downtown Architectural Design Standards.

RESPONSE: The Applicant understands that this application is subject to Site and Design Review and has submitted an application package accordingly. The subject property is not within the Downtown Overlay District and therefore, is not bound by the Downtown Architectural Design Standards. The Applicant understands the City's notice and comment period requirements.

8.3020 Site Improvement Agreement. Where public improvements are required as a condition of approval, the applicant may be required to execute and record an Improvement Agreement subject to the following.

1. The developer may, in lieu of completion of the required improvements, request the Community Development Director or designee to approve an agreement between himself and the City specifying the schedule by which the required improvements and repairs shall be completed. Provided, however, any schedule of improvements agreed to other than sidewalks shall not exceed two (2) years from the date of land use approval. The agreement shall also provide the following information:

- A. The repairs required and cost of the project.
- B. That the City may call upon the security filed to construct or complete the improvements and repairs if the schedule of improvements is not adhered to.
- C. That the City shall recover the full cost and expense of any work performed by the City to complete construction of the improvements and repairs including, but not limited to attorneys' and engineering fees.
- D. That a warranty bond for two (2) years shall be deposited with the City following acceptance of the improvements. Said bond shall be in the amount of ten (10) percent of the value of the improvements.

The Community Development Director or designate may reject an agreement authorized by this Section for any reason the Community Development Director or designate deems sufficient.

RESPONSE: The developer is aware of this allowance for an improvement agreement in lieu of construction of public improvements and will discuss this option with the City in the future, if desired.

8.3025 Plans Required. The Applicant shall submit to the Community Development Department the following documents with the required fee.

1. Exterior elevations. Drawings or sketches of elevations for each proposed building. Such plans shall indicate the building height, primary building materials, color, shape and other design features of the building, including the location of all exterior mechanical devices.

RESPONSE: Elevation drawings for the proposed building, with the required details, are included in the submittal.

2. Site Plan. Site plans containing the following.

- A. A drawing showing the floor plans for each building and a description of each internal "use."
- B. A written summary showing the following:
 - 1. For commercial and industrial development:
 - a. The square footage of the "project area", and a clearly defined outline of this area.
 - b. The percentage of the lot covered by structures.
 - c. The total number of parking spaces.
 - d. The total square feet to be landscaped.
 - e. The total square feet within the project area to be left natural, gravel, or other surface not required by this provision.

2. For residential developments.

a. The total square footage of all floors of the structures.

The number of dwelling units in the development (include the units by the number of bedrooms in each unit, e.g., ten (10) one (1) bedroom, 25 two-bedroom, etc.)

b. Percentage of lot coverage by:

- i. Structures.
- ii. Recreation areas
- iii. Landscaping.
- iv. Parking and paved areas.

C. The legal description, dimensions, and total square footage or acreage of the site.

D. All vehicle and pedestrian access points to public rights-of-way and the interior circulation plan for the property.

E. Project name.

F. A vicinity map.

G. The identified scale.

H. North arrow.

I. Date the site plan is prepared.

J. Street names, locations, and right-of-way widths of all existing and proposed streets within or on the boundary of the proposed development.

K. Lot layout with dimensions for all lot lines.

L. Zoning of the site.

M. Zoning of all adjacent properties.

N. Location and use of all proposed and existing buildings, fences and structures within the proposed development. Indicate which buildings are to remain and which are to be removed.

O. Location and size of all existing & proposed public utilities, serving the subject property, in and adjacent to the proposed development with the locations shown of:

- 1. Water lines, services, backflow prevention device and meter sizes.
- 2. Sewer lines, manholes, services and cleanouts.
- 3. Storm drains, facilities and catch basins.
- 4. Power / phone poles and lines; show whether the lines are overhead or underground.
- 5. Existing fire hydrants.

P. The proposed location of:

- 1. Connection to the City water system.
- 2. Connection to the City sewer system.
- 3. The proposed method of drainage of the site.
- 4. All exterior mechanical equipment or equipment areas.

Q. Location of existing canals and laterals including easements and right-of-way.

R. Location of existing drainage on-site.

S. Location of all utility and access easements on the property.

T. Location, size and use of all contemplated and existing public areas within the proposed development.

U. All fire hydrants proposed to be located within the site.

V. A topographic map of the site at a contour interval not to exceed five (5) feet.

W. Location of all parking areas and dimensions of all parking spaces.

X. Locations of all existing natural features including, but not limited to, any existing trees having a six (6) inch trunk diameter or greater, three (3) feet above grade, and any natural drainage ways existing on the site, and all significant natural features including (but not limited to) outcroppings of rocks, boulders, etc. Indicate any contemplated changes that would affect a natural feature.

RESPONSE: The submitted civil drawings include multiple pages, which detail all the above required information.

3. A Landscape Plan. A landscape plan is required for all multi-family, commercial or industrial development. The landscape plan shall include the following:

A. Area Required. Each property developed shall show at least the following percentage of the total site or project area to be developed in landscaping.

ZONES	
R-1 to R-5 With the exception of single family or duplex construction.	15%
C-1	15%
C-2	15%
C-3	15%
C-4	15%
C-5	15%
Downtown Overlay District	0%
M-1	15%
M-2	15%
<i>Airport</i>	<i>per section 8.3035 only.</i>
<i>Park</i>	<i>15%</i>
OSPR	15%
<i>PF</i>	<i>15%</i>
<i>FG</i>	<i>Not Applicable</i>

- B. Plant types. Identify the varieties (botanical name) of each plant.
- C. Plant size at time of planting. Identify the size of each proposed plant at time of planting. The minimum size at time of planting shall be one gallon for a shrub and fifteen gallons for a tree, and no less than 1-1/2" caliper measured 3' above finished grade.
- D. Location of existing trees. All trees having a six inch trunk diameter measured 3' above natural grade or greater shall be shown on the landscape plan.
- E. Location of vegetation. Location of existing vegetation to be removed and retained on site.
- F. The location and design of new landscaping or landscaped areas.
- G. Irrigation. Description of the method of irrigation shall be submitted showing type of irrigation system and approximate location of water delivery lines.
- H. Street tree plan. Species and location of each tree to be planted shall be shown on the landscape plan.

RESPONSE: Although the table above does not include a landscape coverage percentage for the MUN zone, RDC 8.0265 indicates that the minimum landscaping for the MUN zone is 15% and can include street trees or shared open space. The submitted site plan (sheet L1.0) includes proposed landscape areas around the proposed building, along the property frontages and integrated into the parking areas. The submitted civil plans indicate that landscaping covers 31.7% of the lot, well over the required minimum of 15%. Details for plant types, spacing and sizing will be submitted to the City for review prior to installation.

- 2. Lighting Plan. A lighting plan showing the type, placement, wattage and method of shielding all exterior lights from adjacent sites shall be submitted.

RESPONSE: All onsite exterior lighting will be downward facing or shielded. Detailed lighting plans will be submitted with the building permit package.

- 3. Neighborhood Compatibility Statement. A statement shall be submitted that addresses the applicable neighborhood compatibility criteria within 8.3035(3).

RESPONSE: A neighborhood compatibility statement is included below, in the response to RDM 8.3035(3).

8.3030 Special Studies, Investigations and Reports. Special studies, investigations and reports may be required to ensure that the proposed development of a particular site does not adversely affect the surrounding

community, does not create hazardous conditions for persons or improvements on the site. These may include traffic impact

studies impact of contaminated soils, soil conditions, flooding of waters and excessive storm water runoff, tree preservation, and other concerns of the development's impact on adjacent properties or public facilities.

1. A traffic generation statement prepared by a licensed Professional Engineer may be required at the time of application submittal at the discretion of the City Engineer or designate.

RESPONSE: Traffic generation details are included in the Transportation Impact Analysis (Exhibit E), which was prepared by Transight Consulting by a licensed Professional Engineer, in compliance with this requirement.

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

1. Installation of Utilities. All new service lines and relocated transmission lines shall be placed underground. Existing overhead transmission lines or utility lines shall be relocated underground unless otherwise approved by the CDD Director, City Engineer, or Hearings Body.

RESPONSE: All new service lines are proposed to be installed underground, in compliance with this requirement. Existing overhead utility lines exist along SW Canal Blvd, and are proposed to remain in place, as has been the case with adjacent development. Proposed development is setback from the overhead lines to avoid any impacts.

2. Right-of-Way Dedication & Public Improvements. Adequate right-of-way dedication and improvements to streets, alleys, sidewalks, bikeways and other public ways shall be provided by the Owner that conform to City of Redmond adopted Transportation Plan, Transportation Impact Analysis & Access Management Standards, Public Works Standards & Specification and the local service street policies, including the grid policy. In lieu of actual construction of improvements, the City may choose to accept financial payment, contribution, other approved security or agreement for the purpose of providing the needed improvements. The City may require that no building permit be issued until public improvements are completed; this shall be clearly identified (if applicable) within the Site Improvement Agreement.

RESPONSE: The City of Redmond TSP designates SW Canal Blvd a minor arterial and SW Badger Ave as a minor collector, which are required to have 100-foot and 60-foot right-of-ways, respectively. The existing right-of-way width for SW Badger and the northern portion of SW Canal Blvd comply with these TSP width requirements. A 10-foot right-of-way dedication is proposed along a portion of SW Canal Blvd, to achieve a right-of-way width of 50' on the subject property's side of the centerline. With this right-of-way dedication and existing right-of-way widths, the roadway cross-section requirements of the TSP are met. Additionally, the proposed site plan includes construction of a 7-foot wide sidewalk within this new right-of-way dedication area, connecting into the existing sidewalks to the north and south, to comply with City TSP standards for a minor arterial (SW Canal Blvd).

3. Neighborhood Compatibility. This standard shall not apply to any development that requires a conditional use permit;
 - A. The proposal will be consistent with applicable zoning standards.
 - B. The location, size, design, and physical characteristics of the proposal (such as setbacks, height, position of structure on the site) will have minimal adverse impact on the livability or value of abutting properties.
 - C. The project will not exceed the operational capacity of public facilities and which are required to serve the development unless the City Engineer determines that sufficient capacity can be provided. The capacity of public facilities and services shall be based primarily on the City's Water and Wastewater Master Plan and the Transportation System Plan.
 - D. The proposal is consistent with the applicable Great Neighborhood Planning Principles described in Section 8.0300(3)(C)(13) and adopted Area Plans.

RESPONSE: The site plan application is submitted with a proposed Comprehensive Plan Map Amendment and Zone Change, from General Residential R-4 to Mixed Use Neighborhood MUN. Additionally, a minor variance is included in the submittal to allow a two-foot increase in height at the building's roof deck, in order to support the mixed use design. The application and documentation included herein, combined with the zone change and variance, demonstrate the proposal's consistency with the applicable zoning standards for the MUN zone.

The proposed building is designed to be constructed at the northernmost side of the property, and oriented to the rights-of-way. This proposed placement is as far away as possible from the existing residential neighborhood to the south, minimizing any possible impacts to the greatest extent possible. Additionally, the subject property is bordered by SW Badger Ave to the immediate north and does not abut any other properties. As such, the proposed project does not have any adverse impacts on the livability or value of abutting properties. In fact, the project includes opportunities for small scale retail and office space in a mixed use structure, creating a positive benefit to the immediate properties through a neighborhood scale hub that is walkable/bikeable from several surrounding residential areas.

Exhibits F and G include water, sewer, and stormwater reports, demonstrating that the proposed project will not exceed the operational capacity of the public facilities. Similarly, Exhibit E is a transportation report that demonstrates compliance with the City's TSP and availability of capacity in the existing and planned transportation system to accommodate the proposed mixed-use building.

RDC Section 8.0300(3)(C)(13) is noted below, and addressed accordingly:

13. 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.

RESPONSE: The proposed project is a single parcel site plan and does not include a street system. The site plan does include sidewalks along all street frontages, around the entire perimeter of the building and through the parking lot, aligning with the intent of the above principle to connect people and places and encourage bicycling and walking. The proposed mixed use building will provide small scale retail and office space in a neighborhood hub setting, encouraging walking and biking from nearby residential areas.

- 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.

RESPONSE: The proposal includes a new housing type for Redmond, in a mixed use setting. While the project includes more than five attached units, the site plan is reviewed herein as a mixed use building, as the Redmond Development Code includes specific requirements for mixed use. The City's Comprehensive Plan and

Southwest Area Plan include goals and policies in support of mixed use development in neighborhood hubs. This proposal directly supports the above principle.

- 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.

RESPONSE: The proposed site plan is for an individual building, not a subdivision or neighborhood. As such, this section does not apply. However, the proposed site plan meets the intent of this principle by providing double the required landscaping and an outdoor patio/plaza for seating.

- 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: The proposed site plan is for an individual building, not a Master Development Plan. However, keeping with the intent of the principle, the mixed use building has been designed to be compatible with the multi-family development to the north. Site design elements such as lighting, seating, and architectural features will be designed to create a distinct and coherent character for the site.

- E. Diverse mix of activities. A variety of uses are 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.

RESPONSE: The proposed building was designed specifically to accomplish this diversity of activities principle: the first floor is intended for small retail, second floor for office space, and the third and fourth floors for residential. Pedestrian and bicycle connections to the building have been considered with numerous connections to and around the property. Wide sidewalks and outdoor plazas are integrated into the design.

- 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.

RESPONSE: The proposal is a single building site plan, not a neighborhood or master planned area. As such, these principles do not directly apply. However, the modern design of the building and the proposed location of the building support these principles for aesthetic contributions to the surrounding areas.

- 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.
- 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: Sections H, I, and J are not applicable to the current application.

- 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 building will be designed for longevity and efficiency. A detailed landscaping plan will be submitted to the City prior to installation and will include native species selected for survival and minimized water usage.

4. Architectural Requirements.

- A. Architectural theme. A specific architectural theme is required for any structure that is a candidate for Site and Design review. The theme used shall be carried out completely in the design and not mixed with conflicting themes. The theme used shall be consistent with all buildings on the subject site.

RESPONSE: The proposed building has a modern design that utilizes modern building elements and materials throughout. It is proposed to be a mixed-use building, so a variety of materials that harmonize with one another will be utilized to articulate the building, horizontally and vertically.

- B. False front design. A false front design of a building shall be avoided, except for the Downtown (C-2) Commercial District.

RESPONSE: A false front design is not proposed for the proposed mixed-use building.

- C. Historical Buildings. Compliance with the preservation of historic buildings and sites pursuant to section 8.0855 and 8.0860 where applicable.

RESPONSE: The project includes new construction and removal of an existing single family structure; no historical buildings exist on the subject property.

- D. Commercial and Industrial buildings.

- 1. Building Orientation. The City may require the applicant to position buildings to have their architectural orientation toward the primary focal point on the site (typically the higher ordered street). However, the City may also require the applicant to orient the building in any position on the site if the perceived focal point is internal to the site. At no time shall unbroken spans of side or rear walls of buildings be visible from any street without architectural treatments and

screening added. Orientation of the building shall consider compatibility with neighboring structures in terms of setbacks, height of building, architectural treatment, and entrances of neighboring buildings.

RESPONSE: The subject property abuts both SW Canal Blvd and SW Badger Ave. In compliance with this requirement, the proposed building is oriented toward SW Canal Blvd, the higher ordered street. Sidewalks are proposed to connect the SW Canal Blvd and SW Badger Ave sidewalks to all sides of the proposed building. Architectural treatments, including variation in face, variation in materials, and variation in color, are included on all sides of the proposed structure.

The orientation of the structure on the northwestern edge of the subject property is proposed directly in consideration of compatibility with neighboring structures and uses. The northern location increases to the greatest extent possible the distance of the mixed-use structure from the single family residences to the south. Similarly, it minimizes the distance from the multi-family residences to the north, providing a walkable neighborhood amenity not otherwise available in the area. Parking is proposed behind the building, further solidifying the orientation of the building towards the adjacent streets.

2. Buildings shall comply with the City's access policies regarding vehicle access and provide adequate pedestrian ways to safely navigate the parking areas and to connect to the public sidewalks. Adequate internal vehicle access shall be designed to minimize or eliminate vehicle/vehicle or vehicle/pedestrian conflicts.

RESPONSE: Vehicle access to the site is provided through two proposed driveways accessing SW Badger Ave. The parking lot is amply designed for two-way vehicular traffic with aisle widths greater than required (26 feet) in most areas. The parking lot design provides opportunity for looping, without a need for vehicles to turnaround or back up.

In compliance with this requirement, the parking lot was designed to consider both vehicular and pedestrian travelers. Where parking abuts the building, sidewalks will be proposed between the parking and building. Where the parking lot is furthest from the building and requires pedestrian access through the lot on the east side, sidewalks are proposed to connect the parking to a crosswalk, which then connects to the sidewalk fronting the building.

3. Commercial Drive-up windows and drive-throughs should be oriented away from the principle street.

RESPONSE: No drive-up windows or drive-throughs are proposed.

4. Industrial Building Basic Architecture. To avoid the effect of single, long or massive walls with no relation to human size, industrial buildings shall provide features of architectural interest for all street-facing facades.

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RESPONSE: The proposed building is not an industrial building, but rather, a mixed-use building. As such, this section does not apply. Building architecture and variation of materials is addressed herein where applicable to mixed-use buildings.

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

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

1. Density Standards. The following residential densities shall apply to multi- family dwellings and complexes:
 1. General Residential (R4) Zone – A minimum of 4.0 units per acre and a maximum of 14.5 units per acre.
 2. High density residential (R5) Zone – A minimum of 8.0 units per acre and a maximum of 17.4 units per acre.
2. Table A. Minimum Standards. The following minimum standards apply in each of the Residential zones as follows.

RESPONSE: While the proposed mixed-use structure includes residences on the third and fourth floors, the building is not solely a multi-family complex. Additionally, a Comprehensive Plan map amendment and zone change are proposed, which will result in a zone change to MUN; as such, the density requirements and minimum lot standards of the R4 and R5 zones are not applicable. The architectural requirements for the proposed building are governed by RDM 8.3035.4(I) below, for mixed-use buildings within the MUN zone.

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F. Townhouse Design and Development Standards.

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RESPONSE: The proposed project does not include any townhomes; as such, this section is not applicable.

G. Exterior Mechanical Equipment. These shall be screened so as not to be visible from public streets or residences.

RESPONSE: Any exterior mechanical equipment will be screened so as not be visible from public streets or surrounding residences.

H. Building Design for Automotive Service Stations. The entrance to the service bays shall not be open to the street but shall be so designed to face the rear or interior side property line.

RESPONSE: No automotive service stations are proposed; this section is not applicable.

I. Retail, Office, Commercial and Mixed Use Buildings in the MUN and MUE zones.

1. Building Entrances and Orientation. At least one entrance (not including emergency exit) of any building shall be oriented toward the street and the main entrance shall be accessed directly from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico for weather protection.

RESPONSE: The proposed mixed-use building is designed to serve the local neighborhood with a walkable community neighborhood commercial hub. In particular, the building is designed to serve the multi-family neighborhood to the north across Badger, with entries to the building along the side of the building closest to the neighborhood, to minimize walking distance. As a result, entries are located along the sides of the building closest to SW Badger Ave. Direct sidewalk connections are also provided to SW Canal Blvd to provide an accessible path to building entries along the building frontage. As shown in the rendered elevation drawings, the primary entries are clearly defined and sheltered by modern-styled awnings, in compliance with this requirement.

2. Entries to retail, office and mixed-use buildings in the MUN zone shall be at sidewalk level.

RESPONSE: All entries to the proposed mixed-use building are at the sidewalk level, in compliance with this requirement.

3. Entryways. Retail, office, commercial and mixed-use buildings in the MUN zone shall have clearly defined, highly visible customer entrances that include at least three of the following elements, listed below.
 - a. Recesses/projections;
 - b. Arcades;
 - c. Raised corniced parapets over the door;
 - d. Peaked roof forms;
 - e. Arches;
 - f. Outdoor patios;
 - g. Architectural details such as tile work and moldings that are integrated into the building structure and design;
 - h. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

RESPONSE: The proposed building entrances are clearly defined and highly visible. An outdoor patio is planned on the southwest side of the building and represented as an extra wide concrete/plaza area on the site plans. Sidewalks are proposed on all sides of the building. The entryways visible from SW Badger Ave include projections (awnings) above the doorways. Architectural stone details highlight all the building entries.

4. For buildings located at the corner of street intersections, one of the three treatments is required to emphasize the importance of this location in the district.
 - a. Locate the primary entry to the building at the corner of the building or within 25 feet of the corner of the building.
 - b. Incorporate prominent architectural elements, such as increased building height or massing, a cupola, a turret, or a pitched roof, at the corner of the building or within 25 feet of the corner of the building.
 - c. Chamfer the corner of the building (i.e. cut the corner at a 45-degree angle and a minimum of 10 feet from the sidewalk corner) and incorporate include extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the cut.

RESPONSE: The proposed building is located on a lot that is at the corner of SW Canal Blvd and SW Badger Avenue, however, the building is not sited immediately at the corner due to lot configuration and existing easements. The building is designed to provide aesthetic features on all sides, welcoming the public from all streets. Weather protection is provided on both long sides of the building, where the entries are proposed.

5. Facade Transparency. The main front (street-facing) elevation(s) shall provide at least 50% windows or transparency at the pedestrian level. The side elevations shall provide at least 25% transparency. The transparency is measured in lineal fashion (For example, 100-foot-long building elevation shall have at least 50 feet (50% of 100 feet) of transparency in length).

RESPONSE: The proposed building exceeds these façade transparency requirements on all sides, as detailed below:

Southeast façade: 118' in length; 64 lineal feet of transparency = 54%

Northwest façade: 106' in length; 57 lineal feet of transparency = 54%

Northeast façade: 59' in length; 16 lineal feet of transparency = 27%

Southwest façade: 59' in length; 16 lineal feet of transparency = 27%

6. Minimum wall articulation, side or rear walls that face walkways may only include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.

RESPONSE: No false windows or door openings are proposed.

7. Facade Treatment.

a. Minimum Wall Articulation.

- i. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding 30 feet in the MUN Zone without including, but not be limited to, at least two of the following:
 - (a) Change in plane,
 - (b) Change in texture or masonry pattern,
 - (c) Windows, trellises with vines, or
 - (d) An equivalent element that subdivides the wall into human scale proportions.

RESPONSE: The submitted architectural plans and elevation renderings confirm that no façade will have a uninterrupted length exceeding 30 feet. On all levels of the proposed building, multiple elements of architectural and functional interest are propose, including windows, doors, changes in colors and materials, and changes in texture in increments of less than 30 feet, in compliance with this requirement.

- ii. Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 100 horizontal feet.

RESPONSE: The façade along SW Canal is proposed to be approximately 106 feet in length and includes a wall plane recess for the center 51 feet of the structure, in compliance with this requirement. This middle section is proposed to be recessed and surfaced with different but complimentary materials, further differentiating the recess and supporting the intent to not have solid faced facades for the entire length.

- iii. Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than 50% of their horizontal length.

RESPONSE: Both of the long ground floor facades of the proposed building (facing Canal Blvd and Badger Ave) include a significant amount of windows, doors, and awnings. As noted previously, both sides are greater than 100 feet, and both sides are proposed with greater than 50% of transparency, in compliance with this requirement.

- iv. Ground floor facades that face public streets shall incorporate at least two of the following elements:

- (a) Canopies or overhangs (5'-0" minimum, measured from either the face of the column or the street-facing elevation) for the width of the building
- (b) Transom window
- (c) Storefront frieze, horizontal sign band, or a belt course above the transom window or mezzanine level
- (d) Window plant box (minimum of one per window)
- (e) Projected window sill (12" to 24" above grade)

RESPONSE: The ground floor facades on both sides of the building include numerous modern design elements, including significant glazing/windows, canopies, and tenant signage over individual storefronts. A variety of materials, both with vertical and horizontal transitions, are proposed on the building facades to articulate the building and define the storefronts.

- v. Building facades must include a repeating pattern that includes any one or more of the following elements:
 - (a) Color change;
 - (b) Texture change;
 - (c) Material module change.

RESPONSE: The submitted elevation drawings depict exterior finishes that include stone, hardie lap siding, and wood siding, in compliance with this requirement. The submitted elevation drawings demonstrate a change in material type (stone, hardie panels, wood siding), color (grays, green, natural wood) and design along the street facing facades. Additionally, balconies are proposed on the 3rd and 4th floors, creating variation in the horizontal face of the building.

- vi. Facades shall have at least one of elements subsections (8)(a)(ii), (iii) or (iv) of this section repeat horizontally. All elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.

RESPONSE: The proposed facades have multiple elements that repeat horizontally. Section (8)(a)(ii), (iii) or (iv) related to roof treatments, of which several are proposed, including changes in parapet (modern railing design, solid facing) creating a stepped aesthetic and a cornice band of different material and color.

- b. Common concrete masonry unit (CMU) is prohibited (textured CMU is allowed).

RESPONSE: No CMU is proposed for the building exterior.

- c. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades shall be prohibited.

RESPONSE: All sides of the proposed building include the same materials (stone, wood, hardie siding, hardie panels), which are consistently proposed on all sides. Inferior or lesser quality materials are not proposed on any side.

- d. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront, unless multiple storefronts exist. If multiple storefronts exist, trellises, canopies, and fabric awnings shall create uniform cover without breaks.

RESPONSE: No awnings or similar features are proposed to project into the front setbacks or public rights-of-way. Multiple retail spaces are proposed on the first floor. All primary entries to these spaces are proposed to be protected by an awning fully covering each entry.

8. Roof Treatments.

- a. All facades shall have a recognizable “top” consisting of, but not limited to:
 - i. Cornice treatments, other than just colored “stripes” or “bands,” with integrally textured materials such as stone or other masonry or differently colored materials; or
 - ii. Sloping roof with overhangs and brackets; or

- iii. Stepped parapets;
- iv. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are at least nine feet above the sidewalk.

RESPONSE: The proposed building's rooftop is proposed to be lined with a distinctly different material (fiber cement panels) and color than the adjacent façade, creating a recognizable "top", in compliance with this requirement.

5. Landscaping.

- A. Plant sizes. All required shrubs shall be at least 1-gallon size and all required trees 15-gallon size at time of planting, and no less than 1-1/2" caliper measured 3' above finished grade. Applicants must show evidence of paid contracts or commitments for landscaping work or other proof/evidence the work will be completed as required and on time.
- B. Vegetative cover. All required landscape areas shall be planted with shrubs, trees and or living ground cover to a minimum of 50% vegetative cover at the time of planting. The other 50% may be covered with non-vegetative (not bark) mulch.
- C. Outdoor storage and service areas. Outdoor storage and service areas shall be screened or buffered from adjacent properties or from public rights of way with a minimum 3-foot-tall and wide landscape strip or site obscuring fencing unless otherwise approved when adjacent to a similar use or a use that does not require screening from the proposed use. Screening shall provide no less than 50% visual screening at time of planting or installation and shall be shown by detail or photo.

RESPONSE: The proposed site plan includes trees, shrubs, and grasses. The required plant sizes and vegetative cover requirements will be complied with. A detailed landscaping plan will be submitted with or prior to the building permit application submittal. The proposed site plan does not include any outdoor storage or service areas.

- D. Areas between buildings and property lines adjacent to a street. Areas between buildings and property lines adjacent to a street shall be landscaped with trees and shrubs within a minimum 3-foot-wide landscape strip.

RESPONSE: Only one building is proposed on site, so there is no area between buildings to landscape. The site plan includes landscaping between the building and both adjacent property lines along SW Canal Blvd and SW Badger Ave. A detailed landscape plan will be submitted to the City prior to installation.

- E. A parking or loading area. A parking or loading area shall be separated from any lot line adjacent to a roadway by a landscaped strip at least 10 feet in width, and any lot line by a landscaped strip at least 5 feet in width. Within the C-2, C-4, MUN, MUE, or Airport zone, street trees or other landscaping located within the public right-of-way may be provided and considered as landscaping on site. The City may make an exception of the five (5) foot landscaping strip requirements if the following criteria apply:
 - 1. The properties are adjacent to one another; and,
 - 2. The parking and back up areas are adjacent to a common lot line. If an exception is granted, an easement shall be recorded on the deed. If at any time the parking area is no longer shared, the parking area shall conform to the five (5) foot landscape strip requirements.

RESPONSE: All proposed parking areas comply with these separation requirements, as shown on the submitted site plan. The concurrently submitted zone change application requests a change to MUN, which would be effective prior to the site plan approval being effective. As such, the consideration of street trees and landscaping in the right-of-way for both SW Canal Blvd and SW Badger Ave provide additional separation between parking areas and the roadway, in compliance with this requirement.

- F. Landscape areas abutting parking areas spaces, access aisles and loading zones. Landscape areas abutting parking spaces, access aisles and loading zones shall incorporate a sight obscuring landscape

screen. The screen shall be at least 3 feet higher than the finished grade of the parking area, except in required clear vision areas where the clear vision requirements must be met. The screen height may be achieved by a combination of earth mounding and plant materials. Fences with or without slats may qualify for parking lot screening on interior, side or rear lot lines or when adjacent to an alley.

RESPONSE: The parking areas are flanked by landscaping, so that all property lines are abutted by landscaping. Where required, shrubbery for screening is provided (e.g. southern property line abutting residential zone). A detailed landscaping plan will be submitted to the City prior to installation.

- G. Parking lot landscaping. In addition to meeting all other landscape requirements, at least ten (10%) percent of the total required landscaping for the site shall be planted within or immediately adjacent to the parking lot(s), plus a ratio of one tree per ten parking spaces shall be planted. This parking lot landscaping may be considered as meeting a portion of the underlying zone's minimum landscape percentage requirements. Parking lots exceeding 20 spaces shall incorporate a portion of this required landscaping in interior islands not less than three feet in width.

RESPONSE: Greater than 10 percent of the total required landscaping is proposed within or immediately adjacent to the parking lot. The parking lot includes greater than 20 spaces and in compliance with this requirement, includes an interior parking island in the eastern portion of the parking lot, which is greater than three feet in width.

- H. Protection of Parking Lot Landscaping. Parking lot landscaping shall be protected by a curb or secured wheel guards at least 4" high with a minimum three-foot setback from the property line.

RESPONSE: All parking lot landscaping will be protected by a curb, as shown on the site plan and in compliance with this requirement. All proposed parking area curbs are setback greater than three feet from the property lines.

- I. Preservation and Replacement of Trees. All existing trees having a six (6) inch trunk diameter 3' above grade or greater shall be preserved or replaced with fifteen gallon-sized trees at a 'one-to-one' ratio. Replacement trees shall have a minimum 1-1/2-inch trunk diameter measured at 3' above grade. This criteria shall be met in the submitted landscape plan.

RESPONSE: The site plan includes removal of some existing trees that have a six (6) inch or greater trunk diameter, to accommodate the building footprint, parking areas, and sidewalks. A landscape plan will be submitted prior to installation, which will include location, types and sizes of trees proposed to be planted.

- J. Irrigation of plants and trees. Irrigation systems shall be required for all landscape areas and street trees except those designated for native vegetation. Type of irrigation system and approximate line location shall be shown on the site plan provided.

RESPONSE: An irrigation system will be included in the landscape plans, which will be submitted to the City prior to installation.

- K. Street trees. Street trees are required to be installed on all residential, commercial, and industrial lots fronting on public or private streets, including on lots already platted at the time of adoption of this ordinance (Ord. #2013-04, 05/14/2013), but not yet developed. Street trees shall be provided in accordance with the following requirements:
1. Street Tree Plan. A street tree plan shall be provided showing the location of street trees, the types and the installation sizes of the trees and the type of irrigation proposed.
 2. Timing of Improvements. All street tree(s) shall be installed prior to issuance of a Certificate of Occupancy for said construction. An exception to this shall be when it is not feasible to plant street trees due to cold weather, in which case a posting of a bond for the value of the tree shall

be acceptable to ensure the tree is planted at the earliest feasible time as determined by the City.

3. Number of Trees Required. The number of street trees planted on each lot is dependent upon the lot width per the table below:

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

4. Spacing of Trees. Street trees shall be spaced in accordance with the table below:

Lot Width	Tree Spacing Requirements
50 feet and less	The street tree shall be planted as close as possible to the center of the lot frontage, unless there is a conflict with a driveway, in which case it should be located as close as possible to the center
50 feet and more	Small canopy and columnar shaped trees shall be planted no further than thirty (30) feet apart
	Medium and large canopy trees shall be planted no further than forty (40) feet apart
Downtown	Per Public Works Standards

An exception to the tree spacing requirements above include when planting a tree would conflict with existing trees, retaining walls, utilities, driveways, views or other similar physical barriers. In those cases, the Community Development Director or designee may approve alternative spacing.

RESPONSE: The submitted site plan drawing includes street trees along SW Canal Blvd, spaced at no greater than 35 feet. To comply with the above requirements for street trees, the street trees along SW Canal Blvd will be medium to large canopy trees. The subject property frontage along SW Badger Ave is already planted with street trees.

5. Location of Trees. Street trees shall be planted within existing and proposed planting strips or in City approved sidewalk tree wells on streets without planting strips, unless an alternative street tree location is approved during the planning review process. The location of trees shall meet the following setback requirements:

Object Tree Must Be Setback From	Distance Street Tree Must Be Setback From Object
Curb or Sidewalk	3 feet (small and medium stature tree) and 3 feet (large stature tree); in no cases, shall the tree be more than 10 feet from the curb
Curb line of an intersection, stop/yield signs, and streetlights	25 feet
Adjacent Tree	20 feet
Fire Hydrants, utility poles and directional traffic signs	10 feet
Edge of a driveway	5 feet
Property lines	2 feet

6. Caliper Size. The minimum caliper size at planting shall be 1 1/2 inches for single family residential and 1 1/2 inches for commercial and industrial. If the required caliper is not available, the Community Development Director or designee may accept an alternative proposal that is comparable.
7. Approved Tree List. Types of street trees shall be selected from the City Arborist's approved list of trees.
8. Maintenance. Maintenance of street trees shall be in accordance with standards listed in Section 3.600 of the Redmond Code.
9. Utility Easements. All street trees shall be placed outside utility easements unless the utilities are in a protective conduit. If the existing planter strip contains such easements and is not wide enough to also accommodate street trees, the street tree location requirement in section 4 above may be adjusted by the Community Development Director or designee during the development review process.

RESPONSE: Street trees are existing along SW Badger Ave, within a planting strip. Street trees along SW Canal Blvd are proposed to be added with this project, in accordance to the spacing and setback requirements of this section. A detailed landscape plan will be submitted to the City prior to installation.

L. Maintenance of landscaping. All landscaping shall be continuously maintained and replaced when necessary to maintain compliance with an approved landscape plan. For landscaping valued in excess of \$5,000, the City may require a maintenance bond.

RESPONSE: The Applicant understands the requirement for continuous maintenance of the landscaping.

6. Parking and Unloading Areas/Docks.

- A. Off-Street Parking Areas. Parking areas shall be as near the public entrances to the structure served as possible.
- B. Parking lot. The parking shall be dispersed around the building, emphasizing the importance of the building and accessibility to entrances. In the **MUN and MUE** zones, parking shall be located to the side, rear, or under the building or in a designed central parking lot.

RESPONSE: Off-street parking is proposed south and east of the proposed building and immediately adjacent to the public entrances. Following the successful approval of the proposed zone change, the subject property will be zoned MUN and therefore, all parking has been designed to be located to the side and rear of the proposed structure, in compliance with this requirement.

- C. Truck loading areas or docks. Truck loading areas or docks, where delivery is done by semi truck with a specified loading dock, shall be located or screened from the street or from the major public entrance to the building. The Applicant shall identify the specific type(s) and size of delivery vehicles which will deliver and/or take goods to/from the building; the hours of delivery, the location of delivery doors and their dimensions. Truck loading areas or docks shall not inhibit circulation on-site or create access problems from adjacent streets.

RESPONSE: A separate truck loading area is not proposed nor necessary for this site and mixed use building.

7. General Site Criteria.

A. Grading and Drainage.

1. Grading on the site shall take place so there is no adverse affect on neighboring properties or public right-of-way. A grading plan may be required to assure that all drainage is retained on site.
2. All drainage shall be retained on site at all times. A drainage plan may be required that shows slope, method of drainage retention and disbursement of water on site at the discretion of the City Engineer.

RESPONSE: A grading and drainage plan was submitted with the site plan civil plans. The grading and drainage plan identifies five drainage basins, each designed to drain into one of four onsite drywells or onsite bio-retention areas. In compliance with the above requirement, all drainage is designed to be retained on site.

- B. Clear Vision Standard. No obstructions greater than three and one half (3 1/2) feet high, including any landscaping which will grow greater than three and one half (3 1/2) feet high, with the exception of trees whose canopy heights are at all times greater than eight (8) feet, may be placed in a clear vision area as defined in Article I, "Supplementary Provisions".
- C. Trash Collection Areas. Trash collection areas shall not be oriented towards building entrances or public streets other than alleys and shall be screened or enclosed with building material which is compatible with those used in the exterior of the building. Location(s) of all trash collection area(s) shall be reviewed and approved by the Community Development Department Director or designee.

RESPONSE: The trash collection area is proposed to the side of the building and is not oriented toward any building entrances or public streets. The trash collection area will be enclosed and constructed of split-faced block with corresponding stone from the building. Both the colors and materials will be compatible with the main building which it serves.

- D. Water and Sewer Service. Connection to the City's public water and sewer systems shall be required and shall comply with the current Public Works Standards & Specifications.

RESPONSE: The submitted site plan includes connection to the City's public water and sewer systems, in compliance with the current Public Works Standards & Specifications. Construction plans will be submitted to the City for review and approval following site plan approval and prior to construction.

- E. Accessibility. At least one pedestrian pathway, which meets UBC accessibility requirements, shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry. When more than one building or facility is located on a site, at least one accessible route shall be provided between accessible buildings and accessible site facilities. The accessible route shall be the most practical and direct route among accessible building entries, accessible site facilities and the accessible entry to the site. Walks paralleling vehicular ways shall be separated from vehicular ways by curbs, planted areas, railings, or other means between the pedestrian way and vehicular routes.

RESPONSE: The proposed site plan includes numerous sidewalks and accessible routes from the right-of-way. Accessible sidewalks surround the proposed building and connect to sidewalks along SW Badger Avenue and SW Canal Blvd, providing direction connections to all building entries. Sidewalks on the subject property are separated from the rights-of-way by curbs, landscaping and open space.

- F. Streetscape standards in the **MUN** zone. New retail, office, commercial and mixed- use development and major modifications (per RDC 8.3005-8.3010) within the MUN zone shall provide one or more of the Category A pedestrian amenities listed below and all of the Category B amenities, as generally illustrated in the figure below. Pedestrian amenities may be provided within a planting strip or street furnishing zone, building frontage zone or plaza, as shown in the figure below. Use of the public right-of-way requires approval by the roadway authority.

Category A:

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of 8 feet);
2. Sitting space (i.e., dining area, benches, garden wall or ledges between the building entrance and sidewalk) with a minimum of 16 inches in height and 30 inches in width;
3. Public art that incorporates seating (e.g., fountain, sculpture).

...

Category B:

1. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space).
2. Street trees, as specified in RDC Section 8.3035(5)(k), in grates.
3. One trash receptacle per building, for buildings wider than 40 feet at street/sidewalk frontage.
4. One pedestrian scale light fixture per building.
5. Parking areas shall be located behind buildings, below buildings, or to the sides of buildings.
6. Neighborhood-scale signs, as specified in RDC 8.4110 and 8.4165.

RESPONSE: *Category A:* In compliance with this requirement, a hardscaped plaza area with benches or other seating is proposed southwest of the building for a possible outdoor patio/dining area. The edges of this area will be softened with landscaping.

Category B: Canopies/awnings, 4 feet deep, are proposed over building entries. Street trees are proposed along SW Canal Blvd and are already provided along SW Badger Ave. At least one trash receptacle and one pedestrian-scale light fixture will be provided. The parking area is provided behind the building and neighborhood-scale signs will be utilized. For all these reasons, the proposed design complies with these requirements.

8. Traffic Impact Analysis (TIA)

- A. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development. Trip ends shall be calculated as per the current edition of the Institute of Transportation Engineers manual, Trip Generation, or local trip generation studies prepared by a qualified registered professional engineer and approved by the City Engineer. The City Engineer shall determine when a TIA has satisfied the requirements of the development's impact analysis. The TIA shall bear the stamp and signature of a qualified registered professional Engineer with a license valid in the State of Oregon.
 1. If a proposed development will generate 200 or more daily trip ends, or 20 or more p.m. peak hour trip ends, then a Transportation Impact Analysis (TIA) shall be required.
 2. Projects that generate less than 200 daily or 20 p.m. peak hour trip ends may also be required to provide a Transportation Impact Analysis (TIA) when, in the opinion of the City Engineer or his/her designee, significant capacity and/or safety problem is caused, or adversely impacted by the development. The City Engineer or designee, shall determine the scope of this analysis.
 3. A development may be required to provide a Trip Generation Report for developments which generate less than 200 daily or 20 p.m. peak hour vehicle trips.
- B. The impact analysis area shall include at a minimum, the following intersections:
 1. All site access intersections
 2. Nearest intersecting collector or arterial street upstream and downstream of the development.
 3. Any other collector or arterial street intersection that would experience an increase of 25 additional peak hour trips.
 4. Additional intersections requested by staff.
- C. The analysis shall include the following study time frames:
 1. Existing conditions.
 2. Completion year of each significant phase of development.
 3. Five year forecast beyond final phase.
- D. The following Tables are required in the TIA:
 1. Trip Generation (including phase breakdown if applicable)
 2. LOS Table (LOS for every analysis scenario at every study area intersection. Report LOS, delay, v/c ratio, 95% vehicle queue, and any additional pertinent analysis results)
- E. The following Figures are required in the TIA:
 1. Vicinity Map
 2. Site or Tentative Plan Map

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

RESPONSE: A detailed Transportation Impact Analysis (TIA) was prepared by Transight Consulting and is included in Exhibit E. The findings of the TIA are discussed below.

9. City of Redmond Access Management Standards. All land use approvals shall comply with the following standards.

A. Driveway spacing and corner clearance as follows:

Roadway Classification	Minimum Access Driveway Spacing	Minimum Access Clearance Corner	Intersection Spacing
Local Street	No Restrictions	30 feet	165 feet
Minor Collector	80 feet	80 feet	330 feet
Major Collector	165 feet	165 feet	330 feet
Minor Arterial	330 feet	330 feet	1/4 mile
Major Arterial	ODOT Stds	ODOT Stds	ODOT Stds

- B. In all instances, access near an intersection shall be located beyond the influence of standing queues and opposing left turns sharing a continuous two-way left turn lane. This requirement may result in greater corner clearance or access spacing than the minimum distance indicated.
- C. Every lot or parcel shall be permitted an access. In the event that the access management standards cannot be achieved, shared access with adjacent property shall be explored and provided where available.
- D. Access shall be taken from the lower order street or alley unless otherwise approved by Public Works and/or ODOT through the land use process.
- E. Unless adequate demonstration of site necessity, intersection safety and functionality, lots, parcels and/or developments will be limited to a single access as determined by Public Works through the land use process.
- F. The access management standards apply to new development, redevelopment, subdivision and partitioning of land.
- G. Corner clearance is measured from the edge of right-of-way to the nearest edge of access. Spacing is measured from centerline of access/ intersection to centerline of access/intersection.
- H. Adequate intersection sight distance and clear zone shall be maintained at all access/driveway locations per AASHTO standards (American Association of State Highway and Transportation Officials).
- I. Access/driveway locations may require alignment with existing driveways on the opposite side of the roadway as determined by Public Works.

- J. Public Works may require supporting information, including but not limited to traffic count data, trip generation, trip distribution, Transportation Impact Analysis study, etc., in order to make a proper determination of access/driveway location.
- K. Access within the North Redmond US 97 Interchange Area Management Plan
 - a. (IAMP) shall also conform to the “North Redmond US 97 Interchange Area Management Plan (IAMP)” provisions of Chapter 9 Transportation Element of the Comprehensive Plan Addendum and Policy 12 n of Chapter 14 of the Comprehensive Plan. (Amended by City Ordinance 2007-09, effective June 8, 2007)

RESPONSE: The Redmond Transportation System Plan identifies SW Canal Blvd as a minor arterial and SW Badger Ave as a minor collector. No public access points are proposed along SW Canal Blvd, other than one gated fire access drive for emergencies. Two driveways are proposed on SW Badger Ave, approximately aligned across the street from existing public access driveways on the north side of SW Badger Ave. Spacing between these two driveways is greater than the required minimum 80 feet for a minor collector, in compliance with this requirement. Similarly, the distance between the intersection of SW Canal/SW Badger and the first proposed driveway is greater than the minimum 80' spacing requirement.

10. Transportation Impact Analysis. It shall be the burden of the developer to evaluate transportation system impacts through studies prepared by a qualified registered professional engineer. When a transportation impact analysis is required it must demonstrate that the following standards are met:
- A. The standard of measurement that will determine the acceptability of traffic flow on City streets will be a delay-based level of service as defined by the Highway Capacity Manual, Special Report 209, Third Edition (2000 update or subsequent document updates) published by the Transportation Research Board. The determination of LOS shall be calculated by a methodology that is approved by the City Engineer. The acceptable standard of LOS for City streets shall be LOS E during the peak 15 minutes of the peak hour of the average weekday. A lesser standard shall be acceptable at unsignalized intersections with low volume minor street approaches if the volume-to-capacity ratio is less than 0.90 and the 95th percentile vehicle queue is less than four vehicles during the peak hour.
 - B. The Average Daily Traffic (ADT) volume of Local Street roadways within the City of Redmond shall be less than 1,200 vehicles per day (VPD). Developments which add vehicle trips to Local Streets with an ADT greater than 1,200 VPD may be asked to provide mitigation in the form of additional access to the site, when in the opinion of the City Engineer, the residential livability is degraded by excessive local street traffic volume.
 - C. New development that will cause degradation below those levels shall be required to provide mitigating transportation system improvements that will restore the LOS to the accepted standard, as is practical, as determined by the City Engineer. Where there are impacts to the State Highways, the City and ODOT shall work cooperatively to determine appropriate courses of action based on ODOT and City standards.

RESPONSE: A Transportation Impact Analysis (TIA) was prepared by Transight Consulting, a licensed traffic engineer, and is included in Exhibit E. The findings of the report are included below, supported by detailed discussions and analyses in Exhibit E.

The following recommendations are provided to support the rezoning and development of the SW Canal Boulevard mixed-use development with the concurrent site plan application:

- *As proposed, the project should be provided with two access connections onto SW Badger Avenue. The westernmost connection may require right-in, right-out movement restrictions in the future pending specific improvement plans at the SW Badger Avenue/SW Canal Boulevard intersection. The intersection is proposed to operate with full turning movements at opening until future restrictions are required.*
- *Accesses onto SW Badger Avenue should be constructed as concrete “dustpan” aprons.*

- *The emergency access onto SW Canal Boulevard should be gated to prevent routine access.*
- *No parking should be allowed along SW Badger Avenue between the western driveway and SW Canal Boulevard.*
- *The project will contribute to the City's long-range transportation needs through payment of Transportation System Development Charges. These payments should be based on the actual development plans.*



CANAL MIXED USE

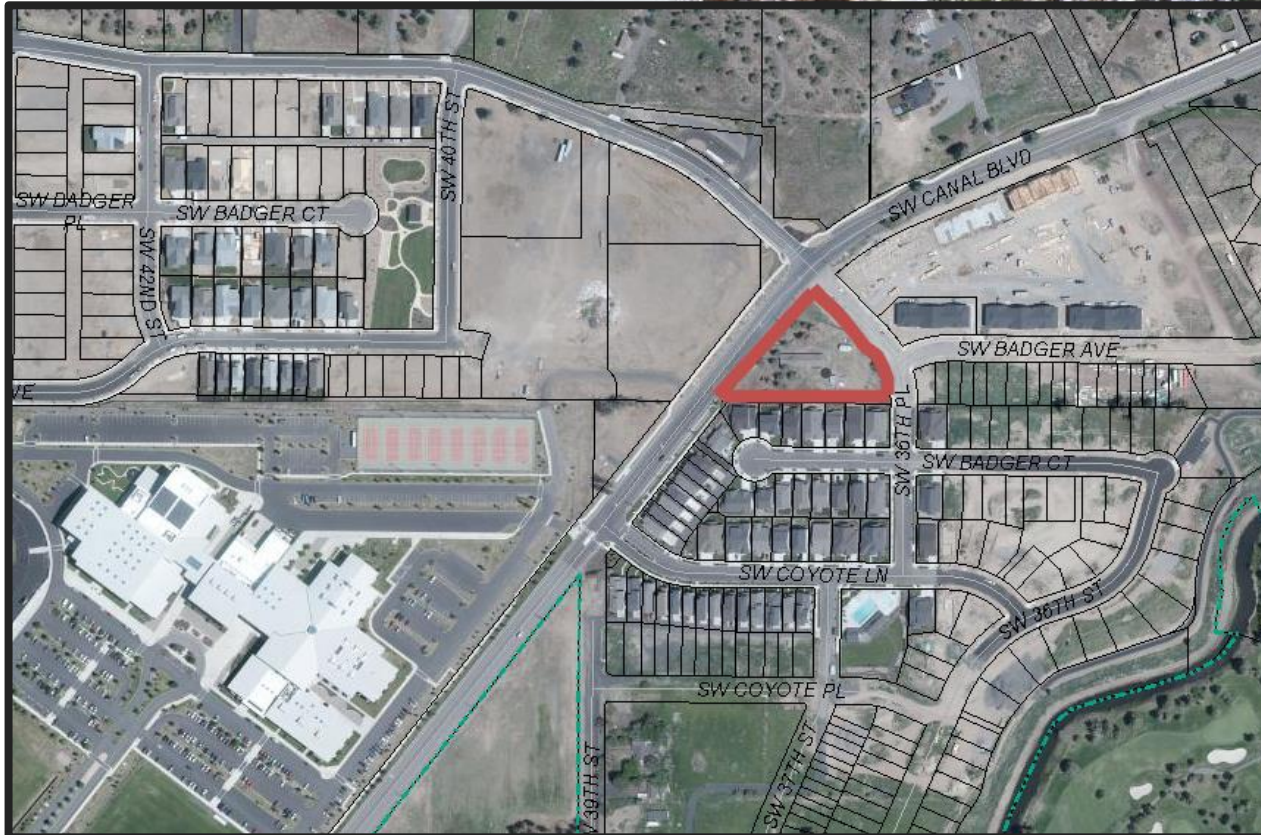
A MIXED USE NEIGHBORHOOD BUILDING 711-21-00023-25-PLNG

REDMOND CITY COUNCIL
MAY 25, 2021

SLIDE / 1



LOCATION:
SW REDMOND
NE OF RIDGEVIEW HIGH SCHOOL





ACTIONS:

LAND USE APPROVAL REQUESTS

01

COMPREHENSIVE PLAN MAP AMENDMENT

FROM: R-4 (GENERAL RESIDENTIAL)

TO: MUN (MIXED-USE NEIGHBORHOOD)

02

SITE & DESIGN REVIEW

4-STORY MIXED USE BUILDING ON A 1.23-ACRE PARCEL

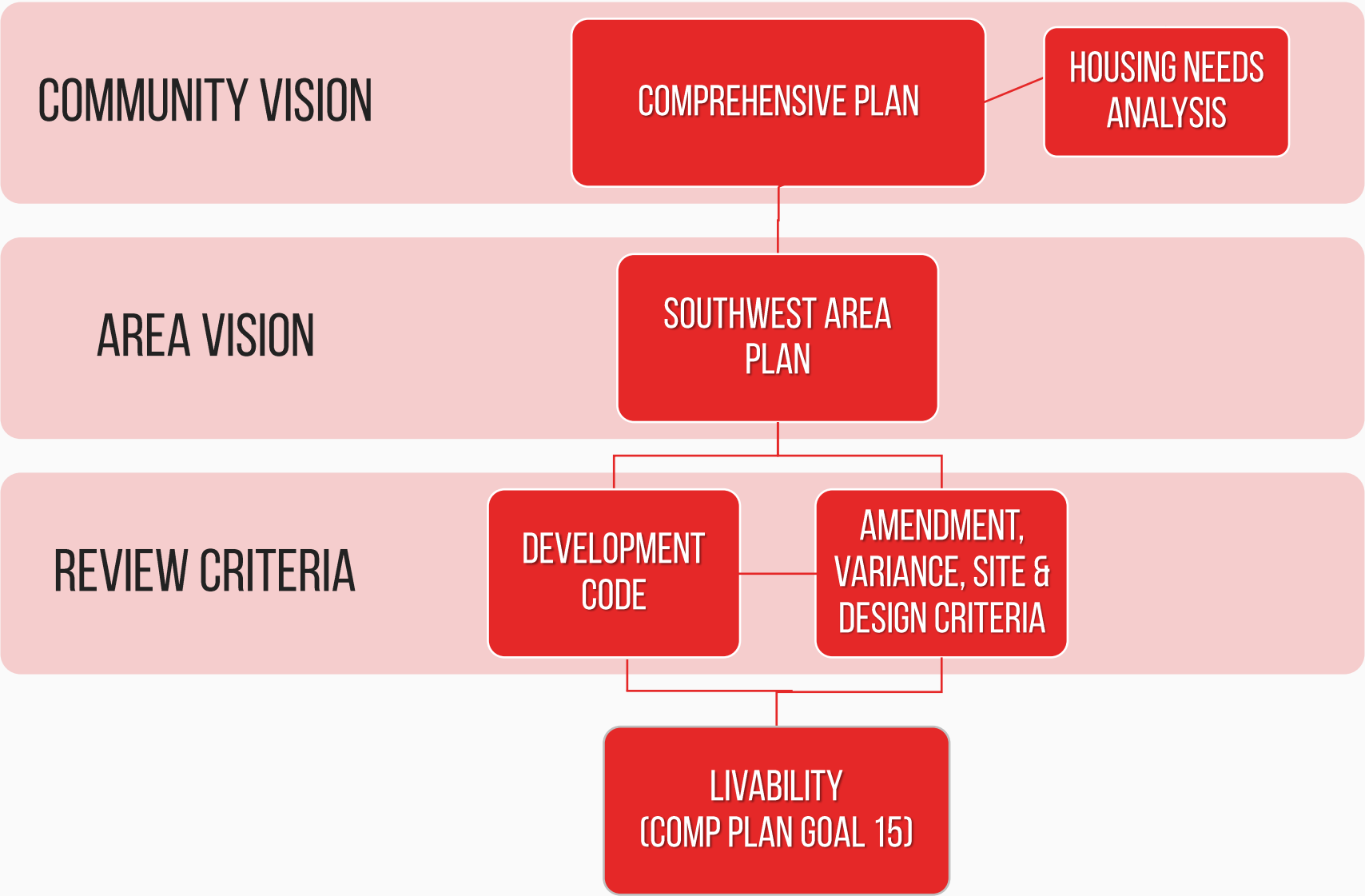
03

MINOR VARIANCE

TWO-FOOT BUILDING HEIGHT INCREASE REQUEST



COMMUNITY VISION





SITE PLAN

SLIDE / 5





PROPOSAL:

4-STORY MIXED USE BUILDING:

1ST FLOOR RETAIL

2ND FLOOR OFFICE

3RD & 4TH FLOOR
RESIDENTIAL – 8 DUs

SLIDE / 6



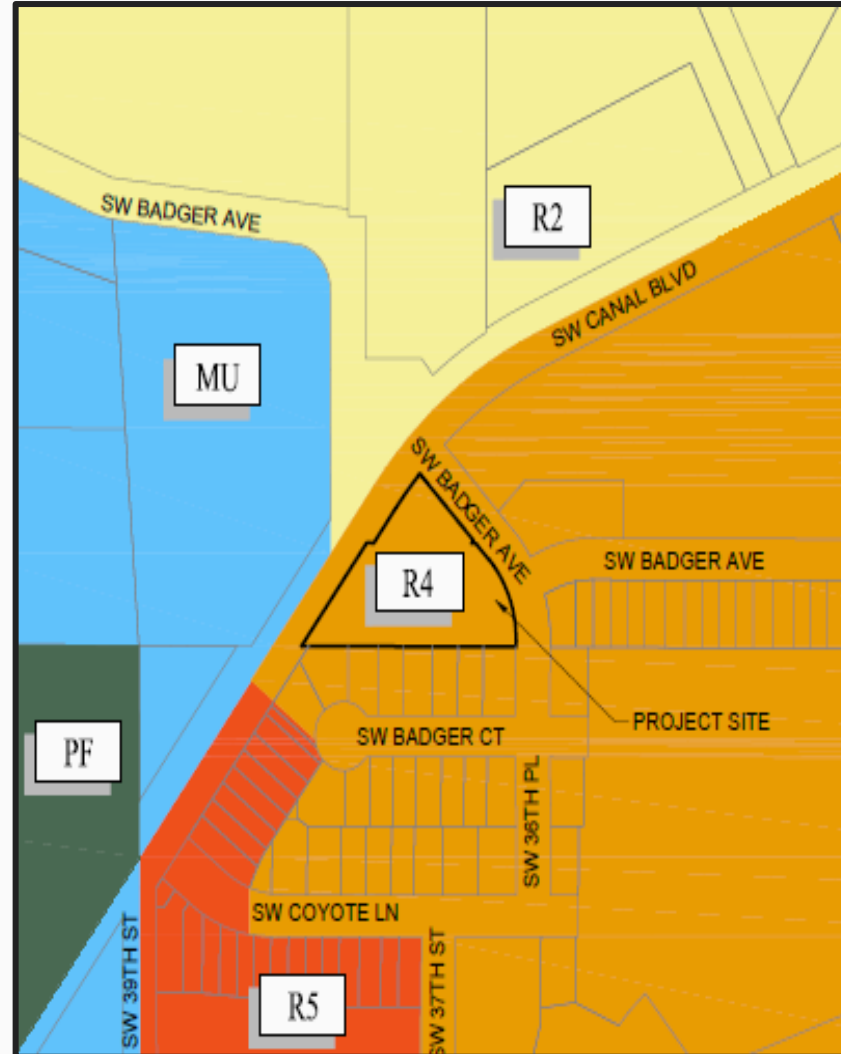
VIEW LOOKING NORTHEAST FROM CANAL BLVD



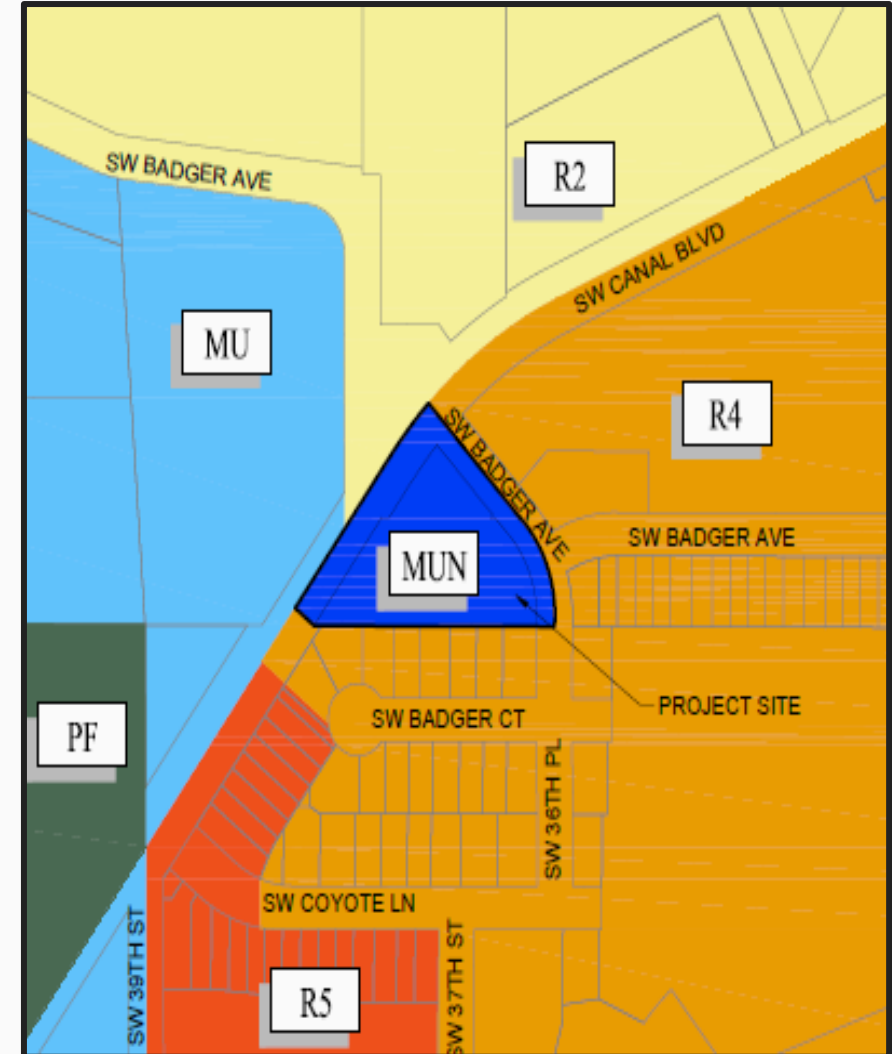
PROPOSED COMP PLAN MAP AMENDMENT

SLIDE / 7

EXISTING ZONING



PROPOSED ZONING





COMP PLAN MAP AMENDMENT

REVIEW CRITERIA

01 CONFORMS WITH STATE
STATUTES

02 CONFORMS WITH
APPLICABLE STATE-WIDE
PLANNING GOALS

03 CONFORMS WITH
COMPREHENSIVE PLAN,
LAND USE REQUIREMENTS
& POLICIES

04 A CHANGE OF
CIRCUMSTANCES, FURTHER
STUDIES JUSTIFYING
AMENDMENT OR MISTAKE
IN ORIGINAL ZONING



COMP PLAN MAP AMENDMENT

REVIEW CRITERIA 1, 2, 3

CONFORMITY WITH STATE STATUTES AND STATEWIDE PLANNING GOALS, AND WITH COMPREHENSIVE PLAN, LAND USE REQUIREMENTS & POLICIES



ECONOMIC DEVELOPMENT

STATE PLANNING GOAL
9

COMP PLAN, CHAPTER
9, GOAL 5, POLICIES 12
& 32



HOUSING

STATE PLANNING GOAL
10

COMP PLAN, CHAPTER
10, GOALS 2 & 6



PUBLIC FACILITIES & SERVICES

STATE PLANNING GOAL
11

COMP PLAN, CHAPTER
11, POLICIES 4 & 5



TRANSPORTATION

STATE PLANNING GOAL
12

COMP PLAN, CHAPTER
12, POLICIES 1 & 5



COMP PLAN MAP AMENDMENT

REVIEW CRITERIA 2, 3



HOUSING

STATE PLANNING GOAL 10; COMP PLAN, CHAPTER 10, GOALS 2 & 6

POLICY 1: Land Availability: Plan for a 20-year supply of suitable land for Redmond to meet housing needs within the existing urban growth boundary.

Objective 1.3: The following density target ranges for housing will be required for each Plan Designation:

Designation	Zone	Required Density
Limited Residential	Single-Family Residential – R-1, R-2	Between 2.0 and 5.0 dwelling units per net acre
General Residential	Residential Medium – R-3, R-4	Minimum of 4.0 dwelling units per net acre
High Density Residential	High Density Residential R-5	Minimum 8.0 dwelling units per net acre



ACCORDING TO THE CITY OF REDMOND’S 2019 HOUSING NEEDS ANALYSIS:

- **FORECASTED NEED FOR 1,741 NEW MULTI-FAMILY DWELLING UNITS OVER NEXT 20 YEARS**
- **AMONG THE NEEDED MULTI-FAMILY, AN ALLOCATION OF 341 MIXED USE UNITS ARE NEEDED OVER NEXT 20 YEARS**



COMP PLAN MAP AMENDMENT

REVIEW CRITERIA 2, 3



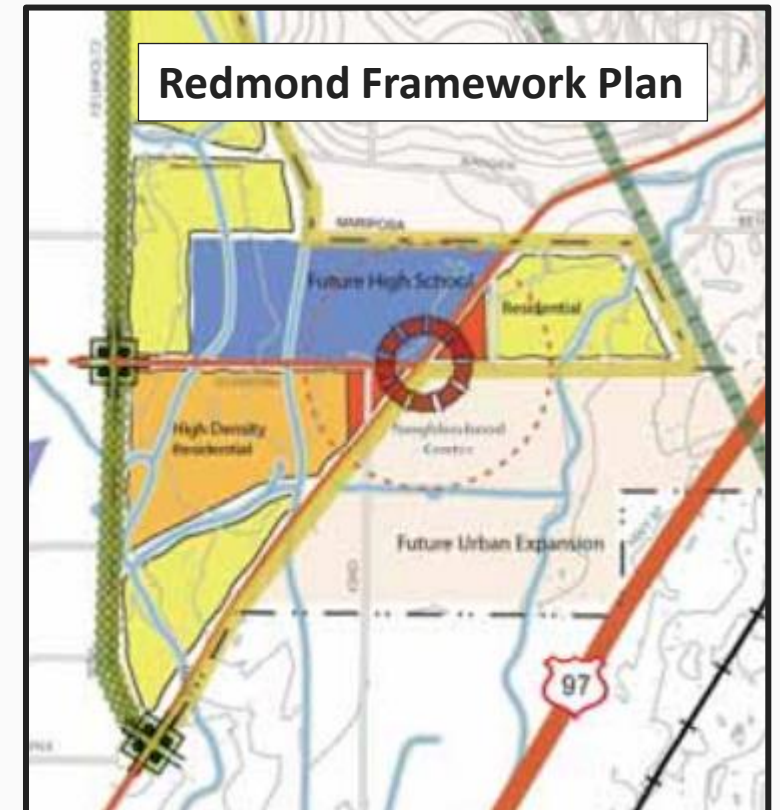
ECONOMIC DEVELOPMENT

STATE PLANNING GOAL 9; COMP PLAN, CHAPTER 9, GOAL 5, POLICIES 12 & 32

“ALLOW **MIXED USE** EMPLOYMENT AND COMMERCIAL USES **IN OUTLYING AREAS** OF THE COMMUNITY AS **NEIGHBORHOOD CENTERS** TO PROVIDE OPPORTUNITIES FOR CITIZENS TO RESIDE NEAR EMPLOYMENT AND SERVICE DESTINATIONS.” *GOAL 5, REDMOND COMPREHENSIVE PLAN*

SOUTHWEST AREA PLAN:

- 20.93 ACRES DESIGNATED FOR MUN
- TO SUPPORT SURROUNDING RESIDENTIAL NEIGHBORHOODS W/ SMALL-SCALE RETAIL & SERVICE COMMERCIAL USES
- CONCENTRATED COMMUNITY ACTIVITY CENTERS





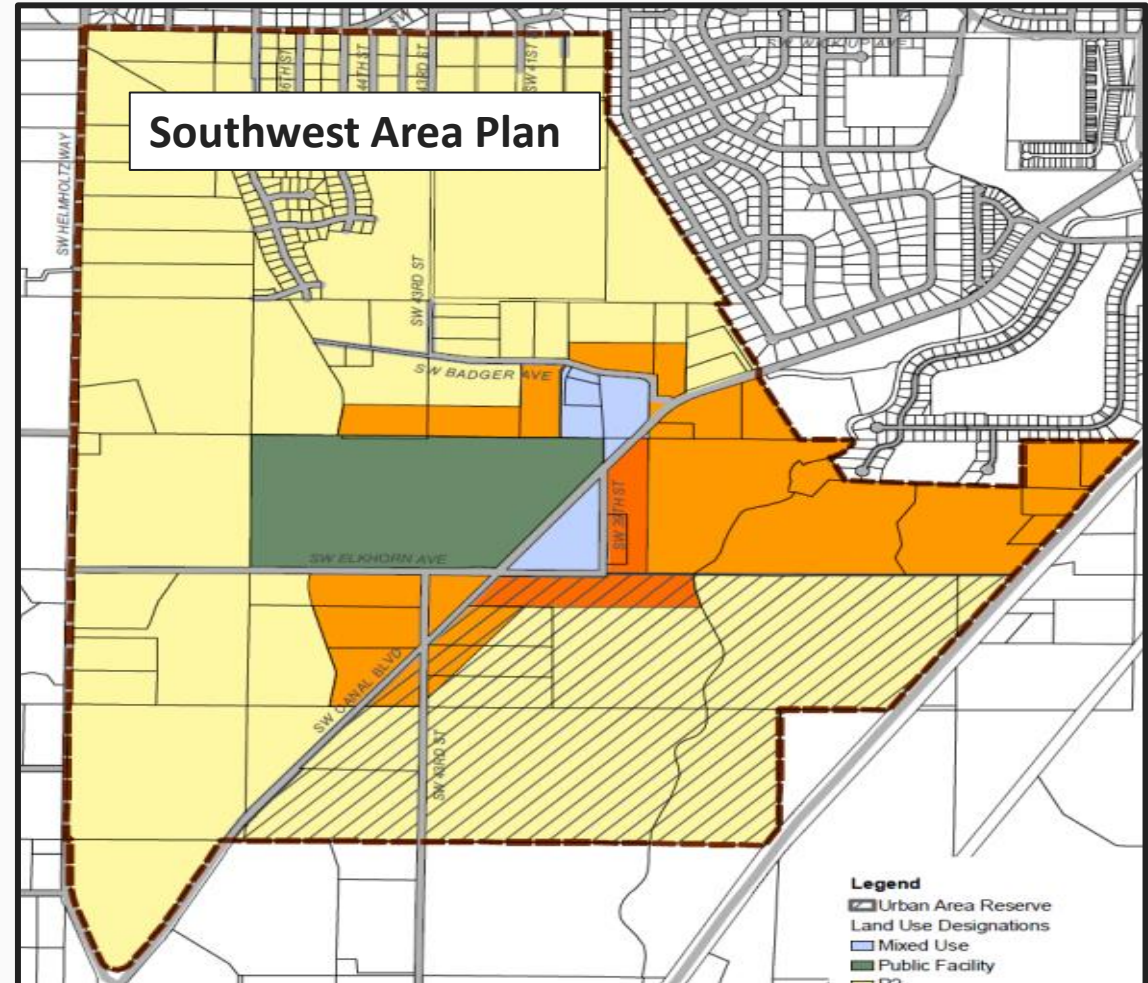
COMP PLAN MAP AMENDMENT

REVIEW CRITERIA 4

SLIDE / 12

04

A CHANGE OF CIRCUMSTANCES, FURTHER STUDIES JUSTIFYING AMENDMENT OR MISTAKE IN ORIGINAL ZONING





SITE & DESIGN REVIEW

ARTICLE IV (SECTIONS 8.3000 – 8.3035), REDMOND DEVELOPMENT CODE

PURPOSE & INTENT: TO ENSURE GENERAL COMPATIBILITY BETWEEN ADJOINING USES, OUTDOOR SPACE IS DESIGNED & INSTALLED IN A FUNCTIONAL & ATTRACTIVE MANNER, VEHICULAR ACCESS & CIRCULATION IS DESIGNED & CONSTRUCTED CONSISTENT WITH MAXIMIZING PUBLIC SAFETY, ADEQUATE PUBLIC UTILITIES ARE AVAILABLE, AND THE STRUCTURES ON-SITE PROVIDE A CONSISTENT ARCHITECTURAL THEME.



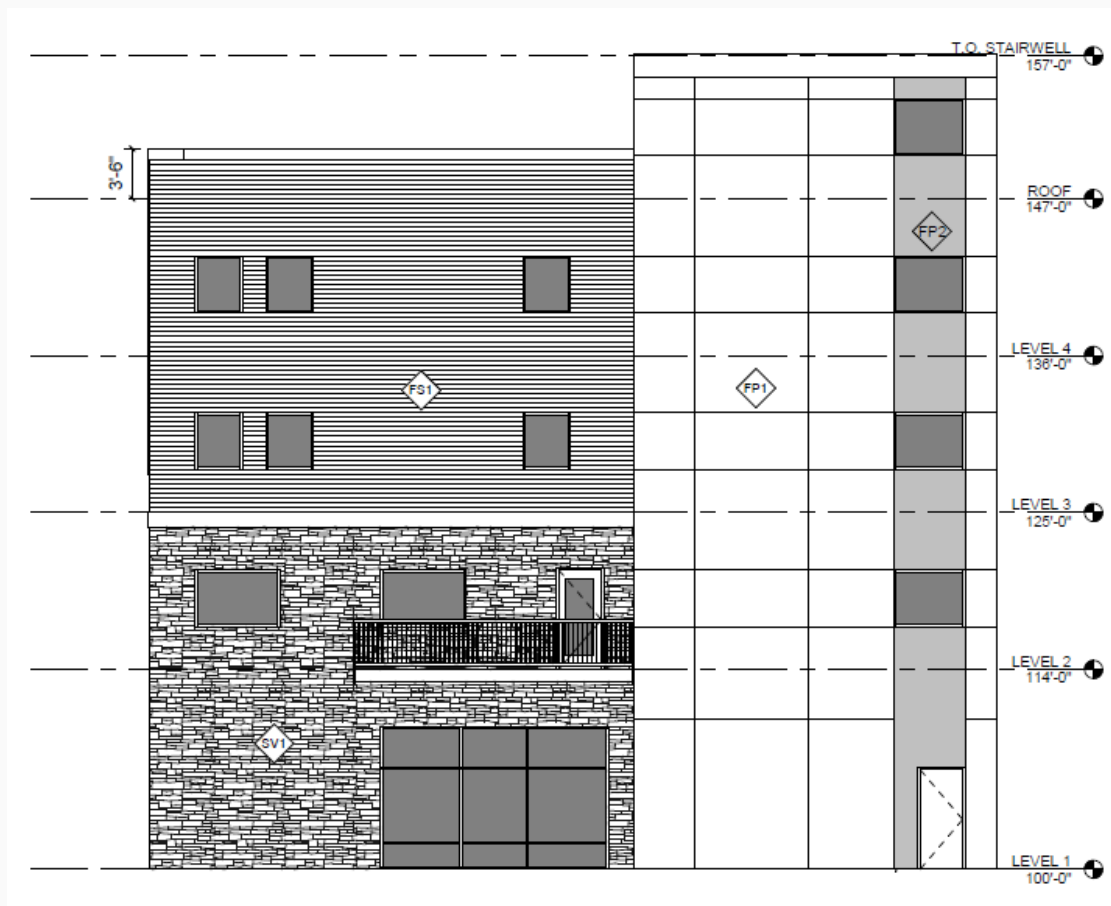
VIEW LOOKING NORTHWEST FROM BADGER AVE



MINOR VARIANCE REQUEST

A 4.4% VARIANCE TO MUN DISTRICT'S BUILDING HEIGHT REQUIREMENT

- **HEIGHT REQUIREMENT:** MAXIMUM BUILDING HEIGHT IS **45 FEET**, *SECTION 8.0265 RDC*
- **PROPOSAL:** BUILDING ROOF DECK WOULD BE **47 FEET**. ELEVATOR SHAFT & STAIRWELLS EXCEED MAXIMUM HEIGHT ALLOWED BUT ARE EXEMPT PER SECTION 8.0565 OF RDC.
- **VARIANCE STANDARD:** MINOR VARIANCE SHALL BE **NO GREATER THAN 25%** OF THE REQUIREMENT
- **REQUEST:** TO ALLOW A **2-FOOT INCREASE** OF BUILDING ROOF DECK – A **4.4%** VARIANCE





RECOMMENDATION

PLANNING COMMISSION RECOMMENDS: APPROVAL, SUBJECT TO 12 CONDITIONS

01

COMPREHENSIVE PLAN MAP AMENDMENT

FROM: R-4 (GENERAL RESIDENTIAL)

TO: MUN (MIXED-USE NEIGHBORHOOD)

02

SITE & DESIGN REVIEW

4-STORY MIXED USE BUILDING ON A 1.23-ACRE PARCEL

03

MINOR VARIANCE

TWO-FOOT BUILDING HEIGHT INCREASE



COURSES OF ACTION

&

QUESTIONS

CITY COUNCIL COURSE OF ACTION:

1. ACCEPT THE PLANNING COMMISSION RECOMMENDATION TO APPROVE.
2. ACCEPT THE PLANNING COMMISSION RECOMMENDATION, MAKE ADDITIONAL MODIFICATIONS AND APPROVE.
3. CONTINUE THE PUBLIC HEARING AND LEAVE THE WRITTEN RECORD OPEN TO REQUEST ADDITIONAL INFORMATION.
4. DENY THE PLANNING COMMISSION RECOMMENDATION.

RECOMMENDATION / SUGGESTED MOTION

"I MOVE TO HAVE A FIRST & SECOND READING OF ORD. #2021-05 BY TITLE ONLY."



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: May 25, 2021
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
Keith Leitz, HR Director
FROM: Jason Neff, Chief Financial Officer
John Roberts, Deputy City Manager
SUBJECT: Resolution #2021-11 - A resolution providing consent to convey and sell City property located in the Desert Rise Complex and Industrial Park. (Five acres at 1300 NE Hemlock Avenue; \$1,032,220)

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 sell five acres of City owned land, located in the Desert Rise Industrial Park, to Bridge Masters Inc., for \$1,032,220.

City Council previously approved this action in October 2020 through a motion after an Executive Session. However, the Title company requires a separate formal resolution as a condition to close.

Background:

In Fiscal Year (FY) 2004/05 the City of Redmond acquired 122.3 acres of industrial land from Deschutes County.

This land is 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.

On July 18, 2006, 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).

These policies and CC&Rs were recently amended in September 22, 2020 (Resolution 2020-18) and April 13, 2021 (Resolution 2021-02). It was determined these changes were needed to be more nimble and responsive to evolving industrial market conditions seen over the last two to three years. Specifically, the clear demand for smaller lots (1-4 acres), driven by heavy industrial users inhabiting smaller buildings than they did 10 to 20 years ago.

The City has no planned need for this property. This transaction is positive as it brings significant resources back to the City on land the City has owned since 2004.

Discussion:

City Council held an Executive Session to discuss this item on October 13, 2020. The Council's subsequent motion was to authorize Redmond's City Manager to act on behalf of Redmond's City Council in the sale transaction of the subject property.

The subject property is zoned (M-1 Light Industrial) and generally described as: 5-acre partition of 1300 NE Hemlock Avenue, Redmond, OR 97756; Tax Lot #151310D001200

The City procured a commercial real estate broker to help establish a price. The City and Buyer negotiated the terms and agreed purchase price of \$1,032,220 (approx. \$4.85 per square foot). All land use approvals have been completed and due diligence conducted to satisfy the Buyer of the condition and usability of the property.

Fiscal Impact:

The proceeds from this sale were not included in the budget. The closing is expected to occur no later than July 1, 2021.

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

Alternative Courses of Action:

1. Approve Resolution #2021-11 authorizing the City Manager to act on behalf of Redmond's City Council in the sale transaction of the subject property.
2. Do not authorize the sale.
3. Request additional information.

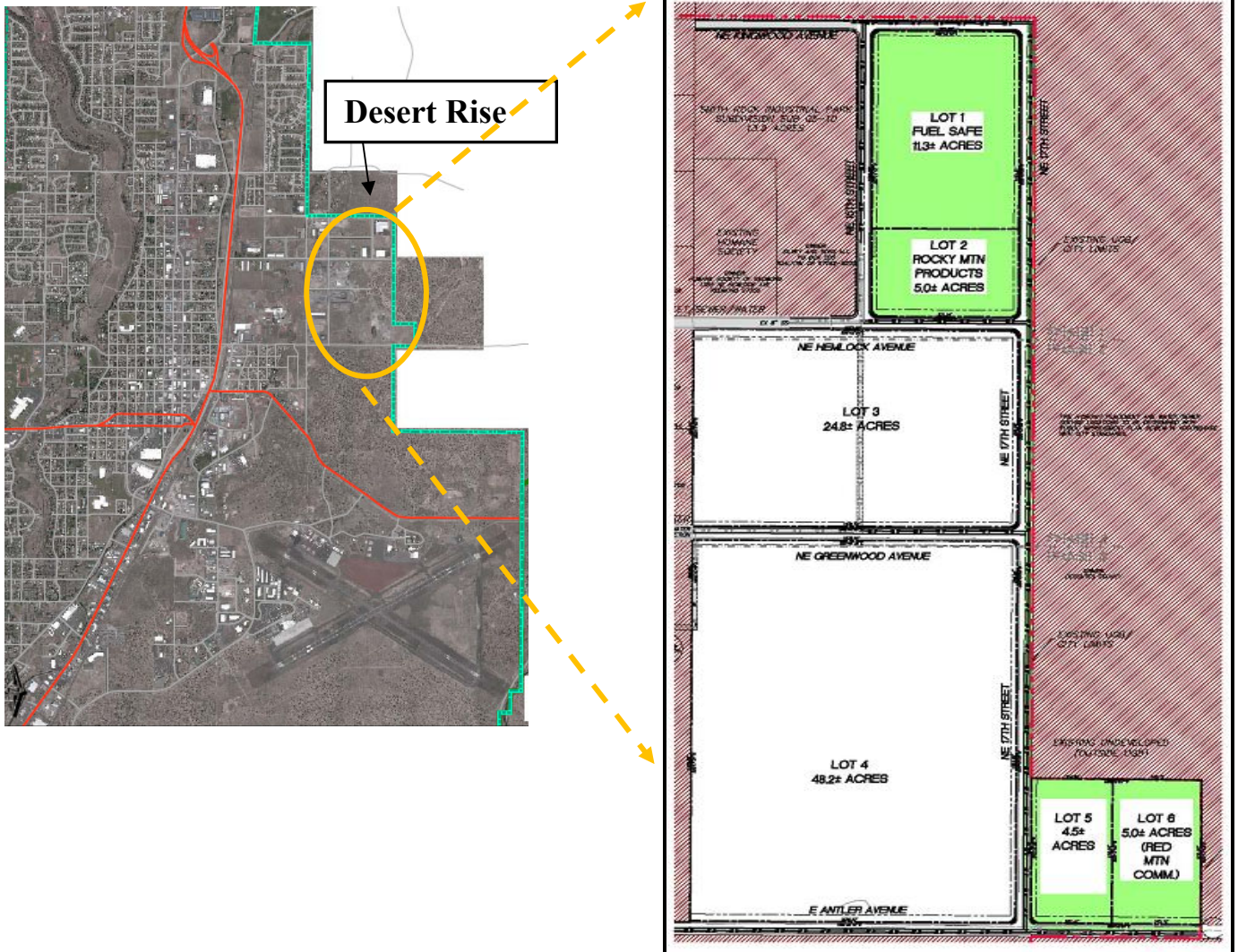
Recommendation / Suggested Motion:

"I move to approve Resolution #2021-11 authorizing the City Manager to sign the sales agreement and execute all necessary subsequent actions to complete the conveyance of real property located at 1300 NE Hemlock Avenue in the amount of \$1,032,220 minus broker commissions and closing costs."

Locator Maps

Desert Rise Industrial Park

East of Highway 97, north of the airport.
East of 11th Street between Antler Avenue and Kingwood Avenue.





**REDMOND RESOLUTION
RESOLUTION NO. 2021-11**

**A RESOLUTION PROVIDING CONSENT TO CONVEY AND SELL CITY PROPERTY
LOCATED IN THE DESERT RISE COMPLEX AND INDUSTRIAL PARK.**

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

WHEREAS, City Council approve the sale of 5-acres located at 1300 Hemlock Avenue on October 13, 2020; and

WHEREAS, the subject property is legally described as Parcel 2 of Partition Plat No. 2021-17, as recorded April 29, 2021, Document NO. 2021-26878, City of Redmond, Deschutes County, Oregon; and

WHEREAS, the negotiated terms and agreed purchase prices is \$1,032,220; and

WHEREAS, all land use approvals have been completed and due diligence conducted to satisfy the Buyer of the condition and usability of the 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 authorize the City Manager to sign the sales agreement and execute all necessary actions to complete the conveyance of the subject property.

PASSED by the Redmond City Council and APPROVED by the Mayor this 25th day of May 2021.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon

County of Deschutes

This instrument was acknowledged before me this 25th day of May 2021, by George Endicott, Mayor.

Kelly Morse, City Recorder

My commission expires 10/23/22