AGENDA

CITY OF SISTERS
SISTERS CITY COUNCIL

SISTERS CITY COUNCIL
520 E. Cascade Avenue
Sisters, OR 97759

JUNE 23, 2016

5:30 p.m. WORKSHOP

1. Joint Workshop with Sisters Planning Commission
2. Other Business – *Staff/Council*

7:00 P.M. CITY COUNCIL REGULAR MEETING

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

II. VISITOR COMMUNICATION

III. CONSENT AGENDA

A. Minutes
   1. May 12, 2016 – Regular Meeting
   2. June 09, 2016- Workshop
   3. June 09, 2016 – Regular Meeting

B. Bills to Approve
   1. June Accounts Payable

IV. STAFF REPORTS

A. Deschutes County Sheriff's Office

V. COUNCIL BUSINESS

A. Public Hearing and Consideration of Resolution No. 2016-20: A RESOLUTION OF THE CITY OF SISTERS ADOPTING A SUPPLEMENTAL BUDGET AND ESTABLISHING APPROPRIATIONS WITHIN THE 2015/16 BUDGET – *J. O'Neill*

B. Public Comment and Consideration of Resolution No. 2016-21: A RESOLUTION OF THE CITY OF SISTERS AMENDING THE MASTER FEE SCHEDULE FOR SOLID WASTE COLLECTION FEES WITHIN CITY LIMITS PROVIDED BY THE SOLID WASTE FRANCHISEE – *J. O'Neill*

C. **Continued Public Hearing and Consideration of a Remand** by the Land Use Board of Appeals (LUBA) of Case No. 2015-063 in Reference to Findings Previously Approved by the City Council Associated with City Land Use File #'s AP 15-02, MOD 15-05 and SP 15-01, and Remanded Back to City Council by LUBA for Additional Findings of Fact. The subject project is known as McKenzie Meadow Village and the appeal is associated with a proposed Assisted Living Facility within the project site. – *P. Davenport*

VI. OTHER BUSINESS

A. Server Upgrade – *R. Allen*
B. Legislative Priorities – *R. Allen*

VII. MAYOR/COUNCILOR BUSINESS

VIII. ADJOURN

AGENDA ITEM SUMMARY

CITY OF SISTERS
SISTERS CITY COUNCIL

Meeting Date: June 23, 2016 **Staff:** Patrick Davenport

Type: Workshop **Dept:** CDD

Subject: Joint Workshop with Planning Commission: Discuss Various Draft Development Code Text Amendments

Action Requested: Review various development code text amendments with Planning Commission; Authorize staff to prepare a formal text amendment application and schedule public hearings as appropriate

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Summary: During the previous several months, the Planning Commission reviewed the attached draft Development Code text amendments in workshops. Several of the proposed text amendments are resulting from recent City Council direction and others are proposals by staff or by active developers with current projects in the City.

Staff requests the City Council review the attached draft development code text revisions and recommend all or select certain revisions to proceed with a formal text amendment application. The Council may also consider scheduling additional workshop reviews at City Council or Planning Commission level for any of these proposed text amendments.

A list and summaries of the proposed text revisions are provided below. Text proposed to be deleted is in strikeout font, text proposed to be added is in bold and underlined font unless otherwise noted:

<u>List of proposed Development Code revisions:</u>

- Chapter 4.6: Cluster Developments
- Chapter 4.1: Types of Application and Review Procedures
  - Section 4.1.700: General Provisions
  - Section 4.1.800: Appeals
- Chapter 4.3 Land Division and Lot line Adjustments
  - Section 4.3.400: Approval Process
- Chapter 4.5 Master Planned Developments
  - Section 4.5.800: Approval Durations, Extension and Amendments
- Chapter 4.2 Site Plan Review
  - Section 4.2.200: Applicability
- Chapter 2.15.Special Provisions
  - Section 2.15.900: Temporary Uses
  - Section 2.15.2200: Public Art
  - Section 2.15.2700: Vacation Rental Units
  - Proposed new Section 2.15.2800: Mobile Food Units

Summaries of Development Code text revisions:

- Chapter 4.6 Cluster Development: This section of the Development Code allows for smaller lots and dwellings which would enable cottage-style development. The current code text is not conducive to attract development of cottage-style development using the text in its current format. Highlights of the proposed revisions are:
    - Applicability: Allowed in an existing or new development with a master plan or anywhere in R District.
    - Density bonus permitted up to 25%.
    - 1,250 sq ft maximum dwelling size
    - Eliminates requirement for community building
- Chapter 4.1 Types of Applications and Reviews
    - Section 4.1.700.A General Provisions Application Requirements: *Enables staff to require certain issues be considered in impact studies or determine if impact studies are required.*
    - Section 4.1.800 Appeals
      Proposed new section 4.1.800.I: Stays the time to expiry for land use applications when an appeal is filed in opposition to the approvals.
- Chapter 4.3 Land Divisions and Lot Line Adjustments
    - Section 4.3.400 Approval Process: *Provides concise requirements when preliminary plats become vested and are no longer at risk of expiration; Enables the Planning Commission discretion in determining whether or not to restart the time to expiry for new approvals.*
- Chapter 4.5 Master Planned Developments
    - Section 4.5.800 Approval Durations, Extensions and Amendments
      Enables staff to determine the extent of significant infrastructure constructed to permanently vest a master plan's approval or forward the question to the Planning Commission; Enables the Planning Commission to restart the time to expiry of entitlements when a master plan modification is approved.
- Chapter 4.2 Site Plan Review
    - Section 4.2.200 Applicability: *Enables small improvements to existing building to be approved without requiring a formal site plan review.*
- Chapter 2.15.1900: Special Provisions - Temporary Uses: *Improved definition, added Transient Use definition; Requires approved site plan for properties hosting temporary uses and enables the site plan to be used permanently to illustrate repeated temporary uses.*
- Chapter 2.15.2200: Public Art: *Changes approval body from Planning Commission to City Council*
- Chapter 2.15.2700 Vacation Rentals: *Add certain parking requirements*
    - Proposed new Section 2.15.2800: Mobile Food Units: *New definition; Requires approved site plan; Allows seasonal occupancy if site plan approval conditions are followed; Specific standards; Links to County and State standards; Permitted in DC, HC and TC zoning districts.*

Attachments: Various Proposed Development Code Text Amendments

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Concurrence: _____ CM _____F&A PTD CDD _____ PW

Chapter 4.6, ~~Cluster~~ Cottage Developments

4.6.100 ~~Cottage Developments~~

A. **Purpose.** The purpose of this section is to provide a housing type that responds to changing household sizes and ages (e.g., retirees, small families, single-person households) and provides opportunities for ownership of small, detached single-family dwelling units within the Cottage Development. The Cottage Development supports the following principles:

1. Encourages the creation of more usable open space for residents of the development through flexibility in density and lot standards;
2. Supports the growth management goal of more efficient use of urban residential land;
3. Provides development standards to ensure compatibility with surrounding land uses; and,
4. Allows diversity of land uses within certain commercial zones as well as establishes smaller lot sizes and creative residential development within residential zones.

B. **Applicability and Permitted Uses.**

1. Cottage Developments are permitted in the R-Residential, **MFR** ~~R-MFD~~ Multi-Family Residential District, SRR - Sun Ranch Residential District, and in the portion of the Downtown Commercial (DC) District that allows new single family dwellings. **Cottage developments are allowed as part of a master planned development. (work on wording)**
2. Cottage Developments are reviewed under Cottage Development and Subdivision review processes in addition to the standards and criteria found herein. In the event of conflicts between this chapter and the underlying zoning, these standards and criteria supersede the standards and criteria found in the underlying zone.
3. Buildings accessory to a Cottage Development are subject to the development standards in this section.
4. On a lot to be used for a cottage housing development, existing detached single-family residential structures, which may be nonconforming with respect to the standards of this section, shall be permitted to remain, but the extent of the nonconformity may not be increased. Such nonconforming dwelling units shall be included in the maximum permitted cottage density.
5. Accessory dwelling units are not permitted within Cottage Developments.
6. Mixed-use developments (residential and commercial uses) are allowed in Cottage Developments located in the Downtown Commercial (DC) District.
7. Prior to recording a subdivision plat for any new or modified cottage development, all cottage developments shall provide Covenants, Codes and Restrictions (CC&RS) or similar enforceable document that provides assurance of the ongoing maintenance of all common areas within the Cottage Development. All agreements are subject to review and acceptance by the City of Sisters prior to enacting the agreement.

C. **General Requirements**.

1. Cottage development sites in residential districts shall be a minimum of one acre in gross area. Cottage development within approved Master Planned Development shall be at least ~~5 a~~ **1/2** acre~~s~~ in size within any residential district. There is no minimum size for cottage development sites in the eligible lots located within the Downtown Commercial District provided that all minimum standards for cottage developments are met.

2. Each cottage development shall contain a minimum of four cottages ~~and a maximum of 14 cottages per development~~.

~~3. A development site may contain more than one cottage development.~~

4. ~~The permitted density within the Cottage Development shall be consistent with the underlying zoning.~~ **Density of the underlying zoning district with a cottage development may be increased by 2**5% (R - District only)

5. Community buildings and all common areas within a cottage development shall be mutually owned by the Home Owner's Association **or other legal mechanism** and shall be for the use of the development's inhabitants. **Alternative forms of maintaining common areas may be proposed and approved by the governing body on a case by case basis.**

6. Alley access is preferred where an alley is available. Alternate forms of access may be approved as part of the Master Plan.

7. New lots created as a part of a Cottage Development are not required to have frontage on either a public or private street.

D. **Development Standards**. The design standards and floor area requirements ensure that the overall size and scale including bulk and mass of cottage structures remain smaller and incur less visual impact than standard sized single-family dwellings.

1. **Cottages.**

   a. Minimum lot size within the Cottage Development is 2,000 square feet.

   ~~b. The minimum size of any cottage is 650 square feet.~~

   c. The total floor area of each cottage shall not exceed ~~1,200~~ **1,250** square feet **and not to exceed 60% lot coverage**.

   d. ~~The loft shall not exceed 50% of the ground floor.~~ **The second level floor area shall not exceed 50% of the first floor area. For the purposes of this calculation, the area of interior stairway may be allocated between floors served.**

   ~~e.~~

   ~~f. The maximum main floor area of a cottage is 1,000 square feet. For the purposes of this calculation, the area of interior stairway may be allocated between floors served.~~

   g. ~~Cottages shall have a roofed porch at least 80 square feet in size with a railing and railing supports~~.

   ~~h. The porch shall be attached to a common area such as a living room, kitchen, family room or dining room inside of the house and shall not be adjacent to a bedroom or bathroom.~~

~~i. The total square foot area of a cottage may be increased, however at no time shall the size of the cottage exceed the maximum size for a cottage allowed by this code. A deed restriction shall be placed on the title to the property for the purpose of notifying future property owners that increases in the total square footage of a cottage beyond what is allowed by this code is prohibited for the life of the cottage or duration of the applicable Cottage Development regulations.~~

j. The maximum height of any cottage shall defined by the **underlying zoning district**

k. Cottage areas that do not count toward the total floor area calculation include:

   i. Unheated storage space located under the main floor of the cottage;

   ii. Architectural projections, such as bay windows or fireplaces;

   iii. Attached roofed porches;

   iv. Attached and/or detached garages;

   v. Spaces with a ceiling height of six feet or less measured to the exterior walls, such as in a second floor area under the slope of the roof.

~~l. Window placement within the cottages. One side wall of each cottage shall emphasize windows; the other side wall shall de-emphasize windows to allow privacy for the adjacent neighboring cottage. All cottages shall have windows and/or glass doors that face the commons.~~

m. Cottage setbacks:

   i. Front – 4 feet minimum to common open space.

   ii. Side – 5 feet minimum or 10 feet between habitable buildings.

   iii. Rear – 10 feet minimum.

   ~~iv. Interior separation – 10 feet minimum.~~

   v. 10' minimum to all streets.

2. **Community Building (if proposed).**

   ~~a. Required when 6 or more cottages are developed in a cottage development located within a residential district.~~

   ~~b. Minimum size is 650 square feet.~~

   c. Setbacks:

      i. 20' from any cottage.

      ii. 10' from any property line.

      iii. 10' from any garage or accessory structure.

      iv. 5' from any driveway, access aisle or parking area.

3. **Garages.**

   ~~a. One car garage is required per cottage.~~

   b. ~~Garages shall not have direct access to the street.~~ **Garages having direct access to the street shall be approved at the discretion of the governing body if it is the only practical access solution to a particular site.**

c. Garages **or covered parking** spaces may be attached, detached, or clustered together.

d. Garages when accessed from a public alley shall be setback a minimum of **10** feet if front loaded or 3 feet if side loaded.

e.

~~f. Garages when accessed from a public alley shall be setback a minimum of 20 feet or 3 feet if side loaded.~~

g. Garages **or covered parking spaces** are counted towards meeting the parking requirements.

4. **Private Alleys ~~and Access Aisles~~.**

~~a. A private alley shall be constructed a minimum of 20 feet in width.~~

~~b. A private alley and access aisle shall be setback 5 feet from perimeter property lines.~~

~~c. Access aisles to parking areas shall be a minimum of 24 feet in width~~

a. All alleys shall be constructed to current City standards

5. **Parking Requirements**. The parking requirements are designed to ensure minimal visual impact from vehicular use and parking areas for residents of the Cottage Development and adjacent properties, and to maintain a single-family character along public streets.

a. **Two on-site parking spaces shall be required for all two and three bedroom cottages. One and one-half on-site parking spaces shall be required per studio or one bedroom cottages.**

b. **Permissible parking spaces include a garage (20' x 10' minimum), covered parking space or parking stall (18' x 9' minimum) or garage driveway (20' x 8' minimum).**

~~c. All required parking shall be provided on-site.~~

d. Parking, including garages, shall not be located ~~in~~ between a cottage and the front property line.

e. Parking may be either provided on individual lots or in a combined parking area or areas. ~~Parking areas shall be set back at least 20' from a street.~~

f. **On street parking directly adjacent to the development may be considered in fulfilling parking calculations, at the discretion of the governing bodies.**

~~g. Garage driveways that are at least 20' long by 10' wide may count as parking.~~

~~h.~~

6. **Building Orientation and Architectural Treatments.**

a. Community buildings, accessory buildings and garages shall match the architectural theme of the cottage development by incorporating similar design treatments on the community buildings, accessory buildings and garages.

~~b. Front and side elevations only shall front a street~~

c. Separation of Identical Building Elevations. Units of identical elevation types must be separated by at least two different elevations. This will result in at least three different elevations per cottage development. No two adjacent structures shall be built with the same orientation (reverse elevations do not count as different building elevations), facade, materials, and colors.

d. Variety in Building Design. Design standards shall comply with the requirements of the underlying zone.

e. **Rear elevations are allowed to face a public street as long as the design detailing is consistent with front or side elevations.**

7. **Screening Requirements.**

a. Parking areas shall be screened from public ~~and private~~ streets and cottages by landscaping, fencing or buildings where practicable.

b. Boundaries between cottage dwellings and neighboring properties shall be screened with landscaping to reduce the appearance of bulk or intrusion onto adjacent properties, or otherwise treated (i.e., through setbacks or architectural techniques) to meet the intent of this section.

c. Common waste and other storage receptacles shall not be placed in the front yard setback area.

d. Common waste and other storage receptacles shall be architecturally screened and/or screened with landscaping so as to mask their appearance to residents, adjacent property owners, and the public rights-of-way.

8. **Open Space.**

a. Shared Open Space.

~~i. Cottages shall be arranged in a manner that at least two sides of a common open space abut each cottage unless otherwise approved by the review authority.~~

ii. Shall provide a centrally located, focal area for the Cottage Development.

iii. Shall total a minimum of 500 square feet per cottage when all shared open space areas are combined.

iv. ~~Shall abut at least 50 percent of the cottages~~.

~~v. Shall be within 75 feet walking distance of each cottage.~~

vi. Common parking areas are not counted in the shared open space area requirements.

b. Private Open Space.

i. Shall be a minimum of 300 square feet of private, contiguous, usable open space with no dimension less than 10 feet ~~adjacent to each dwelling unit~~, for the exclusive use of the cottage resident.

9. **Landscaping**.

~~a. Layered space between porch and common area. Landscaping is an important feature to the transition between public and private spaces within Cottage Developments. The area between the commons and the covered porch shall be landscaped with vertically layered plant material. The width of the planted area shall be no less than 4' between any pedestrian pathway / common area and the start of the covered porch. The height of the planted area may vary, but shall be no less than 1 foot lower than the top of the porch railing at its tallest point.~~ **Shall be designed in accordance with Chapter 3.2 Landscaping**

10. **Pathways**.

    a. Pathways shall be ADA compliant and a minimum **four** ~~five~~-foot-wide paved pedestrian pathway (sidewalks).

11. **Public Improvements**. Every cottage development shall improve the public right of way immediately adjacent to the cottage development.

E. **Cottage Development Submittal Requirements.** The applicant shall submit an application containing all of the general information required for a Type III procedure, as governed by Chapter 4.1. In addition, the applicant shall submit the following:

1. A detailed project description by the applicant. This statement should include a description of the character of the proposed development **and how the proposal integrates itself into the existing community or existing master plan as appropriate.** ~~and the rationale behind the assumptions and choices made by the applicant~~;
2. Burden of Proof documenting compliance with all applicable approval criteria;
3. Complete application form with fee;
4. Electronic copies of all materials submitted (acceptable file types to be determined by the Community Development Director or designee); and,
5. Preliminary title report or equivalent printed within 90 days of the date of the application submittal.
6. Existing Conditions Site Plan.
7. Topographic Map at appropriate contour intervals to be determined by the Community Development Director.
8. Access and Circulation Map.
9. Site Plan – proposed.
10. Landscape/Open Space Plan.
11. Utility Plan.
12. Conceptual Drainage Plan (to include benchmarks and elevations at staffs discretion).
13. Elevations and floor plans of all proposed buildings.
14. Tentative Plat.
15. Copy of all existing covenants and restrictions, and general description of proposed restrictions or covenants (e.g., for common areas, access, parking, etc.).

16. Special studies prepared by qualified professionals may be required by the Community Development Director, Planning Commission or City Council to determine potential traffic, geologic, noise, environmental, natural resource and other impacts, and required mitigation.

F. **Cottage Development Approval Criteria.** The City shall make findings that all of the following criteria are satisfied when approving, or approving with conditions, the Cottage Development. The City shall make findings that at least one of the criteria is not satisfied when denying an application:

1. Land Division Chapter. All of the requirements for land divisions, as applicable, shall be met (Chapter 4.3);
2. Chapter 2 Land Use and Chapter 3 Design Standards. Land use and design standards contained in Chapter 2 and 3 are met, except as modified by Section 4.6.100.
3. Property Development Standards. Land use and design standards contained in Section 4.6.100 are met.
4. Architectural Features. The Cottage Development includes architectural features that complement and enhance positive characteristics of the site and surrounding area. Setbacks from streets shall be staggered or buildings otherwise provided with architectural features that assure variety and interest along the street. ~~Cottage Developments in the Commercial District shall comply with the 1880's Western Frontier Design Theme.~~
5. Compliance with Purpose of Cottage Development Chapter. The Cottage Development substantially meets the purpose of Section 4.6.100; and,
6. Conformance with applicable Public Works, Building and Fire code standards.

G. **Approval Durations, Extensions and Amendments**

1. Cottage Development Approval Duration. The Cottage Development approved by the Planning Commission shall expire **two (2)** ~~three (3)~~ years from the date on which the decision is final, if no construction or significant infrastructure improvements of the planned unit development has been initiated.
2. Extension. The City may, upon written request by the applicant and payment of the required fee, grant up to two (2) one-year extensions of the approval period. The first extension may be approved administratively. The second extension, if needed, shall be considered and may be granted by the original decision body at their discretion. Extensions may be considered if:
   a. No changes, unless modified as permitted in Chapter 4.1.700, have been made on the original Cottage Development as approved;
   b. There have been no changes to the applicable Comprehensive Plan policies and ordinance provisions on which the approval was based; and
   c. The extension is requested before expiration of the original approval.

H. **Modification to an Approved Cottage Development**. All proposed cottages and accessory buildings that are not reviewed under the initial land use review during the establishment of the Cottage Development through a land use review process are subject to the following;

1. The following minor modification examples may be approved administratively by the Community Development Director;
    a. An increase to the amount of open space or landscaping;
    b. Changes to dimensional standards identified in Section 4.6 as long as the minimum requirements are satisfied. Changes to dimensional standards approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions.
    c. The location of buildings, proposed streets, parking and landscaping or other site improvements shall be as proposed, or as modified through conditions of approval. Changes in the location or alignment of these features by 25 feet or less or other changes of similar magnitude may be approved administratively. Changes to locations approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions
2. Other modifications are major modifications. See Chapter 4.1
3. The Community Development Director or the applicant shall have the right to refer a proposed amendment directly to the Planning Commission for their determination of whether or not the amendment creates a substantial adverse impact to the approved Cottage Development.

Chapter 4.1 - Types of Applications and Review Procedures

Section 4.1.700 General Provisions

A. Application Requirements.

1. Include the information requested on the application form;
2. Include electronic copies of all materials submitted (acceptable file types to be determined by the Community Development Director or designee);
3. Include a preliminary title report or equivalent printed within 90 days of the date of the application submittal;
4. Be filed with a minimum of one (1) copy of a narrative statement that explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making. The Community Development Director or designee may require additional copies to be provided;
5. Be filed with the required fee;
6. Land Divisions. Include an impact study for all land division applications. The impact study shall quantify and assess the effect of the development on public facilities and services. The study shall address, at a minimum the following:

    a. Drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development;
    b. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users.
    c. In situations where this Code requires the dedication of real property to the City, the City shall either (1) include in the written decision evidence that shows that the required property dedication is roughly proportional to the projected impacts of the development on public facilities and services, or (2) delete the dedication as a condition of approval.

7. Type III. If an Agency determines an impact study is required, the applicant shall include an impact study for ~~all~~ Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The Agency will indicate which aspects of the impact study shall be addressed, ~~The study shall address, at a minimum,~~ such as the transportation system including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the City shall either (1) include in the written decision evidence that shows that the required property dedication is roughly proportional to the projected impacts of the development on public facilities and services, or (2) delete the dedication as a condition of approval; and,

8. Type IV - A map and/or plan addressing the appropriate criteria and standards in sufficient detail for review and decision (as applicable);

B. 120-day Rule. The City shall take final action on permit applications which are subject to this Chapter, including resolution of all appeals, within 120 days from the date the application is deemed as complete unless superseded by other ORS chapters or provisions. Any exceptions to this rule shall conform to the provisions of ORS 227.178. (The 120-day rule does not apply to Type IV legislative decisions - plan and code amendments - under ORS 227.178.)

C. Time Computation. In computing any period of time prescribed or allowed by this chapter, the day of the act or event from which the designated period of time begins to run shall not be included. The last day of the period so computed shall be included, unless it is a Saturday or legal holiday, including Sunday, in which event, the period runs until the end of the next day which is not a Saturday or legal holiday.

D. Pre-application Meetings.

1. Participants. A Pre-Application Conference is optional for Type I, II, III and IV applications.

1. The fee charged for pre-application reviews shall be credited towards any additional city application fee charges applied to the proposed subject project. If no additional city permits are sought for the proposed project subject to the pre-application review, the applicant shall not be refunded any portion of the pre-application review fee.

2. At such meeting, the Community Development Director or designee may:
   a. Cite the comprehensive plan policies and map designations applicable to the proposal;
   b. Cite the ordinance provisions, including substantive and procedural requirements applicable to the proposal;
   c. Provide available technical data and assistance which will aid the applicant;
   d. Identify other governmental policies and regulations that relate to the application; and
   e. Reasonably identify other opportunities or constraints concerning the application.
   f. The written comments received are advisory and intended as a guideline to assist developers in preparing land use applications. Comments received for these reviews are not land use decisions, and are subject to change. Comments are based solely on the information submitted and may not apply to subsequent applications.

3. Disclaimer. Failure of the Community Development Director or his/her designee to provide any of the information required by this Section C shall not constitute a waiver of any of the standards, criteria or requirements for the application;

4. Changes in the law. Due to possible changes in federal, state, regional, and local law, the applicant is responsible for ensuring that the application complies with all applicable laws on the day the application is deemed complete.

E. Applications.

1. Initiation of applications:

   a. Applications for approval under this chapter may be initiated by:

4.1.800 Appeals

Add new subsection

I. The appeal of an approved land use application stays the expiration date of the approved entitlement until such time as the appeal process is completed.

Chapter 4.3 - Land Divisions and Lot Line Adjustments

Sections:

4.3.100	**Purpose**
4.3.200	**General Requirements**
4.3.300	**Infill Development Options**
4.3.400	**Approval Process**
4.3.500	**Preliminary Plat Submission Requirements**
4.3.600	**Approval Criteria for Preliminary Plat**
4.3.700	**Final Plat Submission Requirements and Approval Criteria**
4.3.800	**Performance Guarantees**
4.3.900	**Filing and Recording**
4.3.1000	**Replatting and Vacation of Plats**
4.3.1100	**Lot Line Adjustments**

4.3.400 Approval Process

A. Subdivision and Partition Approval through Two-step Process. Applications for subdivision or partition approval shall be processed through a two-step process; the preliminary plat and the final plat.

1. The preliminary plat shall be approved before the final plat can be submitted for consideration and approval; and

2. The final plat shall include all conditions of approval of the preliminary plat.

B. Review of Preliminary Plat. Review of a preliminary plat with 2 or 3 lots (partition) shall be processed as a Type II procedure, as governed by Chapter 4.1.400. Preliminary plats with more than 3 lots (subdivision) shall be processed as a Type III procedure under 4.1.500. All preliminary plats shall be reviewed using approval criteria contained in Section 4.3.600.

C. Review of Final Plat. Review of a final plat for a subdivision or partition shall be processed as a Type I procedure under Chapter 4.1.300, using the approval criteria in Section 4.3.700.

D. Preliminary Plat Approval Period – Single Phased Development. Preliminary plat approval shall be effective for a period of two (2) years from the date of approval (the date it is mailed by the City) for single-phased land divisions. The preliminary plat shall lapse if a final plat has not been submitted within a 2-year period.

E. Preliminary Plat Approval Period – Multi Phased Development.

1. The City may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period (i.e., for required public improvements, utilities, streets) for any partition or subdivision phase be greater than two years for the first phase, and up to two additional years for all subsequent phases from the original approval date without reapplying for a preliminary plat. ~~In no case however shall approval durations exceed six years from the original approval~~

~~date (including extensions) for any phase of a multiple phase development.~~ A tentative subdivision plat becomes permanently vested when 25% of the lots have been recorded.

2. The criteria for approving a phased land division proposal are:
   a. Public facilities shall be constructed in conjunction with or prior to each phase;
   b. The development and occupancy of any phase dependent on the use of temporary public facilities shall require City Council approval. Temporary facilities shall be approved only upon City receipt of bonding or other assurances to cover the cost of required permanent public improvements, in accordance with Section 4.3.800. A temporary public facility is any facility not constructed to the applicable City or district standard;
   c. The phased development shall not result in requiring the City or a third party (e.g., owners of lots) to construct public facilities that were required as part of the approved development proposal; and
   d. The application for phased development approval shall be reviewed concurrently with the preliminary plat application and the decision may be appealed in the same manner as the preliminary plat.

F. Extensions

1. The Community Development Director or designee may, upon written request by the applicant and payment of the required fee prior to expiration of the approval period, grant a total of one extension of the approval period not to exceed one year per project; provided that:

   a. The applicant has submitted written intent to file a final plat within the one-year extension period;
   b. An extension of time will not prevent the lawful development of abutting properties;
   c. There have been no changes to the applicable Code provisions on which the approval was based. If the Community Development Director or designee finds that the applicable Code provisions have changed, the Director may add conditions of approval to the land division to bring the land division into compliance with all current standards and ordinances. If conditions have substantially changed the Director shall direct the applicant to refile the application for a new land division; and
   d. The extension request is made before expiration of the original approved plan.

2. Additional Extension by Original Decision-Making Body. The original decision-making body may, upon written request by the applicant prior to the expiration of the approval period granted by the Community Development Director, grant a single additional one-year extension at their discretion. If applicable Code provisions have changed, the original decision-making body may add conditions of approval to the land division to bring the land division into compliance with all current standards and ordinances. If conditions have changed substantially the decision-making body shall direct the applicant to refile the application for a new land division. ~~In no case shall extensions combined with original approval durations exceed four years for single phased development from the original approval date, and six years for subsequent phases within a multiple-phased development from the original approval date.~~

3. Through the Type III application process, the Planning Commission is authorized to consider restarting the time to expiry of entitlements for a major modification to an existing tentative plat. The applicant must submit evidence to the Planning Commission that the additional time for expiry of entitlements is necessary in completing the project and that the impacts to the adjacent properties will not be increased as a result of the extension of time to expiration.

G. Additional Approval Time Extension. Notwithstanding Sections D, E and F, above, all City Subdivision and Partition approvals, including approvals for which the City has granted an extension of time, that were due to expire on or after December 31, 2014, are hereby automatically and exceptionally extended to June 30, 2015. Subdivision and Partition approvals that were approved after January 1, 2015 shall comply with Sections D, E, and F, above. Approvals that have been automatically extended by this regulation may apply for an additional extension of time in accordance with Sections D, E and F above.

H. Modifications

Following partition or subdivision approval, an applicant may make modifications to the plan consistent with the following procedures. The Community Development Director or designee will determine whether the proposed modification is a minor or major modification.

1. Minor modifications are those in keeping with the general layout and pattern of the approved plan and include minor relocations of property lines, streets, walkways and alleys, changes in the site utilities, and changes which do not increase the number of lots. The Community Development Director or designee may approve a minor modification upon finding that the modification is substantially consistent with the approved tentative plan, is consistent with the provisions of this code and the conditions of approval, and does not have substantially greater impacts on surrounding properties than the original tentative plan.

2. Other modifications are major modifications. See Chapter 4.1

Chapter 4.5 – Master Planned Developments

Sections:

4.5.100 Purpose
4.5.200 Applicability and Uses
4.5.300 Review and Approvals Process
4.5.400 Property Development Standards
4.5.500 Master Plan Submittal Requirements
4.5.600 Comprehensive Sign Plan
4.5.700 Master Plan Approval Criteria
4.5.800 Approval Durations, Extensions, and Amendments

4.5.800 Approval Durations, Extensions and Amendments

A. Master Plan Approval Duration. The Master Plan approved by the Planning Commission shall expire three (3) years from the date on which the decision is final, if no construction or significant infrastructure improvements of the planned unit development has been initiated. For previously approved development applications, the Community Development Director shall determine the definition of significant infrastructure improvements as a Type II decision or may forward a request for determination to the Planning Commission as a Type III decision. For new development applications, the conditions of approval shall provide clear and reasonable standards to determine when the development has sufficient infrastructure improvements that permanently vests the master plan

B. Extension. The City may, upon written request by the applicant and payment of the required fee, grant up to two (2) one-year extensions of the approval period. The first extension may be approved administratively. The second extension, if needed, shall be considered and may be granted by the original decision body at their discretion. Extensions may be considered if:

1. No changes have been made on the original Master Plan as approved;

2. There have been no changes to the applicable Comprehensive Plan policies and ordinance provisions on which the approval was based; and

3. The extension is requested before expiration of the original approval.

C. Additional Approval Time Extension. Notwithstanding Sections A and B, above, all City Master Plan approvals, including approvals for which the City has granted an extension of time, that were due to expire on or after December 31, 2014, are hereby automatically and exceptionally extended to June 30, 2015. Master Plan approvals that were approved after January 1, 2015 shall comply with Sections A, and B, above. Approvals that have been automatically extended by this regulation may apply for an additional extension of time in accordance with Section B, above.

D. Modifications to Master Plan.

1. The following minor modification examples may be approved administratively by the Community Development Director;

a. An increase to the amount of open space or landscaping;

b. Changes to dimensional standards identified in Section 4.5.400.B as long as the minimum requirements are satisfied. Changes to dimensional standards approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions.

c The location of buildings, proposed streets, parking and landscaping or other site improvements shall be as proposed, or as modified through conditions of approval. Changes in the location or alignment of these features by 25 feet or less or other changes of similar magnitude may be approved administratively. Changes to locations approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions

2. Other modifications are major modifications. See Chapter 4.1

3. The Community Development Director or the applicant shall have the right to refer a proposed amendment directly to the Planning Commission for their determination of whether or not the amendment creates a substantial adverse impact to the approved Master Plan.

4. Through the Type III decision process, the Planning Commission is authorized to consider restarting the time to expiry of entitlements for a major modification to an existing master plan. The applicant must submit evidence to the Planning Commission that the additional time for expiry of entitlements is necessary in completing the project and that the impacts to the adjacent properties will not be increased as a result of the extension of time to expiry.

Chapter 4.2 - Site Plan Review

Sections:

4.2.100 Purpose
4.2.200 Applicability
4.2.300 Application Procedure
4.2.400 Submittal Requirements
4.2.500 Approval Criteria
4.2.600 Modifications
4.2.700 Approval Period, Expiration and Extension
4.2.800 Bonding and Assurances

4.2.100 Purpose

The purpose of Site Plan Review is to ensure that structures, parking areas, walks, refuse containers, landscaping and street improvements are properly related to their sites and to surrounding sites and structures; to protect natural features; and to encourage originality in site design and development in a manner which will enhance the physical appearance and attractiveness of the community.

4.2.200 Applicability

A. Any new development, structure, building, or substantial alteration of an existing structure or use shall require Site Plan Review in accordance with Chapter 4.1 and 4.2 . For the purposes of this Chapter, the term "substantial alteration" shall mean any development activity as defined by this Code that generally requires a building permit and may exhibit one or more of the following characteristics:

1. The activity structurally alters the exterior of a structure, building or property **by more than 25% of the existing floor area up to an area not to exceed 500 square feet of additional area**. **Improvements not requiring public improvements may be exempted from this requirement upon staff determination.**
2. The activity involves changes in the use of a structure, building, or property from residential to commercial or industrial.
3. The activity involves non-conforming uses as defined in Chapter 5.2

Chapter 2.15 Special Provisions

Section 2.15.1900 Temporary Uses

Definition:

Temporary Use - A short-term, seasonal, or intermittent use **occurring for more than 3 days and less than 181 consecutive days**. A temporary use is one established for a fixed period of time with the intent to discontinue such use upon the expiration of such time. ~~Such uses do not involve the construction or alteration of any permanent structure.~~

Transient Use: A short term use with a duration of no more than three days. Such uses do not involve the construction of any structure that requires a building permit.

Chapter 2.15 Special Provisions

2.15.1900 Temporary Uses

A. Purpose

Approval may be granted for structures or uses which are temporary in nature provided such uses are consistent with the intent of the underlying zoning district and comply with all provisions of this Code.

B. Application and Fee

The applicant shall pay the required fee as established by the City Council. The applicant is responsible for submitting a complete application which addresses all review criteria. Temporary use permits, except reviews for Temporary Sales Office, Model Home or Construction Building and Trailers, and seasonal sales as defined herein, shall be subject to a TYPE II review process. **All temporary uses must obtain approval of a site plan in accordance with Development Code Section 4.2: Site Plan Review. Once the site plan is approved, the resulting entitlements can be used repeatedly to accommodate future temporary uses on the same parcel if the temporary uses are sufficiently described in the approved site plan. The Section 4.2 site plan review process and temporary use permit are permitted to be processed and approved concurrently.**

C. Permit Approval

1. Approval Criteria

A temporary use permit (TUP) may be authorized by the Community Development Director or his/her designee provided that the applicant demonstrates that the proposed use:

a. Meets all applicable City **Municipal Codes** and County health and sanitation requirements.

b. Meets all applicable Building Code requirements and zoning setbacks and will obtain permits for any proposed construction, electrical service or plumbing required to serve the temporary use.

c. Is not being located in the public right-of-way or impeding the safety or movement of pedestrians.

d. Is located in such a manner that they will not impede the normal use of driveways or circulation aisles, nor be located in a manner that encourages customers to stop in the street, driveway or circulation aisle to obtain vendor service.

e. Is restricted to the immediate confines of the temporary stand or structure, or area approved as part of the permit.

2. Time Limits

Time Limits. Unless otherwise noted, the temporary use shall cease and any approved structure removed upon expiration of the temporary use permit, unless renewed by the Community Development Director or his/her designee. In no case shall a temporary use permit be issued for a period exceeding 180 days in any 365 day period.

3. Additional Conditions

In issuing a temporary use permit, the Community Development Director or his/her designee may impose reasonable conditions as necessary to preserve the basic purpose and intent of the underlying zoning district. These conditions may include, but are not limited to the following: increased yard dimensions; fencing, screening or landscaping to protect adjacent or nearby property; limiting the number, size, location or lighting of signs; restricting certain activities to specific times of day; refuse containers; and providing sanitary lavatory facilities or have a written agreement for use of lavatory facilities by operators and patrons within 200 feet of the vehicle's location.

4. Revocation

Any departure from approved plans not authorized by the Community Development Director or his/her designee shall be cause for revocation of applicable building and occupancy permits. Furthermore if, in the City's determination, a condition or conditions of TUP approval are not or cannot be satisfied, the TUP approval, or building and occupancy permits, shall be revoked.

D. **Signs.** All signs shall comply with Chapter 3.4.

E. **Seasonal sales.** The applicant shall pay the required fee as established by the City Council. The applicant is responsible for submitting a complete application which addresses all review criteria. Seasonal sales shall be subject to a Type I review procedure unless otherwise noted herein. The following standards shall apply to seasonal sales which are limited to:

1. Fireworks Sales

Fireworks sales shall be consistent with the Municipal Code.

2. Christmas Tree Sales

a. The annual season for Christmas tree sales shall commence no sooner than the day after Thanksgiving and shall continue no longer than December 27.

b. A business license shall be required pursuant to the Municipal Code.

3. Pumpkin Patch Sales

A. The annual season for pumpkin sales shall commence no sooner than September 25 and continue no longer than November 5.

B. A business license shall be required pursuant to the Municipal Code.

4. **Signs.** All signs for seasonal sales shall comply with Chapter 3.4 and shall be removed no later than the day after the holiday.

5. **Non-profit fundraiser sales.** Temporary non-profit seasonal sales are permitted up to 30 consecutive days per calendar year and are not subject to City review. However, temporary non-profit seasonal sales that operate for more than 30 consecutive days per calendar year shall pay the required fee and shall undergo the Type I review process established in Chapter 4.1. Verification of the non-profit status shall be required prior to waiving the City review.

F. Temporary Sales Office, Model Home or Construction Building and Trailers. Add exceptions for seasonal sales etc.

1. **Temporary sales office and Model Homes.** The use of any real property within the City as a temporary sales office, offices for the purpose of facilitating the sale of real property, or model home in any subdivision or tract of land within the City, but for no other purpose, shall require a Type I review. The City may approve, approve with conditions or deny an application for a temporary sales office or model home, based on the following criteria:

   a. The temporary sales office shall be located within the boundaries of the subdivision or tract of land in which the real property is to be sold; and

   b. The property to be used for a temporary sales office shall not be permanently improved for that purpose.

   c. Use of an off-street enclosed parking space (i.e., garage) as a temporary office shall be terminated upon occupancy of the residence and the garage returned to its original use for vehicle parking.

   d. The temporary sales office shall be removed at the end of construction, or once all lots and/or dwelling units are sold, rented, or leased

2. Temporary construction buildings or trailers at a building site are permitted and shall be removed at the end of construction or once all lots and/or dwelling units are sold, rented, or leased.

Chapter 2.15 Special Provisions

Section 2.15.2200 Public Art

2.15.2200 Public Art

All sculpture and visual art shall incorporate themes related to Sisters' western heritage, culture, recreation, natural surroundings, wildlife, history and educational opportunities. These themes can be interpreted by a wide range of artistic styles, ranging from traditional to contemporary. Such displays shall be subject to ~~Planning Commission~~ **City Council** approval.

Chapter 2.15 Special Provisions
Section 2.15.2700 Vacation Rental Housing Units

A. **Type I Process**. Establishing a vacation rental housing unit in a Residential Zone and in the Urban Area Reserve zone is a Type I review process, however the approval of a vacation rental unit has a neighbor notice requirement that is not found in other Type I processes. Notice and process requirements are established in Chapter 4.1, 'Type I process', except as described herein:

1. *Neighbor notice*. A written notice shall be mailed to all neighboring properties within 100 feet of the subject site at least 14 days before the decision is issued. Any neighboring property owner who requests, shall receive notice of the decision. They may appeal the decision to the Planning Commission. Contents of the notice shall:

   a. Provide a 14 calendar day period for submitting written comments before a decision is made on the permit, and shall list the relevant approval criteria by name and code section number;

   b. State the place, date and time the comments are due, and the person to whom the comments should be addressed;

   c. Include the name and telephone number of a contact staff person regarding the action;

   d. Identify the specific request;

   e. Describe the street address or other easily understandable reference to the location of the site;

   f. State that if any person fails to address the relevant approval criteria with enough detail, they may not be able to appeal to the Land Use Board of Appeals or Circuit Court on that issue. Only comments on the relevant approval criteria are considered relevant evidence;

   g. State that all evidence relied upon by the Community Development Director or designee to make this decision is in the public record, available for public review. Copies of this evidence can be obtained at a reasonable cost from the City;

   h. State that after the comment period closes, the Community Development Director or designee shall issue a Type I Administrative Decision. The decision shall be mailed to the applicant and to anyone else who submitted written comments or who is otherwise legally entitled to notice;

   i. Contain the following notice: "Notice to mortgagee, lien holder, vendor, or seller: The City of Sisters Development Code requires that if you receive this notice it shall be promptly forwarded to the purchaser."

B. **Approval Criteria.** A vacation rental application review shall meet the following standards and criteria.

1. *Business license and Transient Room Tax*. The owner of the vacation rental unit shall annually renew a business license with the City, and shall coordinate with the City's Finance Department to pay the associated Transient Room Tax as is required by the City.

2. *Prohibited uses.* No recreational vehicle, travel trailer or other temporary shelter shall be inhabited in conjunction with vacation home rental.

3. *Pets.* Pets shall comply with the City's Municipal Code.

4. *Trash and Recycling Facilities.* Recycling and refuse storage bins shall not be stored within public view as established within the City's Development Code and Municipal Code except for the vacation rental units that are identified in Section E.

5. *Noise Limits.* All activities associated with the vacation rental shall meet the Noise Standards contained within the City's Municipal Code.

6. *Conditions.* For those vacation rental housing units subject to special provisions, the City shall require such conditions as it deems appropriate to minimize any impacts on the surrounding neighbors.

7. Vehicle Parking: Vehicles owned by rental occupants must be parked on the subject property or on the public right of way. Recreational vehicles or travel trailers must be parked in the driveway of the subject property and not on the public right of way.

C. **Inspection.** Before operating as a vacation rental housing unit, the City's Building Official may require the unit to be inspected for verification that the unit is in compliance with all applicable Building codes.

D. **Permit Revocation.** Complaints to the City regarding the use of the vacation rental housing unit will be reviewed by the Community Development Department. The City shall notify the property owner in writing of any necessary corrective action. The property owner shall correct the identified problem within 30 days of the date of the City's letter. In the event the City receives three or more complaints within any twelve month period, the Community Development Department may recommend to the Planning Commission that the permit for use of the property as a vacation rental housing unit be revoked or that additional special provisions as determined to be appropriate by the Planning Commission be added to the permit. The owner of the unit may appeal this decision to the City Council. The determination of the City Council shall be final.

E. **Existing Vacation Rentals.** Any vacation rental located in a Residential or Urban Area Reserve District shall not be required to undergo a Type I review as specified in subsection A of this provision, or to obtain an inspection under subsection C of this provision as a condition to obtaining a vacation rental housing unit permit if the Community Development Director or designee determines that the vacation rental was in existence and operating for more than one year prior to the effective date of this ordinance. The owner of the vacation rental shall have the burden to prove that the vacation rental meets the qualifications of this subsection E. Proof of existence and operation shall include payment of any transient room tax, if applicable, and any other evidence required by the City which demonstrates the existence and operation of the vacation rental. Any expansion of the vacation rental unit shall require an inspection. Existing vacation rentals must comply with and maintain compliance with all of the approval criteria contained in subsection B, except for Section B.4, and are subject to the provisions of subsection D and the enforcement provisions of this code section.

Chapter 2.15 – Special Provisions

Proposed New Section 2.15.2800 Mobile Food Units

Sections:

2.15.100	Purpose of Special Provisions
2.15.200	Applicability
2.15.300	Accessory Dwelling
2.15.400	Accessory Structures
2.15.500	Bed and Breakfast Inn
2.15.600	Zero Lot Line Dwelling
2.15.700	Home Occupations
2.15.800	Affordable Housing
2.15.900	Manufactured Dwellings on Individual Lot
2.15.1000	Manufactured Dwelling Parks
2.15.1100	Residential Care Homes and Facilities
2.15.1200	Residential Uses in Commercial Districts
2.15.1300	Attached Dwelling (Townhome)
2.15.1400	Adult Business/Adult Entertainment
2.15.1500	Service Stations
2.15.1600	Drive-Through Facilities
2.15.1700	Recreational Vehicle (RV) Parks/campgrounds
2.15.1800	Communication Facilities
2.15.1900	Temporary Uses
2.15.2000	Major Retail Development Standards
2.15.2100	Portable Carports
2.15.2200	Public Art
2.15.2300	Vision Clearance
2.15.2400	Dark Skies Standards
2.15.2500	Solar Access Standards
2.15.2600	Western Frontier Architectural Design Theme
2.15.2700	Vacation Rental Housing Units
2.15.2800	Mobile Food Units

New Definition - Mobile Food Unit: A mobile food unit is any vehicle that is self-propelled, or can be pulled or pushed down a sidewalk, street, highway or waterway. Food and/or beverages may be prepared or processed on this vehicle, and the vehicle is used to sell and dispense food and/or beverages to a consumer.

2.15.2800 Mobile Food Units

ALL NEW TEXT FOLLOWS

A. Intent
The purpose of these regulations is to enable the establishment of permanent or temporary mobile food units on a year-round basis in the zoning districts where eating and drinking establishments are allowed as a permitted use.

B. Applicability
The provisions of this section apply to mobile food units used in the preparation and/or sales of food and beverage items to the general public. Drive-through uses are not permitted as food carts under this section. Permit Required

Mobile Food Units, General Requirements

1. Mobile Food Units must follow all requirements provided in Oregon Administrative Rules Section 333-162-0020.

2. Mobile Food Units must obtain a City of Sisters business license and applicable licenses from the Deschutes County Department of Health prior to operating.

3. Mobile Food Units may not operate within the public right of way unless located within an area associated with a street closure authorized by City Council

4. A Type II review procedure is required per the requirements of Chapter 4.1.400.

5. Mobile Food Units may be designed in a cluster of up to ten units on a single site plan.

6. Individual mobile food units are authorized to establish and vacate the site without requiring a new site plan approval as long as new units are located in a manner consistent with the approved site plan

C. Submission Requirements

1. An approved site plan per Section 4.2 Site Plan Review is required.

2. If a site plan for the property proposed to host the Mobile Food Unit(s) has previously been approved, the site plan entitlement process is permitted to use the Site Plan Modification requirements per Section 4.2.600

3. An application to establish one or more Mobile Food Units shall be in accordance with Section 4.2 Site Plan Review on forms provided by the Director and include materials listed as follows:
   a. A completed Site Plan Review Application and application fee.
   b. List and mailing labels for property owners within 200 feet of the subject property.
   c. Site plan drawn to scale including:
      1. Site dimensions.
      2. Relationship of the site to adjoining properties, streets, alleys, structures, public utilities, and drainage ways.

3. Number and location of food carts on the site.

d. Individual square footage of all food carts.
e. Accessible pedestrian route clearances.
f. Size, location, and clearances of customer seating areas.
g. Vehicular circulation and access points.
h. Parking, maneuvering and loading areas.
i. Location and design elevation of all structures.
j. Location and specification of landscaped areas.
k. Location and specifications of food cart pads.
l. Location and design of fences and walls.
m. Number and location of trash and recycling areas.
n. Location and type of auxiliary storage.
o. Pictures or architectural elevations of proposed food cart(s). The Western Frontier Architectural Design theme is applicable to all units.

4. Proximity to bathroom and written permission, if applicable.
5. Disposal plan for wastewater and gray water.
6. Exterior lighting plan indicating location, size, height, typical design, material, color, and method of illumination.
7. Written verification that the food cart has been inspected and meets current applicable County Health regulations.
8. Any additional information that may be required by the Director to properly evaluate the proposed site plan.
9. The Director is authorized to make a determination on the applicability of these requirements when there is unclear information or an unusual situation exists. In this instance, the Director shall consult with the appropriate agencies to determine the appropriate determination and provide written findings documenting the decision.

D. Standards for Food and Beverage Carts

An application for a Mobile Food Unit shall be reviewed for compliance with the following standards:

<u>Location and Design</u>

1. Drive-through uses are not permitted in food carts.
2. Individual units shall not exceed 20 feet in length, not including the trailer hitch, or be greater than 200 square feet.
3. All units shall be placed on a paved surface such as but not limited to concrete, asphalt or pavers, or other approved material excluding gravel. If new paved surface is added to a site to accommodate a cart, the parking area shall comply with applicable parking design standards contained in Chapter 3.3.
4. Units shall be located in accordance with the setbacks applicable to the zoning district
5. Units shall be located at least 5 feet away from other carts.
6. Units shall not be located within 25 feet of an active driveway entrance as measured in all directions from where the driveway enters the site at the edge of the street right-of-way.
7. Units shall not occupy fire lanes or drive aisles necessary for vehicular circulation or fire/emergency vehicle access.

8. Customer service windows shall be located at least ten (10) feet from an active drive aisle used by cars.
9. Units shall not occupy pedestrian walkways or required landscape areas.
10. Units shall not occupy parking needed to meet minimum vehicle and bicycle parking requirements per Chapter 17.98. Blocking automobile access to parking spaces shall be considered occupying the spaces.
11. Each unit shall provide a minimum of one paved off-street parking space for employee use or provide proof of written permission from an adjacent business or property owner within 500 feet of the subject site allowing the unit operator to share parking facilities.
12. The exterior surfaces of all units shall be clean and free from dents, rust, peeling paint, and deterioration, and windows shall not be cracked or broken. Day-glo and highly reflective colors are prohibited.
13. Each cart shall provide an awning for shelter to customers with a minimum clearance of seven (7) feet between the ground and the awning.
14. Tents and canopies shall not have not tears, mold, or broken or non-functioning supports and shall be securely anchored.
15. Units shall limit the visual effect of accessory items not used by customers, including but not limited to tanks, barrels, etc. by screening with a site-obscuring fence or landscaping, or containing them within a small storage shed.
16. All seating areas shall be located on the subject property at least 10 feet from a unit and seating areas shall be separated from parking areas by an approved fence or barrier.
17. Signage shall comply with Chapter 3.4, Sign Code requirements. Each unit is permitted one (1) A-Frame sign in additional to a sign affixed to the unit.

Fire Safety

18. Units shall meet Fire Code requirements regarding distances from other structures or combustible materials.
19. Any cooking device within a mobile food unit that creates grease-laden vapors shall provide an approved hood and extinguishing system, or be the type with a self-closing lid as approved by the Fire Marshall.
20. Appropriate fire extinguishers are required.
21. Propane tanks shall be stored and handled properly and be located at least 10 feet from combustible vegetation and trash receptacles and 20 feet from a potential ignition source. Propane tanks shall remain outdoors and be secured from falling.
22. Units shall not have any internal floor space available to customers.

Health and Sanitation

23. Trash and recycle receptacles shall be provided on site, and must be emptied and maintained. Trash and recycle receptacles shall be provided at a rate of one (1) receptacle for every food cart. Where the food cart operator proposes to provide a common seating area a minimum of one (1) trash receptacle and one (1) recycle receptacle shall be provided in the common seating area.
24. Restrooms with handwashing facilities shall be provided for employees and customers. The restroom can be on-site or within 500 feet of the unit and must be available during the unit's hours of operation. If the restroom is not on-site, the food cart operator shall submit written permission from an adjacent business or property owner where the facility is located.

25. Sites containing more than one food cart shall provide a restroom facility on-site.
26. Wastewater and gray water shall be disposed of properly in accordance with applicable County and State regulations. An approved disposal plan shall detail storage and removal methods.
27. Mobile Food Units that are fully contained; i.e., units that provide their own water, power, and waste disposal, are permitted with no additional utility considerations beyond the permitting process and site plan approval described herein. Units that require a water source, power source, or waste disposal location are permitted only where the Director has approved site plans that show safe access and location of the aforementioned provisions. Such provisions may be subject to all applicable building permits and System Development Charge requirements.

E. Conditions of Permit

The approvals issued shall be in a form deemed suitable by the Director. In addition to naming the property owner as permittee and other information deemed appropriate, the approval shall contain the following minimum conditions.

1. Permit requirements:
   a. The approval issued shall be associated with the design elements illustrated in the approved site plan and are not transferable in any manner. The property owner and unit operator are responsible for compliance with all conditions of approval.

2. Requirements for properties containing one or more mobile food units:
   a. The property containing one or more units and all things placed thereon shall at all times be maintained in a clean and orderly condition. Only items authorized by the approval and shown on the site plan may be stored on the subject property.

3. Additional licensing requirements: All mobile food units shall be appropriately licensed and approved for operation in Deschutes County as a Class I – IV mobile food cart. Additionally, each mobile food unit shall be inspected by the Sisters-Camp Sherman Fire District at least once per calendar year. All food carts are subject to all applicable city, county, and state regulations. The property owner shall ensure that each mobile food unit located on the subject site complies with these regulations.

F. Denial, Revocation or Suspension of Permit

1. A site plan approval for a mobile food unit shall be subject to revocation by the Planning Commission with a report by the Director if the application is found to include false information or if the conditions of approval have not been complied with or are not being maintained.

2. Food carts that have not been in use for over 30 days are determined defunct and shall be removed from the private property which they are located.

Table 2.4.1 Use Table for the Downtown Commercial District

Land Use Category	Permitted/Special Provisions/Conditional Uses
Commercial	
Eating and drinking establishments	P/See Section 2.4.300.K
Mobile Food Units	**P/SP**

Table 2.5.1 Use Table for the Highway Commercial District

Land Use Category	Permitted/Special Provisions/Conditional Uses
Commercial	
Brewery and Distillery	MCU/See Section 2.5.300.L
Eating and drinking establishments	P/See Section 2.5.300.L
Mobile Food Units	**P/SP**

Table 2.12.300 Use Table for the Sun Ranch Tourist Commercial District

Land Use Category	Permitted/Special Provisions/Conditional Uses	Special Use References
Commercial		
Restaurant, bar and food services.	P	
Mobile Food Units	**P/SP**	

REGULAR MEETING MINUTES
SISTERS CITY COUNCIL
520 E. CASCADE AVENUE
MAY 12, 2016

MEMBERS PRESENT:

Chris Frye	Mayor
Nancy Connolly	Council President
David Asson	Council
Andrea Blum	Councilor

ABSENT:

Amy Burgstahler	Councilor

STAFF PRESENT:

Steve Bryant	City Attorney
Patrick Davenport	CDD Director
Joe O'Neill	Finance Officer
Erik Huffman	City Engineer
Kathy Nelson	City Recorder

ABSENT:

Paul Bertagna	PW Director

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order by Mayor Frye at 7:10 p.m.

II. PROCLAMATION – Purple Heart City

***Councilor Connolly** moved to approve the Purple Heart City proclamation. **Councilor Blum** seconded the motion. The motion carried unanimously.*

Mayor Frye read a proclamation proclaiming the City of Sisters as a Purple Heart City and encouraged all citizens to show their appreciation for the sacrifices Purple Heart recipients have made in defending our freedoms.

III. VISITOR COMMUNICATION

Pat Bowe, Sisters, OR

Mr. Bowe stated that as a Purple Heart recipient he was in attendance to thank the Council for reading the Purple Hear proclamation and allowing the City to become a Purple Heart City. He reported the signs, which will be located at both the east and west entrances into the City as well as on Highway 126 coming in from Redmond, would be finished the next day and installed as soon as possible with a goal of having them installed prior to Memorial Day. He stated the signs would pay tribute to not only still living recipients of the Purple Heart medal, but especially to those who paid the ultimate price and died in American's wars.

Chris Wilder, Sisters Log Furniture, Sisters, OR

Mr. Wilder stated he was in attendance to request the record into the City Manager Andrew Gorayeb investigation be released. He stated the public deserves to see and understand how the Council came to its decision to provide such a large severance package. He stated the public funds used were badly needed for other things and were thrown away. He felt the Council's actions had been cavalier and questioned if they had been good stewards of public funds. He asked what would change to ensure something like this did not happen again.

Mark Maboll, Sisters, OR
Mr. Maboll reported the constitution stated it was a government of the people, by the people and for the people but he had not had the opportunity to vote for any Council member. He stated the process by which Mr. Gorayeb was selected initially had not been good and when the Council offered him the opportunity to resign, all they had done was kick the can down the road since his next employer would never know about the circumstances surrounding his departure.

Mayor Frye informed Mr. Maboll he lived outside City limits, didn't pay city taxes and therefore would never be able to vote for Council members. He reported four of the five current Council members had not even been members of the Council when Mr. Gorayeb was chosen and this Council would have a through vetting process for the next permanent City Manager.

Mike Morgan, Sisters, OR
Mr. Morgan stated it was important to release the records from the investigation into Mr. Gorayeb. He stated the public has been told the complaints were not financial, physical or sexual in nature but that left the door open as to what the complaints were, including possibly criminal activity. He stated a letter from City Attorney Bryant stated the charges had not been substantiated and wondered, if that was the case, why the Council had gone through the process in the first place.

Mr. Morgan questioned the Forgivable Loan program and asked how much had been allocated to the program. He stated he had seen a document indicating ENERGYneering Solutions Inc., was requesting a $150,000 loan. He stated he found nothing measurable that would be required of the company. He stated the document also discussed how the loan was to aid in retaining jobs and questioned if Mr. Benson had threatened to move his company elsewhere. He stated if that was the case, people deserved to know since that put the entire airport at risk.

Mr. Morgan stated he knew the details of how Mr. Gorayeb was chosen as City Manager. He described how three former Council members had conspired to make the appointment and it had not been a well-kept secret.

Mayor Frye replied that if Mr. Morgan had questions surrounding the airport, he should speak directly to Mr. Benson. He stated the City had initially budgeted $100,000 to the forgivable loan program and would be discussing additional funding at the upcoming budget meetings for FY 2016/17.

IV. CONSENT AGENDA

A. Minutes - None

B. Bills to Approve
1. May Accounts Payable

***Councilor Asson** moved to approve the consent agenda. **Councilor Blum** seconded the motion. The motion carried unanimously.*

V. STAFF REPORTS

A. May Staff/Council Work Plan

Councilor Connolly asked for an update on the Urban Renewal grants. **Director Davenport** reported the City was still waiting on three applicants and they had until June 30th to submit their paper work.

Councilor Connolly asked for clarification on the easement procurement for the Barclay Square Waterline Upgrade project. **City Engineer Erik Huffman** explained it was related to a portion of an alley that used to run between Elm and Oak Streets that had been vacated. He stated a new water line was needed and staff was working to make the easement as small as possible to make it more palatable to the current property owner.

Councilor Connolly asked if the focus group for the roundabout project had met. **Councilor Blum** replied they had, she had attended and she would report on the meeting under Council Business.

B. New Business License Report for April 2016 – list included

VI. COUNCIL BUSINESS

A. Discussion and Consideration of Ordinance No. 470: AN ORDINANCE OF THE CITY OF SISTERS AMENDING THE SISTERS MUNICIPAL CODE SECTIONS 5.06 CONCERNING PUBLIC EVENTS AND 5.24 CONCERNING TRANSIENT MERCHANTS

Finance Officer O'Neill explained the ordinance covered two sections of the Municipal Code pertaining to transient merchants and public events. The first was to clarify that a transient merchant participating in a public event was required to obtain a transient merchant license with a cost specified by Council. He stated the second was to remove the restriction that a transient merchant was limited to three consecutive day periods, six times per calendar year on the same property. He explained it would allow the transient merchant to participate in public events without those limitations.

***Councilor Connolly** moved for the first and second reading or Ordinance No. 470 amending the Sisters Municipal Code sections 5.06 concerning public events and 5.24 concerning transient merchants. **Councilor Blum** seconded the motion. The motion carried unanimously.*

City Attorney Bryant read Ordinance No. 470, by title only, twice.

***Councilor Connolly** moved to adopt Ordinance No. 470 amending the Sisters Municipal Code Sections 5.06 concerning public events and 5.24 concerning transient merchants. **Councilor Blum** seconded the motion. The motion carried unanimously.*

B. Public Hearing and Consideration of Resolution No. 2016-12: A RESOLUTION OF THE CITY OF SISTERS ADOPTING A MAY 2016 UPDATE TO THE CITY PARKS MASTER PLAN

Director Davenport stated staff was requesting the Council approve an update to the City Parks Master Plan. He explained that since the previous update in 2011 a significant amount of development had occurred and many projects had been completed. He explained the update included two separate resolutions. One to adopt the update to the master plan and the other to approve the updated Park system development charges (SDC's). He gave a PowerPoint presentation outlining the many meetings and work the City Parks Advisory Board had performed noting each meeting had provided an opportunity for public input. He discussed the existing park system which included existing developed parkland, undeveloped parkland, trails, open space and homeowner owned parks and open space and pointed each out on a map. **Director Davenport** discussed the proposed recommendations to the park system, how they were prioritized, associated costs, implementation of the improvements by fund category and the resulting proposed capital improvement plan (CIP) for 2015-2035.

Director Davenport provided the forecasted revenue if the proposed revised SDC fees included charging SDC's to lodging units and if the City did not. He estimated 150 units of lodging would be added over the next 20 years and stated staff had used the Portland State University populations forecast to estimate population changes. He also compared what the total resources for Park SDC's would be if current rates of $613 per dwelling unit was kept versus the recommended SDC's rate of $1,193 per dwelling unit including lodging. He reported both the CPAB and staff recommended charging lodging SDC's fees.

Councilor Blum asked if the only changes from the previous Parks Plan the Council had seen was the elimination of some acquisitions and **Director Davenport** confirmed that was correct. **Councilor Connolly** asked if priorities and projects were able to shift and change as needed and **Director Davenport** replied they could. **Councilor Connolly** noted the CPAB, of which she was the Council liaison, was hoping to update the plan in another four years.

Mayor Frye noted there was only one acquisition planned. **Director Davenport** responded the City was expecting several donations of land and had not included any future Sisters Park and Recreation District (SPRD) development. **Mayor Frye** stated he felt the plan was unambitious but was happy to see that development plans for parks had been included as opposed to leaving the land bare.

Councilor Connolly asked when an annexation would occur and whether any parks would be included in an annexation. **Director Davenport** replied the first step would be for the City to expand its urban growth boundary but noted any future land annexed would have park land requirements associated with the request. **Councilor Connolly** stated it was unfortunate that nowhere in the plan was any mention of all the national forest land that surrounds Sisters and how much that contributes to recreation.

Mayor Frye opened the public hearing for anyone that wished to speak.

Steve McGhehey, Sisters, OR
Mr. McGhehey stated he was in favor of the updated parks master plan. He stated he had been involved in the donation of the land for Clemens Park and noted it was now widely used. He stated he did not feel a developer should try and make the City contribute to the initial cost of a park.

Mike Morgan, Sisters, OR
Mr. Morgan stated he was concerned that doubling the SDC's would have an adverse effect on the school district and affordable housing. He stated enrollments in Sisters schools were continuing to drop and it was not sustainable. He stated he also felt the City should measure the utilization of its current parks. He remarked they were not being used to capacity with the exception of when a special event was going on. He felt expansion of the park system would be a huge mistake.

***Councilor Connolly** moved to approve Resolution No. 2016-12 adopting a May 2016 update to the City Parks Master Plan. **Councilor Blum** seconded the motion. The motion carried unanimously.*

C. **Public Hearing and Consideration of Resolution No. 2016-13:** A RESOLUTION OF THE CITY OF SISTERS REVISING THE METHODOLOGY AND FEES FOR SYSTEM DEVELOPMENT CHARGES FOR ITS PARK SYSTEM.

Director Davenport reported the current Park SDC fees were insufficient to keep up with the population growth and Park Capital Improvement Plan (CIP). He reviewed the fees charged by other cities noting Sisters would still be the lowest fees in the region, with the exception of LaPine which does not charge Park SDC's. He stated a revision to the methodology for the Park SDC fees was calculated to a new proposed fee of $1,193 per dwelling unit, including lodging units.

Councilor Blum stated as per the City Charter, the City was required to charge the full amount needed to maintain the Parks system and the only question was whether it should include lodging units or not. **Mayor Frye** stated he could see both sides to the issue of including lodging or not including the units. He stated in some ways he felt lodging providers were being hit twice since they were already required to pay transient room tax.

Director Davenport reported notice had been sent to all parties that would be effected, including lodging owners and staff had received no complaints.

Mayor Frye opened the public hearing for anyone that wished to speak about Resolution No. 2016-13.

Mike Morgan, Sisters, OR
Mr. Morgan requested the Council postpone their decision until they had reached out to the school district.

Mayor Frye closed the public hearing. He stated the additional $600 SDC fee spread over a 30 year mortgage was nominal and he did not feel it would cause a buyer to not purchase a home.

City Attorney Bryant noted there was a typographical error in the body of the resolution that stated the SDC fee was $1163 as opposed to the actual amount of $1193 and advised the Council to note the amendment.

***Councilor Connolly** moved to approve Resolution No. 2016-13 revising the methodology and fees for SDC's for its park system as amended. **Councilor Blum** seconded the motion. The motion carried unanimously.*

VII. CONTRACT REVIEW BOARD

Mayor Frye opened the Contract Review Board meeting.

A. **Discussion and Consideration of a Contract Change Order** in the Amount of $67,220.82 to Robinson and Owen Heavy Construction for the Hood Avenue Lighting and Irrigation Improvement Project and Authorize the City Manager to Execute the Change Order

City Engineer Huffman explained the change order was for additional pavement, overlay and aggregate base as well as sealcoat over the entire Hood Avenue project to extend the life of the street.

***Councilor Connolly** moved to approve a contract change order in the amount of $67,220.82 to Robinson and Owen Heavy Construction for the Hood Avenue lighting and*

irrigation improvement project and authorize the City Manager to execute the change order. ***Councilor Blum*** *seconded the motion. The motion carried unanimously.*

Mayor Frye closed the Contract Review Board meeting.

VIII. OTHER BUSINESS

A. Budget Committee Appointment - pulled

IX. MAYOR/COUNCILOR BUSINESS

Roundabout

Councilor Blum reported on the initial roundabout meeting where near-by business owners and interested parties met to discuss the project. She stated there was a lot of good feedback and Oregon Department of Transportation representatives answered questions. She stated the next meeting was scheduled for May 24th.

City Manager Investigative Report

The **Council** discussed next steps with regard to the City Manager investigative report since the District Attorney had ordered the City to release the report. **City Attorney Bryant** reminded the Council that when they had discussed the matter in Executive Session, it had been contemplated the Council would appeal the matter to the Circuit Court if the District Attorney ordered the release of the document. He stated the Council had indicated to the City Manager and staff it would use its best efforts to keep the document confidential. He stated if the District Court sided with the District Attorney, the Council would have the option of appealing to the Court of Appeals and ultimately the Oregon Supreme Court. He stated it was a Council decision and he recommended the Council discuss the matter in an Executive Session.

Councilor Asson stated he did not want to wait on the conversation as he felt the City had already spent too much time and money on the issue. He stated he was in favor of releasing the report and moving on. **Councilor Blum** asked what the timing of a Circuit Court process would be and **City Attorney Bryant** replied the hearing would likely be set for the middle to latter part of June. He stated he would expect the Judge to make a decision fairly quickly. He stated the attorney that had interviewed staff members had also indicated she would like an opportunity to weigh in.

Councilor Connolly stated she felt the District Attorney had done a thorough and convincing job of explaining why the report should be released. She stated it looked like the City was trying to hide something and the only way to remove that suspicion was to release the document. **Mayor Frye** stated that while it would have be reckless to release the report initially, since the District Attorney had ordered it released, he was also leaning towards releasing it. He stated the Council needed to hear from City Attorney Bryant as to the possible consequences and risks of releasing the report. The **Council** discussed the

matter and decided to hold an executive session on Monday morning at 8:00 a.m. prior to making a final decision.

X. ADJOURN –8:47 p.m.

Kathy Nelson, City Recorder

Chris Frye Mayor

WORKSHOP MEETING MINUTES
SISTERS CITY COUNCIL
520 E. CASCADE AVENUE
JUNE 09, 2016

MEMBERS PRESENT:		**STAFF PRESENT:**	
Chris Frye	Mayor	Rick Allen	City Manager
Nancy Connolly	Council President	Paul Bertagna	PW Director
David Asson	Councilor	Joe O'Neill	Finance Officer
Amy Burgstahler	Councilor	Kathy Nelson	City Recorder
Andrea Blum	Councilor		
		ABSENT:	
GUEST:		Patrick Davenport	CDD Director
Jim Long	Bend Affordable Housing Manager		
Roger Detweiler	Sisters Planning Commissioner		

The workshop was called to order by Mayor Frye at 6:00 p.m.

1. Affordable Housing Discussion

Jim Long, City of Bend Affordable Housing Manager introduced himself informing the Council he had been an affordable housing advocate for 29 years. He provided a PowerPoint presentation on how the issue of affordable housing was effecting the City of Bend and steps the City has taken to off-set those issues. He noted the huge population growth in Bend over the previous 30 years; Bend has grown from under 19,000 residents to over 84,000 residents. He reported Bend has a higher percentage of detached single family housing than either the state or nation as a whole and was 16% higher than the Oregon average which, considering the cost of land in the area, contributed to the lack of affordable housing. He noted while the cost of housing has skyrocketed, incomes have remained flat. He stated in 2005 the median rent in Bend had been $936 but by 2015 had risen to $1672. He noted the cost of housing was becoming increasingly challenging for people with jobs that, in the past, would have been able to afford home ownership.

Mr. Long provided an overview of Federal Housing Programs which included HOME, an investment partnership program and the Community Development Block Grant (CDBG) program. He reported there were no HOME units in Bend but the City had taken advantage of the CDBG program. He stated the HOME program provided formula grants and CDBG relied on the age and condition of housing, not population.

Mr. Long stated the City of Bend had an Affordable Housing Fund, the only city in the state to have one. He reported revenue for the fund came from a Construction Excise Tax (CET), a fee of 1/3 of 1% of the total building permit valuation the City charges. He remarked it had made a huge difference and the fund had capitalized $6.2 million and loaned out over $12 million since its inception in 2006. He stated 539 multi-family units had been funded and 76 single family homes had been funded. He stated if a builder applying for state funds could show a local match of non-federal funds, that builder would score significantly higher as a local funding source projected a local commitment to a project. He noted both non-profit and for-profit developers had utilized the

affordable housing fund and to date, the affordable housing fee had leveraged over $62.6 million in state and federal funding and over $14.2 million in private equity.

Mr. Long reported Bend's Development Code had been amended to allow cottage housing, an easier permitting process for accessory dwelling units and to allow a density bonus for projects providing affordable housing. He stated waiving SDC's was not allowed but certain classes of housing, such as affordable housing could be exempted from paying SDC's.

Mayor Frye asked how Bend budgeted for SDC exemptions. **Mr. Long** replied that most of Bend's projects were in-fill. He stated since higher SDC's fees were not charged to other developers, it could take a little longer to accumulate the amount needed for a SDC funded project. **City Manager Allen** noted that Sisters, which might only built 100 homes in a year, was proportionality so much smaller, that the method described would have a much larger effect and make it more difficult for Sisters to incorporate.

Mr. Long described how each year a budgeted amount was identified and once those funds were used, there were no additional finds to draw from. He explained Bend uses a request for proposal (RFP) process where developers apply to the City. He discussed how the terms low-income, affordable and work force housing had evolved over the years but in reality were just different names for the same type of housing.

Roger Detweiler, Planning Commission member, questioned why realtors couldn't be charged a transfer tax when selling homes. **Mr. Long** replied that would be a legislative decision and not one that could be made on the local level.

Mayor Frye asked how Sisters could take advantage of the CDBG program. **Mr. Long** explained Sisters was too small as a population of 25,000 was needed to apply. **City Manager Allen** added Sisters could apply to the state as part of a pool and compete with all the other small cities. He stated it was important to remember the City would not be building the projects and would be partnering with an agency such as Housing Works or Pacific Crest. **City Manager Allen** asked if Mr. Long felt the City should concentrate on multi-family rental units or single family units. **Mr. Long** replied the City should try for both but if the City only had capacity to do one or the other, he would recommend rental units.

Mayor Frye thanked Mr. Long for his time and providing valuable information.

2. Other Business

City Manager Allen distributed a handout outlining the process necessary for a Charter amendment election. He stressed a Charter amendment election should be used when the entire Charter was being reviewed as a whole and not to just address a few items currently under discussion. He stated it was a process that should not be rushed and should include a Charter Review Commission to review the document as a whole. The handout included a list of the tasks

a Charter Review Commission would undertake and stated a realistic timeline would be a minimum of six months. He stated the goal would be to identify those portions of the Charter that limited the functionality of the government process and recommend amendments to the Council before going to a vote of the people. He stated Council had asked about the possibility of putting the Charter amendment on the November ballot and asked if that was still a priority given the short timeframe available. The **Council** discussed the situation and agreed it would be better to proceed slowly and thoroughly review the Charter as opposed to putting it on the November ballot.

Mayor Frye stated the main reason the Council had pursued the idea of a Charter Amendment was due to the limitations set with the current Charter with regard to the affordability period required in order to have system development charges (SDC) waived. He requested the City ask the interim legal team to interpret the SDC provision

Mayor Frye stated another constriction of the Charter was the issue that an Interim City Manager was only permitted for a timeframe of six months or less. He stated he felt the City could get around that issue if it arose during the process of finding a permanent City Manager by hiring interim City Manager Allen on a short term contract.

The meeting was adjourned at 7:10 p.m.

Kathy Nelson

Kathy Nelson, City Recorder

Chris Frye, Mayor

REGULAR MEETING MINUTES
SISTERS CITY COUNCIL
520 E. CASCADE AVENUE
JUNE 09, 2016

MEMBERS PRESENT:

Chris Frye	Mayor
Nancy Connolly	Council President
David Asson	Council
Amy Burgstahler	Councilor
Andrea Blum	Councilor

STAFF PRESENT:

Rick Allen	City Manager
Alan Dale	City Attorney
Joe O'Neill	Finance Officer
Paul Bertagna	PW Director
Kathy Nelson	City Recorder

ABSENT:

Patrick Davenport	CDD Director

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order by Mayor Frye at 7:15 p.m.

II. VISITOR COMMUNICATION - None

III. CONSENT AGENDA

A. Minutes
1. April 28, 2016 – Regular Meeting
2. May 05, 2016 – Special Meeting
3. May 06, 2016 – Special Meeting
4. May 26, 2016 – Regular Meeting

B. Bills to Approve
1. June Accounts Payable

C. **Resolution No. 2016-15:** A RESOLUTION DECLARING THE MUNICIPAL SERVICES PROVIDED BY THE CITY OF SISTERS

D. **Resolution No. 2016-16:** A RESOLUTION EXTENDING THE CITY OF SISTERS WORKERS COMPENSATION COVERAGE TO VOLUNTEERS OF THE CITY OF SISTERS

***Councilor Blum** moved to approve the consent agenda. **Councilor Connolly** seconded the motion.*

Finance Officer O'Neill explained how workers compensation for volunteers was structured.

The motion carried unanimously.

IV. STAFF REPORTS

A. June Staff/Council Work Plan

- **Finance Officer O'Neill** stated one of the two outstanding Urban Renewal Grants had submitted the appropriate paperwork. He reported the second grant recipient had until June 30th to submit the paperwork.
- **Director Bertagna** reported the finishing steps for school district tennis courts would be completed sometime this summer.
- **Director Bertagna** reported the restrooms for Clemens Park would be installed by mid-July.
- **Director Bertagna** reported the public showers at Village Green Park were being utilized by many people.

B. New Business License Report for May 2016 – list included

V. COUNCIL BUSINESS

A. Public Hearing and Consideration of Resolution No. 2016-17: A RESOLUTION ADOPTING THE FISCAL YEAR 2016/17 BUDGET, APPROPRIATING FUNDS, APPROVING A TAX LEVY AND DIRECTING STAFF TO FILE THE BUDGET WITH THE COUNTY CLERK

Finance Officer O'Neill stated the budget included the changes approved by the Budget Committee during the budget process.

Mayor Frye opened the public hearing for Resolution No. 2016-17 for anyone that wished to speak. As there was no one that wished to speak, **Mayor Frye** closed the public hearing.

Councilor Connolly *moved to adopt the fiscal year 2016-17 budget, appropriate funds, approve a tax levy and direct staff to file the budget with the County Clerk.* ***Councilor Blum*** *seconded the motion. The motion carried unanimously.*

B. Public Hearing and Consideration of Resolution No. 2016-18: A RESOLUTION DECLARING THE CITY OF SISTERS ELECTION TO RECEIVE STATE REVENUES

Mayor Frye opened the public hearing for Resolution No. 2016-18 for anyone that wished to speak. As there was no one that wished to speak, **Mayor Frye** closed the public hearing.

Councilor Burgstahler *moved to approve Resolution No. 2016-19 declaring the City of Sisters' election to receive state revenues.* ***Councilor Connolly*** *seconded the motion. The motion carried unanimously.*

C. **Discussion and Consideration of Resolution No. 2016-19:** A RESOLUTION AMENDING THE PAY PLAN CLASSIFICATION FOR THE CITY OF SISTERS

Finance Officer O'Neill explained the pay plan classification included the cost of living increase approved by the Council as well as the addition of some new positions to accommodate anticipated staffing re-classifications.

Councilor Burgstahler *moved to approve Resolution No. 2016-19 amending the pay plan classification for the City of Sisters.* ***Councilor Blum*** *seconded the motion. The motion carried unanimously.*

D. **Discussion and Consideration of a Motion** to Approve an Intergovernmental Agreement (IGA) between the City of Sisters and Deschutes County for Advanced Planning Fee Collection Services (Document 2016-197) and Authorize the Mayor and City Manager to Execute the Agreement

Councilor Connolly *moved to approve an IGA between the City of Sisters and Deschutes County for advanced planning fee collection services and authorize the Mayor and City Manager to execute the agreement.* ***Councilor Burgstahler*** *seconded the motion. The motion carried unanimously.*

E. **Discussion and Consideration of a Motion** to Approve a Memorandum of Understanding (MOU) between the City of Sisters and Deschutes County for the Building Administration and Enforcement Program and Authorize the City Manager to Execute the Memorandum of Understanding

City Manager Allen stated Deschutes County was already working at the City one day a week to assist with the current staffing shortage. He reported legal Counsel had reviewed the MOU and was satisfied. **Attorney Dale** confirmed it was a standard agreement uses by many cities.

Councilor Blum *moved to approve a MOU between the City of Sisters and Deschutes County for the Building Administration and Enforcement Program and authorize the City Manager to execute the MOU.* ***Councilor Burgstahler*** *seconded the motion. The motion carried unanimously.*

VI. OTHER BUSINESS

- **City Manager Allen** reported he would be meeting with representatives from the homeowners associations surrounding the airport as well as airport officials to discuss noise concerns from the neighboring developments.
-

- **City Manager Allen** reported he was in the process of meeting with each department to get a better feeling for what each job entails.
- **City Manager Allen** stated he would be meeting with the City's Economic Development Manager to get information on Sisters Advisory Committee.
- **City Manager Allen** reported an Oregon State Bomb Technician was called in on a suspicious package left in front of the Fire Station. It was blown up and found to not contain any explosives.
- **City Manager Allen** reported he had been receiving updates from the incident command on the Akawana fire.

VII. MAYOR/COUNCILOR BUSINESS

- **Councilor Blum** questioned who had cut down the dead tree stump in front of Sisters Athletic Club that was located in the City's right of way. **Director Bertagna** stated he was unaware the tree stump had been cut down, no one had received permission to do so and would need to check to see if he could discover who had done so.
- **Councilor Connolly** remarked she was grateful to Deschutes County for providing a building permit official prior to the official start date of the Intergovernmental Agreement (IGA) since the City was currently short-staffed in the Community Development Department.
- The **Council** discussed the upcoming November election for open Council positions and requested **City Manager Allen** act as a contact for interested parties. **City Recorder Nelson** reported a news release was being sent out the following day and application packets would be available on Monday.
- Request for Proposals (RFP) for legal services are due on Wednesday, June 15th.
- **Council** requested a workshop be scheduled to discuss the criteria under which a permanent City Manager would be considered. The workshop was tentatively scheduled for July 21st.
- **Council** requested staff estimate how much revenue could be realized if the City were to enact a construction excise tax (CET). That information would help the Council determine if it would be worth the amount of outreach and work that would be required to enact the tax.
- **Director Bertagna** reported the City had received notice from Oregon Parks and Recreation Department (OPRD) it had been chosen to receive a grant for the construction of Americans with Disabilities (ADA) restrooms at the overnight park. He stated staff would look at the options of where the City's $150,000 match could come from and report back to the Council with that information. He reported the City had not received notice yet for the small grant application to OPRD for ADA compliant play equipment at Village Green Park.

- The **Council** discussed approaching the County Commissioners to see if they could provide any financial support towards affordable housing. **City Manager Allen** suggested the Council identify a specific project prior to requesting any support.
- **Councilor Burgstahler** voiced appreciation to City Manager Allen for his diligence in communicating with the Council to keep them up to date on events and issues.

VIII. ADJOURN – 7:56 p.m.

Kathy Nelson

Kathy Nelson, City Recorder

Chris Frye Mayor

PACKET: 02501 SM AP 6/15/16 KK
VENDOR SET: 01 CITY OF SISTERS
SEQUENCE : ALPHABETIC
DUE TO/FROM ACCOUNTS SUPPRESSED

--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0074 ROBINSON & OWEN HEAVY CONST						
I-16173		ST 1401 HOOD ST-PAY EST #4	34,978.99			
6/15/2016	AP-US	DUE: 6/15/2016 DISC: 6/15/2016		1099: N		
		ST 1401 HOOD ST-PAY EST #4		03 5-00-906	CAPITAL OUTLAY	34,978.99
		=== VENDOR TOTALS ===	34,978.99			
		=== PACKET TOTALS ===	34,978.99			

PACKET: 02510 6/23/16 AP KK
VENDOR SET: 01 CITY OF SISTERS
SEQUENCE : ALPHABETIC
DUE TO/FROM ACCOUNTS SUPPRESSED

--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-1028 AMERICAN RED CROSS						
I-10452056		FIRST AID/CPR/AED TRAINING	1,640.00			
5/18/2016	AP-US	DUE: 5/18/2016 DISC: 5/18/2016		1099: N		
		FIRST AID/CPR/AED TRAINING		01 5-02-708	CITY-WIDE TRAINING	1,640.00
		=== VENDOR TOTALS ===	1,640.00			
01-0018 BAXTER AUTO PARTS						
I-28-536208		HOSE FOR WELL 2 REPAIR	46.60			
6/13/2016	AP-US	DUE: 7/15/2016 DISC: 7/10/2016	0.93CR	1099: N		
		HOSE FOR WELL 2 REPAIR		02 5-00-779	WATER SYSTEM REPAIRS	46.60
I-28-536229		HOSE REPAIRS ON DUMP TRUCK	54.12			
6/13/2016	AP-US	DUE: 7/15/2016 DISC: 7/10/2016	1.08CR	1099: N		
		HOSE REPAIRS ON DUMP TRUCK		03 5-00-796	VEHICLE MAINTENANCE	18.04
		HOSE REPAIRS ON DUMP TRUCK		02 5-00-796	VEHICLE MAINTENANCE	18.04
		HOSE REPAIRS ON DUMP TRUCK		05 5-00-796	VEHICLE MAINTENANCE	18.04
		=== VENDOR TOTALS ===	100.72			
01-0716 BI-MART CORPORATION						
I-8413		ANT KILLER, RAID	9.28			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: N		
		ANT KILLER, RAID		01 5-05-795	SUPPLIES	9.28
I-8776		CLEANER, RAGS,PAPER TOWELS	171.74			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: N		
		CLEANER, RAGS,PAPER TOWELS		01 5-05-795	SUPPLIES	171.74
		=== VENDOR TOTALS ===	181.02			
01-0172 BMS TECHNOLOGIES						
I-48680		UT BILLING MAY 2016 W/INSERTS	729.77			
6/01/2016	AP-US	DUE: 6/01/2016 DISC: 6/01/2016		1099: Y		
		UT BILLING MAY 2016 W/INSERTS		02 5-00-715	POSTAGE	364.89
		UT BILLING MAY 2016 W/INSERTS		05 5-00-715	POSTAGE	364.88
I-48681		ONLINE BILL PAY JUNE 2016	58.03			
6/01/2016	AP-US	DUE: 6/01/2016 DISC: 6/01/2016		1099: Y		
		ONLINE BILL PAY JUNE 2016		02 5-00-715	POSTAGE	29.02
		ONLINE BILL PAY JUNE 2016		05 5-00-715	POSTAGE	29.01
		=== VENDOR TOTALS ===	787.80			

PACKET: 02510 6/23/16 AP KK
VENDOR SET: 01 CITY OF SISTERS
SEQUENCE : ALPHABETIC
DUE TO/FROM ACCOUNTS SUPPRESSED

--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0047 C & K MARKET INC.						
I-1636592		PC MEETING	47.37			
6/16/2016	AP-US	DUE: 7/25/2016 DISC: 7/25/2016		1099: N		
		PC MEETING		01 5-07-757	PLANNING COMMISSION	47.37
I-1636721		ODOT MEETING	20.84			
6/14/2016	AP-US	DUE: 7/25/2016 DISC: 7/25/2016		1099: N		
		ODOT MEETING		03 5-00-793	MEETINGS/WORKSHOPS	20.84
		=== VENDOR TOTALS ===	68.21			
01-0014 CENTRAL ELECTRIC COOP						
I-5016080107-0616		CITY STREET LIGHTS	333.91			
6/17/2016	AP-US	DUE: 6/17/2016 DISC: 6/17/2016		1099: N		
		CITY STREET LIGHTS		03 5-00-743	ELECTRICITY	333.91
		=== VENDOR TOTALS ===	333.91			
01-0024 CURTS ELECTRIC						
I-4459		PWHQ HEATER REPAIR	278.57			
5/05/2016	AP-US	DUE: 5/05/2016 DISC: 5/05/2016		1099: N		
		PWHQ HEATER REPAIR		01 5-03-788	PWHQ MAINTENANCE	278.57
		=== VENDOR TOTALS ===	278.57			
01-0938 CXT, INC.						
I-7416		CLEMENS PARK RESTROOMS	70,348.34			
6/14/2016	AP-US	DUE: 6/14/2016 DISC: 6/14/2016		1099: N		
		CLEMENS PARK RESTROOMS		12 5-00-952	CLEMENS PARK	70,348.34
		=== VENDOR TOTALS ===	70,348.34			
01-0582 DESCHUTES COUNTY						
I-05312016		PERMIT SERVICES MAY 2016	13,876.53			
5/31/2016	AP-US	DUE: 5/31/2016 DISC: 5/31/2016		1099: N		
		ELECTRICAL PERMITS		01 5-07-301	ELECTRICAL INSPECTION	220.10
		BUILDING PERMITS		01 5-07-300	BUILDING INSPECTIONS	13,656.43
		=== VENDOR TOTALS ===	13,876.53			

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DUE TO/FROM ACCOUNTS SUPPRESSED

--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-1001 EDGE ANALYTICAL, INC.						
I-16-13331		WATER SAMPLES	33.00			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: N		
		WATER SAMPLES		02 5-00-775	LABORATORY FEES	33.00
I-16-14022		WATER SAMPLES	33.00			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: N		
		WATER SAMPLES		02 5-00-775	LABORATORY FEES	33.00
		=== VENDOR TOTALS ===	66.00			
01-0909 FASTENAL						
I-ORBEN102276		GLOVES,FLAGGING TAPE	357.67			
5/31/2016	AP-US	DUE: 5/31/2016 DISC: 5/31/2016		1099: N		
		GLOVES,FLAGGING TAPE		01 5-03-795	SUPPLIES	35.76
		GLOVES,FLAGGING TAPE		01 5-05-795	SUPPLIES	93.01
		GLOVES,FLAGGING TAPE		02 5-00-795	SUPPLIES	85.82
		GLOVES,FLAGGING TAPE		03 5-00-795	SUPPLIES	93.01
		GLOVES,FLAGGING TAPE		05 5-00-795	SUPPLIES	50.07
I-ORBEN102287		GLOVES	215.76			
5/31/2016	AP-US	DUE: 5/31/2016 DISC: 5/31/2016		1099: N		
		GLOVES		01 5-03-795	SUPPLIES	21.57
		GLOVES		01 5-05-795	SUPPLIES	56.11
		GLOVES		02 5-00-795	SUPPLIES	51.77
		GLOVES		03 5-00-795	SUPPLIES	56.11
		GLOVES		05 5-00-795	SUPPLIES	30.20
I-ORBEN102327		CAUTION TAPE	38.56			
6/02/2016	AP-US	DUE: 6/02/2016 DISC: 6/02/2016		1099: N		
		CAUTION TAPE		03 5-00-795	SUPPLIES	38.56
		=== VENDOR TOTALS ===	611.99			
01-0902 GEARBOX						
I-3393		NEWSLETTER LAYOUT AND DESIGN	700.00			
6/07/2016	AP-US	DUE: 6/07/2016 DISC: 6/07/2016		1099: Y		
		NEWSLETTER LAYOUT AND DESIGN		01 5-01-783	PUBLIC OUTREACH	700.00
		=== VENDOR TOTALS ===	700.00			

pg 3 of 8

PACKET: 02510 6/23/16 AP KK
VENDOR SET: 01 CITY OF SISTERS
SEQUENCE : ALPHABETIC
DUE TO/FROM ACCOUNTS SUPPRESSED

--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0029 H. D. FOWLER COMPANY						
I-I4231890		METER BOX EXTENSIONS	116.70			
6/07/2016	AP-US	DUE: 7/10/2016 DISC: 7/10/2016		1099: N		
		METER BOX EXTENSIONS		02 5-00-788	METERS & PARTS	116.70
I-I4237161		IRRIGATION FOR FLOWERS HOOD	133.77			
6/10/2016	AP-US	DUE: 7/10/2016 DISC: 7/10/2016		1099: N		
		IRRIGATION FOR FLOWERS HOOD		03 5-00-749	STREET MAINTENANCE	133.77
		=== VENDOR TOTALS ===	250.47			
01-1030 HATTENHAUER DISTRIBUTING						
I-8572279		PROPANE	39.09			
6/06/2016	AP-US	DUE: 6/06/2016 DISC: 6/06/2016		1099: N		
		PROPANE		03 5-00-795	SUPPLIES	39.09
		=== VENDOR TOTALS ===	39.09			
01-0017 HOYT'S HARDWARE						
I-452531		CHAMBER MATERIALS	570.76			
6/06/2016	AP-US	DUE: 6/06/2016 DISC: 6/06/2016		1099: N		
		CHAMBER MATERIALS		01 5-03-906	CAPITAL OUTLAY	570.76
		=== VENDOR TOTALS ===	570.76			
01-0634 INSTANT LANDSCAPING						
I-131610		SOD-ON PARK AND VILLAGE GREEN	1,225.50			
5/17/2016	AP-US	DUE: 5/17/2016 DISC: 5/17/2016		1099: N		
		SOD FOR VILLAGE GREEN		01 5-05-786	PARK MAINTENANCE	612.75
		SOD FOR ON PARK		01 5-05-906	CAPITAL OUTLAY	612.75
I-132822		SOD FOR CHAMBER PROJECT	326.00			
6/01/2016	AP-US	DUE: 6/01/2016 DISC: 6/01/2016		1099: N		
		SOD FOR CHAMBER PROJECT		01 5-03-906	CAPITAL OUTLAY	326.00
		=== VENDOR TOTALS ===	1,551.50			
01-0799 LANE FOREST PRODUCTS						
I-50542-01		BARK	1,524.11			
6/07/2016	AP-US	DUE: 6/07/2016 DISC: 6/07/2016		1099: N		
		BARK		01 5-05-795	SUPPLIES	762.06
		BARK		03 5-00-795	SUPPLIES	762.05
		=== VENDOR TOTALS ===	1,524.11			

PACKET: 02510 6/23/16 AP KK
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--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0515 OFFICEMAX						
I-248168		FOAM BOARD	10.27			
6/03/2016	AP-US	DUE: 6/03/2016 DISC: 6/03/2016		1099: N		
		FOAM BOARD		01 5-01-714	OFFICE SUPPLIES	1.54
		FOAM BOARD		01 5-02-714	OFFICE SUPPLIES	1.64
		FOAM BOARD		01 5-03-795	SUPPLIES	0.21
		FOAM BOARD		01 5-05-714	OFFICE SUPPLIES	0.93
		FOAM BOARD		01 5-07-714	OFFICE SUPPLIES	2.57
		FOAM BOARD		02 5-00-714	OFFICE SUPPLIES	1.44
		FOAM BOARD		03 5-00-714	OFFICE SUPPLIES	0.82
		FOAM BOARD		05 5-00-714	OFFICE SUPPLIES	1.12
I-252169		SELF ADHESIVE LETTERS	8.44			
6/03/2016	AP-US	DUE: 6/03/2016 DISC: 6/03/2016		1099: N		
		SELF ADHESIVE LETTERS		01 5-01-714	OFFICE SUPPLIES	1.27
		SELF ADHESIVE LETTERS		01 5-02-714	OFFICE SUPPLIES	1.35
		SELF ADHESIVE LETTERS		01 5-03-795	SUPPLIES	0.17
		SELF ADHESIVE LETTERS		01 5-05-714	OFFICE SUPPLIES	0.76
		SELF ADHESIVE LETTERS		01 5-07-714	OFFICE SUPPLIES	2.11
		SELF ADHESIVE LETTERS		02 5-00-714	OFFICE SUPPLIES	1.18
		SELF ADHESIVE LETTERS		03 5-00-714	OFFICE SUPPLIES	0.67
		SELF ADHESIVE LETTERS		05 5-00-714	OFFICE SUPPLIES	0.93
I-336252		CARTRIDGE FOR CAMPGROUND	63.03			
6/17/2016	AP-US	DUE: 6/17/2016 DISC: 6/17/2016		1099: N		
		CARTRIDGE FOR CAMPGROUND		01 5-05-721	COPIER/PRINTER	63.03
I-621869		POST ITS,PENS, LABELS	33.16			
6/03/2016	AP-US	DUE: 6/03/2016 DISC: 6/03/2016		1099: N		
		POST ITS,PENS, LABELS		01 5-01-714	OFFICE SUPPLIES	4.98
		POST ITS,PENS, LABELS		01 5-02-714	OFFICE SUPPLIES	5.29
		POST ITS,PENS, LABELS		01 5-03-795	SUPPLIES	0.66
		POST ITS,PENS, LABELS		01 5-05-714	OFFICE SUPPLIES	2.99
		POST ITS,PENS, LABELS		01 5-07-714	OFFICE SUPPLIES	8.28
		POST ITS,PENS, LABELS		02 5-00-714	OFFICE SUPPLIES	4.64
		POST ITS,PENS, LABELS		03 5-00-714	OFFICE SUPPLIES	2.65
		POST ITS,PENS, LABELS		05 5-00-714	OFFICE SUPPLIES	3.67
I-821608		LAMINATING POUCHES	36.01			
6/03/2016	AP-US	DUE: 6/03/2016 DISC: 6/03/2016		1099: N		
		LAMINATING POUCHES		01 5-01-714	OFFICE SUPPLIES	5.41
		LAMINATING POUCHES		01 5-02-714	OFFICE SUPPLIES	5.74
		LAMINATING POUCHES		01 5-03-795	SUPPLIES	0.72
		LAMINATING POUCHES		01 5-05-714	OFFICE SUPPLIES	3.25
		LAMINATING POUCHES		01 5-07-714	OFFICE SUPPLIES	8.99
		LAMINATING POUCHES		02 5-00-714	OFFICE SUPPLIES	5.04
		LAMINATING POUCHES		03 5-00-714	OFFICE SUPPLIES	2.88
		LAMINATING POUCHES		05 5-00-714	OFFICE SUPPLIES	3.98
		=== VENDOR TOTALS ===	150.91			

PACKET: 02510 6/23/16 AP KK
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--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0144 RESERVE ACCOUNT						
I-06102016		RESERVE ACCOUNT POSTAGE	200.00			
6/10/2016	AP-US	DUE: 6/10/2016 DISC: 6/10/2016		1099: N		
		RESERVE ACCOUNT POSTAGE		01 5-01-715	POSTAGE	6.00
		RESERVE ACCOUNT POSTAGE		01 5-02-715	POSTAGE	74.00
		RESERVE ACCOUNT POSTAGE		01 5-07-715	POSTAGE	46.00
		RESERVE ACCOUNT POSTAGE		02 5-00-715	POSTAGE	36.00
		RESERVE ACCOUNT POSTAGE		03 5-00-715	POSTAGE	2.00
		RESERVE ACCOUNT POSTAGE		05 5-00-715	POSTAGE	36.00
		=== VENDOR TOTALS ===	200.00			
01-0013 PONY EXPRESS						
I-284467		LUBA MAILING 2016-021	34.86			
6/10/2016	AP-US	DUE: 6/10/2016 DISC: 6/10/2016		1099: N		
		LUBA MAILING 2016-021		01 5-01-715	POSTAGE	34.86
		=== VENDOR TOTALS ===	34.86			
01-0527 RANCH COUNTRY OUTHOUSES						
I-22202		PORTABLE TOILET CLEMENS-MAY 1	110.00			
5/31/2016	AP-US	DUE: 5/31/2016 DISC: 5/31/2016		1099: N		
		PORTABLE TOILET CLEMENS-MAY 16		01 5-05-786	PARK MAINTENANCE	110.00
		=== VENDOR TOTALS ===	110.00			
01-0866 SIGNS OF SISTERS						
I-05272016		ADA SIGNS FOR CAMPGROUND	154.00			
5/27/2016	AP-US	DUE: 5/27/2016 DISC: 5/27/2016		1099: Y		
		ADA SIGNS FOR CAMPGROUND		01 5-05-906	CAPITAL OUTLAY	154.00
		=== VENDOR TOTALS ===	154.00			
01-0100 SISTERS AREA CHAMBER OF COMMER						
I-1266		16/17 MEMBERSHIP DUES-CG	228.00			
6/01/2016	AP-US	DUE: 6/01/2016 DISC: 6/01/2016		1099: N		
		16/17 MEMBERSHIP DUES-CG		01 5-05-733	DUES & SUBSCRIPTIONS	228.00
		=== VENDOR TOTALS ===	228.00			

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--------ID-------- POST DATE	BANK CODE	---------DESCRIPTION---------	GROSS DISCOUNT	P.O. # G/L ACCOUNT	------ACCOUNT NAME------	DISTRIBUTION
01-0083 SISTERS RENTAL						
I-16359-00		WEEDEATER HEAD	24.95			
6/07/2016	AP-US	DUE: 6/07/2016 DISC: 6/07/2016		1099: N		
		WEEDEATER HEAD		05 5-00-746	SMALL TOOLS & EQUIPMENT	4.74
		WEEDEATER HEAD		02 5-00-746	SMALL TOOLS & EQUIPMENT	5.24
		WEEDEATER HEAD		03 5-00-746	SMALL TOOLS & EQUIPMENT	6.72
		WEEDEATER HEAD		01 5-05-746	SMALL TOOLS & EQUIPMENT	4.99
		WEEDEATER HEAD		01 5-03-746	SMALL TOOLS & EQUIPMENT	3.26
I-37937		PAVER SAW RENTAL-CHAMBER	71.07			
6/06/2016	AP-US	DUE: 6/06/2016 DISC: 6/06/2016		1099: N		
		PAVER SAW RENTAL-CHAMBER		01 5-03-906	CAPITAL OUTLAY	71.07
		=== VENDOR TOTALS ===	96.02			
01-0155 SWEENEY PLUMBING, INC						
I-39085		UNCLOGGED URINAL-ON PARK	121.00			
6/06/2016	AP-US	DUE: 6/06/2016 DISC: 6/06/2016		1099: N		
		UNCLOGGED URINAL-ON PARK		01 5-05-786	PARK MAINTENANCE	121.00
		=== VENDOR TOTALS ===	121.00			
01-0416 THREE SISTERS IRRIGATION DISTR						
I-16-516		22016 CAPITAL SURCHARGE	1,163.50			
6/02/2016	AP-US	DUE: 6/02/2016 DISC: 6/02/2016		1099: N		
		22016 CAPITAL SURCHARGE		05 5-00-727	PERMITS & FEES	1,163.50
		=== VENDOR TOTALS ===	1,163.50			
01-0563 TREASURE VALLEY COFFEE, INC.						
I-550944		DECAF COFFEE	60.45			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: N		
		DECAF COFFEE		01 5-01-714	OFFICE SUPPLIES	9.08
		DECAF COFFEE		01 5-02-714	OFFICE SUPPLIES	9.64
		DECAF COFFEE		01 5-03-795	SUPPLIES	1.21
		DECAF COFFEE		01 5-05-714	OFFICE SUPPLIES	5.45
		DECAF COFFEE		01 5-07-714	OFFICE SUPPLIES	15.10
		DECAF COFFEE		02 5-00-714	OFFICE SUPPLIES	8.47
		DECAF COFFEE		03 5-00-714	OFFICE SUPPLIES	4.83
		DECAF COFFEE		05 5-00-714	OFFICE SUPPLIES	6.67
		=== VENDOR TOTALS ===	60.45			

PACKET: 02510 6/23/16 AP KK
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01-0744 TRI COUNTY PAVING, LLC						
I-6374		ON PARK PAVING	9,983.20			
6/09/2016	AP-US	DUE: 6/09/2016 DISC: 6/09/2016		1099: Y		
		ON PARK PAVING		01 5-05-906	CAPITAL OUTLAY	9,983.20
		=== VENDOR TOTALS ===	9,983.20			
		=== PACKET TOTALS ===	105,230.96			

SISTERS PATROL HOURS

	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 5	TOTAL PATROL	VACATION	SICK	TRAINING	SRO	TOTAL
JAN	114.5	110	130	129.5	53.5	537.5	55	0	10	162	764.5
FEB	129	99.5	117.5	122	16	484	45	60	55	170	814
MAR	110.5	116.5	123.5	115.5	47.5	513.5	32	24	84	138	791.5
APR	108	129.5	119.5	111.5	33.5	502	97	48	40	157	844
MAY	115.5	124	112.5	104.5	54	510.5	76.5	0	0	190.5	777.5
JUN											0
JUL											0
AUG											0
SEP											0
OCT											0
NOV											0
DEC						0					0
YEAR TO DATE						2547.5	305.5	132	189	817.5	3991.5

SISTERS PATROL ACTIVITY

PATROL ACTIVITY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
city traffic warnings	40	26	52	22	25								165
city traffic cites	2	0	4	3	6								15
city ordinace warnings	3	1	0	0	0								4
city ordinace cites	0	0	0	0	0								0
city parking cites	0	0	0	1	0								1
county traffic warnings	24	16	20	17	14								91
county traffic cite	3	0	0	0	1								4
county ordinance warnings	0	0	2	0	0								2
county ordinance cites	0	0	0	0	0								0
city misd arrests	8	2	5	1	3								19
city felony arrests	0	1	1	0	2								4
county misd arrests	0	1	1	2	1								5
county felony arrest	0	0	0	0	0								0
grade school zone warnings	5	1	0	0	0								6
grade school zone cites	2	0	0	0	0								2
high school zone warnings	0	1	0	1	0								2
high school zone cites	0	0	0	0	0								0
security checks	334	286	305	149	121								1195
open doors	0	0	0	0	0								0

SISTERS CASE LOG REPORT

CASE#	DATE	LOCATION	OFFENSE	EXT
2016-00119467	05/01/2016 1:24	BEARWALLOW RD / TODD LAKE RD	Tres[ass: Two adult males were contacted for traveling in a closed USFS area. Information passed to USFS	1
2016-00124185	05/05/2016 12:05	N TAMARACK ST	Theft/Identity Theft: Adult female reported her ex-husband is using her Social Security number.	1
2016-00124897	05/06/2016 0:04	BRADLEY RD / HWY 126	DUII*: Adult male arrested for DUII and Reckless Driving.	
2016-00125061	05/06/2016 8:30	HOLMES RD	Theft: Citizen reported the theft of fencing materials from his property.	
2016-00131585	05/12/2016 9:44	N LARCH ST	Information/Misc Report: Citizens complained of adult male videoing children then posting it on the internet with pornographic language.	3
2016-00132865	05/13/2016 11:12	S TIMBER CREEK	Lost/Found Property: Citizen turned in a found EBT card.	
2016-00132878	05/13/2016 11:22	N LARCH ST	Lost/Found Property: Citizen reported he lost his wallet.	
2016-00132953	05/13/2016 12:22	N LOCUST ST	Sex Crime/Offense: Investigation of under age sexual activity.	
2016-00133356	05/13/2016 17:15	E HWY 20	Theft: Citizen reported the theft of a leaf blower.	
2016-00133490	05/13/2016 19:27	E JEFFERSON AVE	Police Officer Hold*: Adult male taken to hospital on Police Officer Hold.	
2016-00133993	05/14/2016 11:30	BLUEGRASS LOOP	Death Investigation: Adult female died at home of natural causes.	2
2016-00134643	05/15/2016 1:30	W RAIL WAY	Warrant Arrest*: Adult female arrested on an US Marshal's Office warrant for Arson.	3
2016-00134669	05/15/2016 2:51	W RAIL WAY	Possession of Methamphetamine/Felon in Possession of Restricted Weapon*: Adult male arrested for drug possession and unlawful possession of a concealed knife.	3
2016-00134943	05/15/2016 13:21	HWY 126 MP 94	Warrant Arrest*: Adult female arrested on an outstanding Deschutes County warrant.	
2016-00137945	05/18/2016 10:06	N ARROWLEAF TRL	Theft*: Adult female cited for shoplifting.	
2016-00137953	05/18/2016 10:14	N ARROWLEAF TRL	Lost Property: Citizen reported he lost his wallet.	
2016-00139048	05/19/2016 9:16	W JEFFERSON AVE	Sex Crime: Adult female reported a sexual assault. Investigation	2
2016-00139125	05/19/2016 10:29	CATTLE DRIVE RD	Sex Crime: Investigation into sexting by young female juvenile	2
2016-00139735	05/19/2016 19:13	S OAK ST	Dispute: Family dispute over estate.	
2016-00139888	05/19/2016 22:51	HWY 126 / WILLOW LN	DUII*: Adult male arrested for DUII	
2016-00144722	05/24/2016 22:25	W CASCADE AVE	Restraining Order Violation*: Adult male arrested for violating the restraining order held by his ex-girlfriend.	1
2016-00146104	05/26/2016 7:44	S OAK ST	Dispute: Continuing family dispute over estate.	
2016-00148919	05/28/2016 16:41	TRAPPER POINT RD	Runaway: Juvenile male ran away from home.	1
2016-00149296	05/28/2016 23:56	W RAIL WAY	DUII*: Adult male arrested for DUII.	1
2016-00149298	05/28/2016 23:58	INDIAN FORD RD	Animal Complaint: Adult male reported he was bitten by a coyote.	
2016-00150529	05/30/2016 10:33	N ARROWLEAF TRL	Death Investigation-Suicide: Adult male committed suicide.	6

SISTERS CASE LOG REPORT

CASE#	DATE	LOCATION	OFFENSE	EXT
2016-00152307	05/31/2016 20:30	S ASH ST	Police Officer Hold*: Adult female taken to hospital on Police Officer Hold.	
*** DENOTES CASE INCLUDED LAW ENFORCEMENT ACTION**				
ADDITIONAL PERSONNEL NEEDED FROM OTHER DISTRICTS:				26

AGENDA ITEM SUMMARY

CITY OF SISTERS
SISTERS CITY COUNCIL

Meeting Date: June 23, 2016 **Staff:** Joseph O'Neill

Type: Regular Meeting **Dept:** Finance

Subject: Supplemental Budget – FY 2015-16

Action Requested: Conduct a public hearing and consider the approval of Resolution No. 2016-20: A RESOLUTION OF THE CITY OF SISTERS ADOPTING A SUPPLEMENTAL BUDGET AND ESTABLISHING APPROPRIATIONS WITHIN THE FY 2015/16 BUDGET.

Background:
Budget adjustments are permitted under Oregon Revised Statute 294.471.
This supplemental budget includes items that effect the General Fund. The summary points are below:

- The Department of Council – Manager is requesting an increase of Personnel Services for the severance payment of the former City Manager.

Financial Impact:

The origination of these expenditures will originate from General Fund Operating Contingency, therefore, there are no impacts on appropriations.

Attachment(s):
Attachment A – Resolution No. 2016-20
Attachment B – Supplemental Budget Worksheet

Concurrence: CM: _____ FIN: _____ PW: _____ CDD: _____

Attachment B

City of Sisters
Supplemental Budget Worksheet
FY 2015/16

FUND CATEGORY	ACCOUNT #	REVENUE / EXPENSE DESCRIPTION	REASON	ADOPTED BUDGET	PROPOSED SUPPL.	REVISED BUDGET
GENERAL FUND						
Operating Contingency	**01-5-00-400**	Operating Contingency		218,825	(41,000)	177,825
Personnel Services	**01-5-01-500**	City Manager	Severance Payment	89,000	41,000	130,000

RESOLUTION NO. 2016-20

A RESOLUTION OF THE CITY OF SISTERS ADOPTING A SUPPLEMENTAL BUDGET AND ESTABLISHING APPROPRIATIONS WITHIN THE 2015/16 BUDGET.

WHEREAS, the City of Sisters will have unexpected and unbudgeted resources and expenditures for FY 2015/16.

RESOLUTION ADOPTING THE SUPPLEMENTAL BUDGET

BE IT RESOLVED that the City Council of the City of Sisters hereby adopts the supplemental budget for fiscal year 2015/16. This budget is now on file at 520 E. Cascade Ave., in Sisters, Oregon.

RESOLUTION MAKING APPROPRIATIONS

BE IT RESOLVED that the following adjustments to appropriation categories are authorized by supplemental budget:

General Fund	
Personnel Services	$ 41,000
Operating Contingency	(41,000)

SECTION THREE: This resolution is hereby approved and adopted by the Sisters City Council and approved by the Mayor on this 23th day of June 2016.

Chris Frye, Mayor

Nancy Connolly, Councilor

Amy Burgstahler, Councilor

David Asson, Councilor

Andrea Blum, Councilor

ATTEST:

Kathy Nelson, City Recorder

AGENDA ITEM SUMMARY

CITY OF SISTERS
SISTERS CITY COUNCIL

Meeting Date: June 23, 2016 **Staff:** Joseph O'Neill

Type: Regular Meeting **Dept:** Finance

Subject: Master Fee Schedule

Action Requested: Public Comment and Consideration of Resolution No. 2016-21: A RESOLUTION OF THE CITY OF SISTERS AMENDING THE MASTER FEE SCHEDULE.

Summary:

High Country Disposal (HCD) has recommended an 8.5% increase to their rates for both residential and commercial accounts. HCD qualifies the request due to a decrease in profit margins, arising from an increase in operating costs and recycling markets at historic lows. Over the last 7.75 years HCD has increased their rates to customers twice to support collection service and once to pass through County disposal rate increase. Staff has reviewed HCD financial data to support suggested rate increase and found the data to be reasonable.

For residential customers, the rate increase will result in an average of $1.68 per month for the 32, 64 and 90 gallon cart services and, as always, recycling and yard debris services are free of charge. Even with the proposed rates, the City of Sisters garbage services will remain the lowest in the area.

For commercial customers, the marginal rate of increase will actually equate to approximately 4% for certain businesses due to the waiving of a $12 per month charge for Cardboard Container Rental.

The rate increase is suggested to take place on August 1st 2016.

Financial Impact:

The rate increase will affect City Managed Accounts that the City maintains, however, the increase is not expected to materially affect the budget. The rate increase will also effect the 5% monthly franchise fee from HCD to the City of approximately $2,400 for FY 16-17.

Attachment(s):
Attachment A – Resolution No. 2016-21

Concurrence: _____ CM _____ FIN PTD CDD _____ PW

Exhibit "A"

CITY OF SISTERS
MASTER FEE SCHEDULE – EFFECTIVE AUGUST 1, 2016

GARBAGE		CURRENT	AMENDED			CURRENT	AMENDED
HIGH COUNTRY DISPOSAL				**CITY MANAGED ACCOUNTS**			
Monthly rates:				**Monthly rates:**			
Residential:				***Residential:***			
32 Gal Cart Curb	$	14.25	15.46	32 Gal Cart Curb	$	39.25	40.46
64 Gal Cart Curb	$	19.08	20.70	65 Gal Cart Curb	$	44.08	45.70
90 Gal Cart Curb	$	26.03	28.24	95 Gal Cart Curb	$	51.03	53.24
Commercial:				***Commercial:***			
32 Gal Cart Curb	$	15.73	15.73	32 Gal Cart Curb	$	40.73	40.73
64 Gal Cart Curb	$	21.37	23.19	65 Gal Cart Curb	$	46.37	48.19
90 Gal Cart Curb	$	30.35	32.93	95 Gal Cart Curb	$	55.35	57.93
1 YD-1 WKLY	$	61.01	66.20	1 YD-1 WKLY	$	86.01	91.20
1 YD-2 WKLY	$	130.17	139.85	1 YD-2 WKLY	$	155.17	164.85
1 YD-3 WKLY	$	191.01	205.54	1YD-3 WKLY	$	216.01	230.54
1 YD-4 WKLY	$	251.84	271.22	1 YD-2 WKLY	$	276.84	296.22
1 YD-5 WKLY	$	312.68	336.89	1YD-3 WKLY	$	337.68	361.89
1ST 1YD CONTAINER	$	N/A	N/A	1ST 1YD CONTAINER	$	N/A	N/A
ADD 1YD CONTAINER	$	N/A	N/A	ADD 1YD CONTAINER	$	N/A	N/A
1.5 YD-1 WKLY	$	91.82	99.62	1.5 YD-1 WKLY	$	116.82	124.62
1.5 YD-2 WKLY	$	178.20	193.35	1.5 YD-2 WKLY	$	203.20	218.35
1.5 YD-3 WKLY	$	262.06	284.34	1.5 YD-3 WKLY	$	287.06	309.34
1.5 YD-4 WKLY	$	345.93	375.33	1.5 YD-3 WKLY	$	370.93	400.33
1.5 YD-5 WKLY	$	429.79	466.32	1.5 YD-3 WKLY	$	454.79	491.32
1ST 1.5YD CONTAINER	$	N/A	N/A	1ST 1.5YD CONTAINER	$	N/A	N/A
ADD 1.5YD CONTAINER	$	N/A	N/A	ADD 1.5YD CONTAINER	$	N/A	N/A
2 YD-1 WKLY	$	121.58	131.91	2 YD-1 WKLY	$	146.58	156.91
2 YD-2 WKLY	$	234.58	253.95	2 YD-2 WKLY	$	259.58	278.95
2 YD-3 WKLY	$	345.72	374.77	2 YD-3 WKLY	$	370.72	399.77
2 YD-4 WKLY	$	456.86	495.59	2 YD-3 WKLY	$	481.86	520.59
2 YD-5 WKLY	$	568.00	616.28	2 YD-3 WKLY	$	593.00	641.28
1ST 2YD CONTAINER	$	N/A	N/A	1ST 2YD CONTAINER	$	N/A	N/A
ADD 2YD CONTAINER	$	N/A	N/A	ADD 2YD CONTAINER	$	N/A	N/A
3 YD-1 WKLY	$	169.61	184.03	3 YD-1 WKLY	$	194.61	209.03
3 YD-2 WKLY	$	325.28	352.93	3 YD-2 WKLY	$	350.28	377.93
3 YD-3 WKLY	$	480.86	521.73	3 YD-3 WKLY	$	505.86	546.73
3 YD-4 WKLY	$	636.43	690.53	3 YD-3 WKLY	$	661.43	715.53
3 YD-5 WKLY	$	792.01	859.33	3 YD-3 WKLY	$	817.01	884.33
1ST 3YD CONTAINER	$	N/A	N/A	1ST 3YD CONTAINER	$	N/A	N/A
ADD 3YD CONTAINER	$	N/A	N/A	ADD 3YD CONTAINER	$	N/A	N/A
4 YD-1 WKLY	$	210.71	228.62	4 YD-1 WKLY	$	235.71	253.62
4 YD-2 WKLY	$	404.63	439.02	4 YD-2 WKLY	$	429.63	464.02
4 YD-3 WKLY	$	598.43	649.30	4 YD-3 WKLY	$	623.43	674.30
4 YD-4 WKLY	$	792.23	859.57	4 YD-3 WKLY	$	817.23	884.57
4 YD-5 WKLY	$	986.04	1,069.85	4 YD-3 WKLY	$	1,011.04	1,094.85
1ST 4YD CONTAINER	$	N/A	N/A	1ST 4YD CONTAINER	$	N/A	N/A
ADD 4YD CONTAINER	$	N/A	N/A	ADD 4YD CONTAINER	$	N/A	N/A
5 YD-1 WKLY	$	248.12	269.21	5 YD-1 WKLY	$	273.12	294.21
5 YD-2 WKLY	$	475.72	516.16	5 YD-2 WKLY	$	500.72	541.16
5 YD-3 WKLY	$	703.18	762.95	5 YD-3 WKLY	$	728.18	787.95
5 YD-4 WKLY	$	930.64	1,009.74	5 YD-3 WKLY	$	955.64	1,034.74
5 YD-5 WKLY	$	1,158.09	1,256.53	5 YD-3 WKLY	$	1,183.09	1,281.53
1ST 5YD CONTAINER	$	N/A	N/A	1ST 5YD CONTAINER	$	N/A	N/A
ADD 5YD CONTAINER	$	N/A	N/A	ADD 5YD CONTAINER	$	N/A	N/A
6 YD-1 WKLY	$	280.41	304.24	6 YD-1 WKLY	$	305.41	329.24
6 YD-2 WKLY	$	534.95	580.42	6 YD-1 WKLY	$	559.95	605.42
6 YD-3 WKLY	$	789.33	856.42	6 YD-1 WKLY	$	814.33	881.42
6 YD-4 WKLY	$	1,043.72	1,132.44	6 YD-1 WKLY	$	1,068.72	1,157.44
6 YD-5 WKLY	$	1,298.11	1,408.45	6 YD-1 WKLY	$	1,323.11	1,433.45
1ST 6YD CONTAINER	$	N/A	N/A	1ST 6YD CONTAINER	$	N/A	N/A
ADD 6YD CONTAINER	$	N/A	N/A	ADD 6YD CONTAINER	$	N/A	N/A

FOR RECYCLING, EXTRA CHARGES, SPECIAL EVENTS/TEMPORARY USE AND REPLACMENT COSTS, SEE HIGH COUNTRY DISPOSAL WEBSITE AT www.highcountrydisposal.com or CALL (541)548-4984.

RESOLUTION NO. 2016-21

A RESOLUTION OF THE CITY OF SISTERS AMENDING THE MASTER FEE SCHEDULE FOR SOLID WASTE COLLECTION FEES WITHIN CITY LIMITS PROVIDED BY THE SOLID WASTE FRANCHISEE

WHEREAS, Ordinance No. 381 provides that the City may revise rates for collection services by resolution; and

WHEREAS, the proposed solid waste rate adjustments are to fund increased collection costs and an increased Franchise Fee; and

WHEREAS, the City Council, finds that amending the fee resolution in a manner that will assess fees that recovers the actual costs of providing the services is appropriate; and

WHEREAS, rates for solid waste collection fees were last set by Resolution No. 2014-27 and this ordinance amends the rates established by that resolution; and

WHEREAS, on June 23 2016, the City Council took public comment on the amendment to the fee schedule and took such comment into consideration;

NOW, THEREFORE, BE IT RESOLVED the City Council of Sisters hereby adopts the amended fee schedule as provided in Exhibit A with an effective date as of August 1, 2016.

ADOPTED by the City Council and **SIGNED** by the Mayor this 23th day of June 2016.

_____

Chris Frye, Mayor

ATTEST:

_____

Kathy Nelson, City Recorder

AGENDA ITEM SUMMARY

CITY OF SISTERS
CITY COUNCIL

Meeting Date: June 23, 2016 **Staff:** Patrick Davenport

Type: Regular **Dept:** CDD

Subject: LUBA Remand for File #'s AP 15-02/MOD 15-05/SP 15-01
Remand from LUBA case # 2015-063

Action Requested: Approve a motion making additional findings per Remand by Oregon Land Use Board of Appeals (LUBA Case # 2015-063)

Summary:

The Oregon Land Use Board of Appeals (LUBA) has remanded an appeal (application AP #15-02) of City land use applications MOD 15-05 and SP 15-01 back to the City Council to make additional findings. The original applications are a modification to an existing master plan for McKenzie Meadow Village to accommodate shifting the location of a proposed assisted living facility and a site plan to entitle the development details associated with the Assisted Living Facility. On May 26, 2016, City Council continued the remand hearing to June 23, 2016.

Staff has attached proposed findings (Exhibit O) for Council's approval along with several other documents that support the proposed findings.

Attachments

Exhibit A: LUBA Remand decision: Case 2015-063
Exhibit B: Letter from Laura Craska Cooper/Brix Law dated 05/06/16
Exhibit C: Letter from James E Frost, PE/Parametrix dated 04/26/16 (Exhibit B to Craska Cooper letter dated 05/06/16)
Exhibit D : Letter from Scott Ferguson, PE/Ferguson and Associates dated 05/0616 (Exhibit C to Craska Cooper letter dated 05/06/16)
Exhibit E: Letter from Kevin Cox/Aegia Health Services dated 04/26/16 (Exhibit A to Craska Cooper letter dated 05/06/16)
Exhibit F: Transportation Impact Analysis by Ferguson and Associates dated June 8, 2010
Exhibit G: Water Capacity Analysis by Parametrix dated June 8, 2010
Exhibit H: Waste water Capacity analysis by Parametrix dated June 15, 2010
Exhibit I: Letter from Erik Huffman, P.E. dated June 14, 2016
Exhibit J: Letter from State of Oregon Department of Human Services to Kevin Cox dated 12/11/14
Exhibit K: Letter from State of Oregon Department of Human Services to Kevin Cox dated June 4, 2015
Exhibit L: Letter from Erik Huffman, dated June 16, 2016
Exhibit M: Letter from Kevin Cox dated April 26, 2016
Exhibit N: Staff report from May 26, 2016 City Council meeting
Exhibit O: Proposed findings submitted by Staff for June 23, 2016 City Council hearing (bound separately)

Concurrence: CM: _____ A&F: _____ PW: _____ CDD: PTD

BEFORE THE LAND USE BOARD OF APPEALS

OF THE STATE OF OREGON

PINNACLE ALLIANCE GROUP, LLC,
Petitioner,

vs.

CITY OF SISTERS,
Respondent,

and

MCKENZIE MEADOWS VILLAGE, LLC,
Intervenor-Respondent.

LUBA No. 2015-063

FINAL OPINION
AND ORDER

Appeal from City of Sisters.

Seth J. King, Portland, filed the petition for review and argued on behalf of petitioner. With him on the brief were Michael C. Robinson and Perkins Coie LLP.

Steven D. Bryant, City of Sisters City Attorney, Redmond, filed a response brief and argued on behalf of respondent.

Laurie Craghead and Laura Craska Cooper, Bend, filed a response brief and argued on behalf of intervenor-respondent. With them on the brief was Brix Law LLP.

HOLSTUN, Board Member; BASSHAM, Board Chair; RYAN, Board Member, participated in the decision.

REMANDED 04/11/2016

1 You are entitled to judicial review of this Order. Judicial review is
2 governed by the provisions of ORS 197.850.

Opinion by Holstun.

NATURE OF THE DECISION

The city planning commission approved a new site plan and a modification of a previously approved master plan to allow construction of a senior assisted living facility. Petitioner appealed that decision to the city council, which denied petitioner's local appeal and affirmed the planning commission decision. In this appeal, petitioner seeks review of that city council decision.

REPLY BRIEF

Petitioner moves for permission to file a reply brief. The motion is allowed.

FACTS

McKenzie Meadow Village (MMV) is a proposed multi-phase, primarily residential, mixed use development. A master plan for MMV and site plan for a portion of MMV were approved in 2010 (2010 master plan and site plan). This appeal concerns a 2015 modification of that master plan and a new site plan for a portion of phase 1 of MMV (2015 modified master plan and site plan). Shortly after the city issued the decision that is the subject of this appeal, the city approved an extension of the 2010 master plan approval for MMV, as modified in 2012. That extension decision is the subject of a second LUBA appeal. We discuss those 2010 and 2012 master plan decisions below.

On this date, we separately issue our decision in the second appeal that challenges the 2010/2012 master plan extension decision.

A. The Annexation and the Annexation Agreements

Pursuant to a December 3, 2009 Annexation Agreement, the city annexed thirty acres of land. Pursuant to the Annexation Agreement and a subsequent Amended Annexation Agreement, 6.3 acres of the 30 acres were to be designated for a "Senior Living Center." The requirement, as stated in the May 27, 2010 Amended Annexation Agreement, is set out below:

> "**Senior Living Center**: Owner shall designate no less than 6.3 acres of the Owner Property for the purpose of construction and operation of a Senior Living Center. The Center will provide senior (55 years old and older) assisted and independent living, and nonsenior assisted living options. The Senior Living Center (or a phase of it) shall be built in the first phase of construction. Except for the senior apartment complex and the medical facility, no other occupancy permits will be issued for any other development on the Owner Property until the Senior Assisted Living Center (or a phase of it) has received its occupancy permit." Record I, 295.[1]

To summarize and simplify the above, with two specified exceptions, the Amended Annexation Agreement requires that a *Senior Living Center (or a phase of it)* must be constructed as part of phase 1 on 6.3 acres of the 30 acres and receive occupancy permits before any other development on the 30 acres

---

[1] The county prepared a record that compiles documents more or less chronologically. That Record is labeled "Binder 1 of 2." We cite to that record as Record I. Record "Binder 2 of 2" is a large collection of documents submitted by petitioner's attorney below. We cite to that record as Record II.

may receive occupancy permits. Importantly, the Amended Annexation Agreement requires that the Senior Living Center must include three kinds of living options: *(1) assisted living for seniors (55 years old or older), (2) assisted living for nonseniors, and (3) independent living for seniors.*

B. 2010 Comprehensive Plan and Zoning Ordinance Amendments

On September 16, 2010, the city approved comprehensive plan and zoning map amendments for MMV. Record II, 19. A total of 6.3 acres is planned and zoned Multi-Family Residential (MFR). For purposes of this appeal the important part of the comprehensive plan and zoning map amendments is condition 3, which provides "[a]ll future uses of the property shall comply with the revised Annexation Agreement * * * dated May 27, 2010." Record I, 298.

Simply stated, the comprehensive plan and zoning map amendments carry forward the Amended Annexation Agreement requirement that MMV include a Senior Living Center that includes the three specified types of housing.

C. 2010 Master Plan and Tentative Subdivision Plan

The city approved a master plan and tentative subdivision plan for MMV at the same time it approved the comprehensive plan and zoning map amendments. As relevant here, the 2010 master plan for MMV calls for a ten-phase development. The 2010 master plan called for the following development in phase 1 of MMV:

- An 82-unit Senior Lodge, which is described as a "senior assisted and independent living facility[.]" Record II, 20, 80, 82-83.
- A 26-unit Affordable Senior Lodge. *Id.*
- 8 of 36 proposed Senior Cottages. *Id.*
- A 12-Unit Apartment that is not age restricted.[2] *Id.*

D. 2011 Site Plan

On September 8, 2011, the city approved a site plan for "an 82 room assisted living facility and a small maintenance building * * *." Record II, 110.

E. 2012 Modified Master Plan

As far as we can tell the changes adopted by the 2012 modified master plan have no bearing on this appeal, and no party argues otherwise. We therefore do not consider the 2012 modified master plan further.

F. The 2015 Modified Master Plan and Modified Site Plan

The development authorized by the 2010 master plan has not been constructed. The 2015 modified master plan that is the subject of this appeal only changes the 82-unit senior assisted and independent living facility that was approved by the 2010 master plan and site plan. As far as we can tell, and as far as the parties have informed us, the 2010 master plan is otherwise

---

[2] The remaining 28 Senior Cottages and a second 26-unit Affordable Senior Lodge were to be developed in later phases.

1 unaffected.[3] The 82-unit senior assisted and independent living facility is
2 eliminated by the 2015 modified master plan, and city approves in its place a
3 facility that will provide 45 units of assisted living and 12 memory care units
4 along with an unexplained "Future Addition." Record 1, 422, 484.

5 **FIRST ASSIGNMENT OF ERROR**

6 Sisters Development Code (SDC) 4.1.500.C.1.d gives parties in quasi-
7 judicial land use proceedings before the planning commission a right, which
8 must be exercised prior to the close of the initial evidentiary hearing, to request
9 an opportunity to present additional evidence. If such a request is timely made,
10 the planning commission must (1) continue the hearing to allow the additional
11 evidence to be submitted, or (2) hold the record open to receive the additional
12 evidence.[4] The continuance or open record period required by SDC

---

[3] The decision specifically states "[a]ll conditions of approval specified in previously approved applications * * *, not modified by this application, remain in effect." Record I, 26.

[4] SDC 4.1.500.C.1.d provides:

> "Before the conclusion of the initial evidentiary hearing, any participant may ask the Planning Commission for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The hearings body shall grant the request by scheduling a date to finish the hearing (a 'continuance') per paragraph 2 of this subsection, or by leaving the record open for additional written evidence or testimony per paragraph 3 of this subsection." *See* n 5.

1 4.1.500.C.1.d must be at least seven days in length. SDC 4.1.500.C.2 and .3.[5]
2 These requirements of SCD 4.1.500.C are substantively identical to the ORS
3 197.763(6)(a) through (c) statutory requirements for quasi-judicial land use
4 hearings.

5 Pursuant to the rights granted under ORS 197.763(6)(a) through (c) and
6 SCD 4.1.500.C, prior to the close of the planning commission's initial June 18,
7 2015 hearing in this matter, petitioner requested that the hearing be continued
8 to allow petitioner to submit additional evidence. Record 373. The planning
9 commission denied the request. Record 384. All parties recognize that planning
10 commission denial of petitioner's request was a procedural error.

11 Under ORS 197.835(9)(a)(B), LUBA is directed to reverse or remand a
12 decision where it finds a local government "[f]ailed to follow the procedures
13 applicable to the matter before it in a manner that prejudiced the substantial
14 rights of the petitioner[.]" Under ORS 197.835(9)(a)(B), reversal or remand is
15 only required and appropriate if a procedural error resulted in prejudice to
16 petitioner's substantial rights. The "substantial rights" of parties in quasi-

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[5] SDC 4.1.500.C provides in part:

> "2. If the Planning Commission grants a continuance, the completion of the hearing shall be continued to a date, time, and place at least seven days after the date of the first evidentiary hearing. * * *;
>
> "3. If the Planning Commission leaves the record open for additional written evidence or testimony, the record shall be left open for at least seven days after the hearing. * * *[.]"

1 judicial land use proceedings, as referenced in ORS 197.835(9)(a)(B), are "the
2 rights to an adequate opportunity to prepare and submit their case and a full
3 and fair hearing." *Muller v. Polk County*, 16 Or LUBA 771, 775 (1988).

4 Petitioner appealed the planning commission's decision to the city
5 council. On July 23, 2015, thirty-five days after the planning commission's
6 June 18, 2015 hearing, the city council held a *de novo* public hearing on
7 petitioner's appeal. Prior to and during that hearing, petitioner was permitted to
8 submit additional evidence. Respondent and intervenor-respondent
9 (respondents) contend that the city council's *de novo* hearing on July 23, 2015,
10 at which petitioner was permitted to submit additional evidence, was adequate
11 to ensure that petitioner's substantial rights to prepare and submit its case and
12 to a full and fair hearing were not prejudiced, with the result that the planning
13 commission's procedural error provides no basis for reversal or remand under
14 ORS 197.835(9)(a)(B). We agree with respondents.

15 Petitioner argues that the right it is granted under SCD 4.1.500.C is a
16 right to submit additional evidence to the initial decision maker, *the planning*
17 *commission*, and the opportunity it was given on appeal to present additional
18 evidence to the *city council* in its local appeal is not sufficient to avoid
19 prejudice to its substantial rights. Petitioner goes on to argue that to conclude
20 otherwise would improperly insert language into SCD 4.1.500.C, in

1 contravention of ORS 174.010.[6] Neither respondent nor intervenor-respondent
2 specifically address those arguments.

3 Petitioner had 35 days to collect additional evidence after the planning
4 commission's June 18, 2015 decision and submit it to the city council on July
5 23, 2015, and did so. Putting aside the different decision makers and the stage
6 of the proceeding at which the additional evidence was submitted, the right that
7 petitioner was given to submit additional evidence appears to have been at least
8 as extensive as the right granted by SCD 4.1.500.C. While that evidence was
9 submitted to the city council in a local appeal of the planning commission's
10 decision rather than directly to the planning commission as the initial decision
11 maker, petitioner does not explain why those differences result in prejudice to
12 its substantial rights, other than to claim that they did. Without such an
13 explanation, we conclude that petitioner has failed to demonstrate that the
14 planning commission's procedural error resulted in prejudice to petitioner's
15 substantial rights.

16 We also reject petitioner's ORS 174.010 argument. *See* n 6. Our
17 conclusion that the planning commission's procedural error provides no basis
18 for remand does not improperly insert missing text into SCD 4.1.500.C. That

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[6] ORS 174.010 provides, in part:

> "In the construction of a statute, the office of the judge is simply to ascertain and declare what is, in terms or in substance, contained therein, not to insert what has been omitted, or to omit what has been inserted[.]"

might arguably be the case if we concluded that the city council's action was sufficient *to comply with* SCD 4.1.500.C. But we do not conclude the city council complied with SCD 4.1.500.C. Rather, we conclude (1) the planning commission erroneously denied petitioner's rights under SCD 4.1.500.C, but (2) the city council's decision to grant petitioner a *de novo* evidentiary hearing as part of its appeal, where petitioner could and did present evidence was sufficient to avoid any prejudice to petitioner's rights under SCD 4.1.500.C.

Finally, petitioner also argues the city council erred by failing to adopt findings addressing the planning commission's violation of SCD 4.1.500.C and improperly construed SDC 4.1.800.H.1, which we understand petitioner to interpret to require the city council to remand the planning commission's decision to the planning commission so that the planning commission itself could correct its error.

We address petitioner's broader findings challenge under the second assignment of error. As respondent and intervenor-respondent (respondents) correctly point out, SDC 4.1.800.H.1 merely *authorizes* the city council to remand matters to the planning commission for correction of identified errors, it does not *require* the city council to do so. SDC 4.1.800.H.1 in no way prohibits the city council from attempting to correct planning commission errors or taking steps to avoid any prejudice that a planning commission error might cause if those steps were not taken.

The first assignment of error is denied.

1 **SECOND ASSIGNMENT OF ERROR**

2 In its second assignment of error, petitioner contends the two-page city
3 council decision in this matter is not supported by adequate findings. As we
4 explained in *Heiller v. Josephine County*, 23 Or LUBA 551, 556 (1992):

> 5 "Findings must (1) identify the relevant approval standards, (2) set
> 6 out the facts which are believed and relied upon, and (3) explain
> 7 how those facts lead to the decision on compliance with the
> 8 approval standards. *Sunnyside Neighborhood v. Clackamas Co.*
> 9 *Comm.*, 280 Or 3, 20-21, 569 P2d 1063 (1977); *Vizina v. Douglas*
> 10 *County*, 17 Or LUBA 829, 835 (1989); *Bobitt v. Wallowa County*,
> 11 10 Or LUBA 112, 115 (1984). Additionally, findings must address
> 12 and respond to specific issues relevant to compliance with
> 13 applicable approval standards that were raised in the proceedings
> 14 below. *Norvell v. Portland Area LGBC*, 43 Or App 849, 853, 604
> 15 P2d 896 (1979); *White v. City of Oregon City*, 20 Or LUBA 470,
> 16 477 (1991); *Grover's Beaver Electric v. City of Klamath Falls*, 12
> 17 Or LUBA 61, 66 (1984)."

18 LUBA's rules require that the record include "[t]he final decision
19 including any findings of fact and conclusions of law." OAR 661-010-
20 0025(1)(a). Given the importance land use findings have assumed, following
21 *Sunnyside Neighborhood League v. Board of Commissioners of Clackamas*
22 *County*, 280 Or at 21 and *Fasano v. Washington Co. Comm.*, 264 Or 574, 507
23 P2d 23 (1973), it would seem that it should be almost automatic by now that
24 the final decision that is the subject of an appeal, with all adopted findings,
25 would be clearly identified and collected in a single place at the beginning of
26 the record that is submitted to LUBA in the event of an appeal. Yet that
27 frequently is not the case, and it is not the case here.

The 1666-page record in this appeal does not include a separate listing in the table of contents for the city council decision that is the subject of this appeal. But the two-page "Decision" that is signed by the mayor appears within several other listed record items. One of those is an item identified as "Email from Director Davenport to Mike Reed with signed decision for AP 15-02 attached[.]" Record I, 21-26. The two-page city council decision appears at Record I, 25-26. That two-page decision does not include anything that could be called findings. Nothing in that decision identifies the relevant approval criteria or explains why the city council found that those criteria are satisfied or addresses the issues raised by petitioner in its appeal of the planning commission decision. The two-page decision does include the following statement:

> "2. The findings of fact in this matter are located in the staff report, incorporated herein as Exhibit A." Record I, 25.

On the next page the decision lists "exhibits and conditions of approval[,]" which include the following:

> "1. Exhibit A – Staff Report[.]" Record I, 26.

None of the two-page city council decisions that appear in the record have a staff report attached, much less one that is labeled "Exhibit A." As a matter of fact, the only staff reports in the record that are labeled "Exhibit A" appear at Record II, 20-75 and 93-109. The first of those Exhibit A staff reports is the staff report for the 2010 master plan and the second is the staff report for the 2012 modified master plan. No party argues that the city council

1 intended to adopt either of those staff reports as findings for its 2015 decision,
2 even though they are the only staff reports that are labeled "Exhibit A." We
3 were advised at oral argument that while all parties before the city council were
4 sent a copy of the two-page city council decision on the 2015 master plan
5 modification and site plan, that decision did not include a copy of the
6 referenced staff report.

7 To begin, it is clear from the quoted language in the city council's
8 decision that the city council meant to adopt a staff report as the findings to
9 support its decision. But which staff report did the city council intend to
10 adopt? There appear to be two reasonable possibilities.[7] First, there is a 50-
11 page staff report to the planning commission, dated June 18, 2015, that appears
12 at Record I, 422-71.[8] Second, there is an undated 19-page staff report to the
13 city council, which apparently was transmitted to the city council at or shortly
14 before its July 23, 2015 hearing. Record I, 108-26. As noted earlier, neither of
15 those staff reports is labeled "Exhibit A" and neither staff report is attached to,
16 or even in particularly close proximity to, one of the two-page city council
17 decisions in the record.

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[7] In arguing that there are four staff reports in the record, petitioner double counts the planning commission staff report in this matter, incorrectly identifies the Agenda Item Summary at Record I, 81 as a staff report, and overlooks the two staff reports for the 2010 and 2012 master plan modifications at Record II, 20-75 and 93-109.

[8] A color version of that same staff report to the planning commission also appears at Record I, 132-81.

In its petition for review, at several places petitioner speculates the city council may have intended to adopt the city council staff report as findings. Both respondent and intervenor-respondent contend that, to the contrary, it is clear that the city council intended to adopt the planning commission staff report that appears at Record I, 422-71 as its findings:

> "* * * While there are several other documents in the record labeled in various ways as a Staff Report, there is only one document that contains specific findings of fact relevant to this decision. [The planning commission staff report] is the only document that specifically address[es] the Code issues raised by this application and includes the staff response and findings." Respondent's Brief 8-9 (record citations omitted).

> "In the [planning commission staff report] all criteria for the current applications are addressed and found to be met or met with conditions of approval. Conditions of approval are then attached. No other staff report in the record includes all that. * * *." Intervenor-Respondent's Brief 11 (record citations omitted).

The standard that LUBA applies to determine if a local government has adequately incorporated documents as supporting findings was set out in *Gonzalez v. Lane County*, 24 Or LUBA 251, 259 (1992):

> "[W]e hold that if a local government decision maker chooses to incorporate all or portions of another document by reference into its findings, it must clearly (1) indicate its intent to do so and (2) identify the document or portions of the document so incorporated. A local government decision will satisfy these requirements if a reasonable person reading the decision would realize that another document is incorporated into the findings and, based on the decision itself, would be able both to identify and to request the opportunity to review the specific document thus incorporated." (Footnote omitted.)

1 The city council satisfied the first *Gonzalez* requirement. The city
2 council clearly indicated its intent to incorporate a staff report as findings.
3 However, the city council decision falls considerably short on the second
4 *Gonzalez* requirement. There are at least two staff reports that were prepared
5 during the proceedings on the 2015 master plan modification and site plan, and
6 it is not clear which one the city council intended to adopt. Respondents are
7 correct that the June 18, 2015 planning commission staff report is the only one
8 that comprehensively attempts to address the applicable approval criteria. But
9 petitioner's local appeal was filed on July 2, 2015. Record I, 82-106. The city
10 council staff report appears immediately after that appeal document in the
11 record. Record I, 108-26. And that city council staff report is the only staff
12 report that comprehensively attempts to address the issues that are raised in
13 petitioner's local appeal.
14 It would seem to us that while the city council almost certainly would
15 have wanted to adopt the planning commission staff report, for the reasons
16 cited by respondents, the city council also certainly had good reason to want to
17 adopt the city council staff report, to ensure that there were at least some
18 findings specifically addressing the issues petitioner raised in its appeal to the
19 city council. That is because petitioner's appeal was filed after the planning
20 commission findings were prepared and it would be unusual for the planning
21 commission staff report to have anticipated and addressed all the issues
22 petitioner would later raise in its appeal.

1 We conclude the city council did not adequately identify which of those
2 two staff reports it intended to incorporate as findings. Under the second
3 *Gonzalez* requirement "a reasonable person reading the decision" must "be able
4 both to identify and to request the opportunity to review the specific document
5 thus incorporated." If forced to choose between the planning commission staff
6 report and the city council staff report, we do not believe a reasonable person
7 would be able to determine which of those staff reports were incorporated as
8 findings. And as we have already suggested, either choice presents benefits
9 and problems. If the planning commission staff report was intended, there are
10 no findings specifically addressing the issues raised in petitioner's local appeal.
11 If the city council staff report was intended, that problem is avoided, but there
12 are no findings at all addressing the vast majority of the approval criteria.
13 Of course a third possibility, one which no party in this appeal suggests
14 was intended by the city council, is that the city council intended to incorporate
15 both the planning commission staff report and the city council staff report as its
16 findings. That at least would have the virtue of adopting findings that attempt
17 to address all approval criteria and all the issues specified in petitioner's local
18 appeal statement. But the city council decision refers to the staff report in the
19 singular, and, as noted, no party argues the city council intended to adopt both
20 the planning commission and city council staff reports.
21 Finally, presumably relying on ORS 197.835(11)(b), intervenor-
22 respondent suggests the city's reasoning for concluding applicable approval

1 criteria are satisfied and for rejecting petitioner's arguments in its local appeal
2 of the planning commission decision can be gleaned from the planning
3 commission findings, the city council findings, the minutes of the local
4 proceedings and testimony to the city council from the applicant's attorney and
5 others.[9] We reject the suggestion. ORS 197.835(11)(b) provides limited
6 authority for LUBA to overlook minor discrepancies in findings. *Del Rio*
7 *Vineyards, LLC v. Jackson County*, 70 Or LUBA 368, 384 (2014); *Terra v.*
8 *City of Newport*, 36 Or LUBA 582, 589-90 (1999); *Waugh v. Coos County*, 26
9 Or LUBA 300, 306-08 (1993). ORS 197.835(11)(b) does not authorize LUBA
10 to overlook a city council total failure to adequately identify any findings in a
11 case that presents the factual and legal complexities that are presented in this
12 appeal.

13 The second assignment of error is sustained. On remand the city council
14 will need to more clearly identify the "staff report," or the "staff reports," that it
15 intended to adopt in support of its decision. In addition, as suggested below,

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[9] ORS 197.835(11)(b) provides:

> "Whenever the findings are defective because of failure to recite adequate facts or legal conclusions or failure to adequately identify the standards or their relation to the facts, but the parties identify relevant evidence in the record which clearly supports the decision or a part of the decision, the board shall affirm the decision or the part of the decision supported by the record and remand the remainder to the local government, with direction indicating appropriate remedial action."

1 the city council may wish to consider whether it wants to adopt supplemental
2 findings to further address the issues raised in the third and fourth assignments
3 of error.

4 **THIRD AND FOURTH ASSIGNMENTS OF ERROR**

5 According to petitioner the 82-unit assisted and independent living
6 facility that was proposed in the 2010 master plan is now to be a 45-unit
7 assisted care facility and 12 units of memory care under the approved 2015
8 master plan modification and site plan. In its third assignment of error,
9 petitioner assumes the city council adopted the city council staff report to
10 respond to issues that petitioner raised to the city council concerning whether
11 the master plan modification complies with master plan modification approval
12 criteria and requirements for impact studies.[10] In its fourth assignment of error
13 petitioner contends the 2015 modified master plan is inconsistent with the
14 Amended Annexation Agreement.

15 Our resolution of the second assignment of error requires that we
16 remand, so that the city council can more clearly identify the findings it
17 intended to adopt, which makes it unnecessary for LUBA to address
18 petitioner's third and fourth assignments of error. We nevertheless discuss

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[10] We agree with petitioner that in doing so petitioner does not concede that the city council adequately identified the city council findings as the findings it intended to adopt to support its decision.

1 those assignments of error below, to attempt to clarify some of the issues the
2 city council may need to address on remand.

3 **A. Amended Annexation Agreement (Fourth Assignment of**
4 **Error)**

5 As explained earlier, the comprehensive plan and zoning ordinance
6 require that uses on the property be consistent with the Amended Annexation
7 Agreement. The Amended Annexation Agreement in turn requires that a
8 "Senior Living Center (or a phase of it) shall be built in the first phase of
9 construction." Record I, 295. As we also explained earlier, under the
10 Amended Annexation Agreement, the Senior Living Center must include three
11 kinds of housing options (1) assisted living for seniors (55 years old or older),
12 (2) assisted living for nonseniors, and (3) independent living for seniors. *Id.*

13 Petitioner argues "the Amended Annexation Agreement requires
14 construction of a 'Senior Living Center' during Phase 1 of development of the
15 property[.]" Petition for Review 28. Petitioner contends the applicant initially
16 described the proposed 45 units as "Housing with Services" but later referred
17 to those 45 units as "Assisted Living." We understand petitioner to contend it
18 is not clear whether the 45 units proposed under the Modified Master Plan are
19 to be Assisted Living or Housing with Services. Whether the 45 units are to be
20 Housing with Services or Assisted Living, we understand petitioner to contend
21 there is no evidence that those units will be something other than "assisted
22 living," as the Amended Annexation Agreement uses that term, whereas the
23 Amended Annexation Agreement requires that a Senior Living Center must

include at least some independent living for seniors. Finally, petitioner contends the Amended Annexation Agreement also specifies that a Senior Living Center must include some assisted living for nonseniors. Petitioner contends there is no indication that the Modified Master Plan and the site plan call for any assisted living for nonseniors in phase 1.

This assignment presents one issue that is easily disposed of and one issue that is more complicated. Turning to the easy issue first, we agree with the city that petitioner misreads the Amended Annexation Agreement. The Amended Annexation Agreement does not require that the Senior Living Center (in its entirety) must be constructed during the first phase. It only requires that the first phase must include *a phase of the Senior Living Center*, without specifying what must be included in such "a phase of the Senior Living Center." The proposed 45 units of senior assisted living and 12 units of Memory Care seem to qualify as assisted living for seniors and therefore would seem to qualify as a *phase* of the required Senior Living Center. Further, as far as we can tell, both before and after the master plan modification that is challenged in this appeal, the first phase of MMV is to include a 26-unit Affordable Senior Lodge and 8 of the 36 total number of proposed Senior Cottage Units proposed. Those units presumably qualify as independent living for seniors and would also seem to qualify as "a phase of the Senior Living Center." The city can confirm this in its findings on remand. Or if the city views the Amended Annexation Agreement requirement for a phase of the

1 Senior Living Center in the first phase of MMV differently, it may explain that
2 different understanding and explain whether the proposed modification is
3 consistent with or runs afoul of that requirement, as the city council
4 understands it.

5 Moving on to the more difficult issue, it is exceedingly unclear to us
6 what parts of the proposed 10-phase MMV were proposed to satisfy the
7 Amended Annexation Agreement requirement that the MMV include a Senior
8 Living Center, that includes (1) assisted living for seniors, (2) assisted living
9 for nonseniors and (3) independent living for seniors. On remand, the city
10 council should consider identifying those parts of the proposed MMV. The city
11 council will then be in a position to explain why converting the 82-unit senior
12 assisted and independent living facility into 45 units of Senior Assisted living
13 or Housing With Services and 12 units of Memory Care does not render the
14 Amended Master Plan inconsistent with the Amended Annexation Agreement.
15 While it appears to us that such findings are possible, we reject respondents'
16 arguments that such findings are not necessary.

17 We also reject petitioner's suggestion that the challenged decision must
18 include conditions of approval that ensure that all necessary components of the
19 required Senior Living Center will be constructed. We agree with respondents
20 that such conditions of approval either were included in the 2010 master plan
21 modification, as carried forward in the challenged decision, or should have
22 been. The challenged decision only replaces the 82-unit senior assisted and

independent living facility with the proposed 45 units of Senior Assisted living or Housing with Services and 12 units of Memory Care. On remand, the city council may want to adopt findings that explain why that change in the 2010 master plan does not render the proposal inconsistent with the Amended Annexation Agreement Senior Living Center requirement.

B. SDC 4.1.700.A.7, SDC 4.56.800.D.1 and SDC 4.1.700.J. (Third Assignment of Error)

SDC 4.1.700.A.7 sets out application requirements for Type III applications and imposes the following requirement:

> "Type III. Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the City shall either (1) include in the written decision evidence that shows that the required property dedication is roughly proportional to the projected impacts of the development on public facilities and services, or (2) delete the dedication as a condition of approval[.]"

Simply stated, for Type III applications, SDC 4.1.700.A.7 requires an impact study that considers the effect of the development on public facilities and services, and proposes "improvements necessary to meet City standards and to

minimize the impact of the development on the public at large, public facilities systems, and affected private property users."

Moving next to SDC 4.5.800.D.1, that SDC provision authorizes the planning director to approve minor modifications administratively, without a hearing. Petitioner contends that *major* modifications, such as the 2015 master plan modification, are different, and must be reviewed for compliance with SDC 4.1.700.J, as discussed below. SDC 4.5.800.D.1.a through .c identify modifications that qualify as a minor modification, and petitioner contends the modification in this case does not qualify as a minor modification.[11]

SDC 4.1.700.J authorizes major modifications of land use approvals. SDC 4.1.700.J.2 provides:

> "Unless otherwise specified in this Code and [the proposed modification] is not considered a minor modification, the grounds for filing a [major] modification shall be that a change of circumstances since the issuance of the approval makes it desirable to make changes to the proposal, as approved. A [major] modification shall not be filed as a substitute for an appeal or to apply for a substantially new proposal or one that would have significant additional impacts on surrounding properties."

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[11] SDC 4.5.800.D.1.c provides:

> "The location of buildings, proposed streets, parking and landscaping or other site improvements shall be as proposed, or as modified through conditions of approval. Changes in the location or alignment of these features by 25 feet or less or other changes of similar magnitude may be approved administratively. Changes to locations approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions[.]"

As potentially relevant in this appeal, under SDC 4.1.700.J.2, a major modification to the 2010 Master Plan cannot (1) be "a substantially new proposa[l]," or (2) "have significant additional impacts on surrounding properties."

Petitioner asserts three subassignments of error under SDC 4.1.700.A.7, SDC 4.5.800.D.1 and SDC 4.1.700.J. We address those subassignments of error separately below.

1. Failure to Require an Impact Study

Petitioner contends the city erred by failing to require that the applicant submit an impact study, as required by SDC 4.1.700.A.7, to support the proposed Master Plan Modification. In the event the city council was relying on the city council staff report as findings to explain why an impact study was not required, petitioner contends the following finding is inadequate to explain why the applicant was not required to submit an impact study to support the 2015 master plan modification:

> "Requiring the applicant to perform new studies for impacts to transportation, utilities, drainage and parks is entirely unnecessary due to the minor adjustments in the location of a building and parking lots and consolidation of an entrance from 2 entrances to 1. It should be noted that there were no objections stated in the hearing from adjoining property owners that referenced adverse impacts arising from the modification." Record I, 118.

Petitioner argues the city cannot know the impacts of the proposed modification without the required impact study. Petitioner also contends that SDC 4.1.700.A.7 is also concerned with the capacity of the public facilities that

1 must serve the modified MMV and even if those public facilities were adequate
2 in 2010 when the master plan was originally approved, petitioner contends the
3 city cannot assume they remain adequate in 2015.

4 Respondents essentially argue that 2015 modified master plan simply
5 replaces the 82 unit senior assisted and independent living facility with the
6 proposed 45 units of Senior Assisted living or Housing With Services and 12
7 units of Memory Care. On the surface that seems to us to be a potentially
8 sustainable response. The city now has the benefit of petitioner's arguments
9 that the city cannot assume the fewer units will result in fewer or less intense
10 public facility impacts. On remand the city will have an opportunity to adopt
11 supplemental findings, including any interpretive supplemental findings it may
12 want to adopt, to address petitioner's arguments. We also note that
13 respondents' contention that the appealed modification that replaces an 82 unit
14 facility with a 57 unit facility would have fewer rather than greater public
15 facility impacts would be much stronger if there were some expert testimony to
16 the effect that the impact study that was performed to support the 2010 master
17 plan modification is adequate to support the 2015 master plan modification as
18 well, given the nature of the modification.[12] Finally, as far as we can tell, the

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[12] Intervenor-respondent cites to argument presented by the applicant's attorney below. Intervenor-Respondent's Brief 15-17. We do not believe testimony by the applicant's attorney, who as far as we know has no particular expertise in assessing the impacts assisted living facilities may have on public facilities, is substantial evidence that the modified proposal will have fewer

record in this appeal does not include the impact study that was prepared to support the 2010 master plan modification. If the city is relying on that impact study to excuse intervenor from preparing a new one, it would seem obvious that the 2010 impact study needs to be included in the record.

2. Failure to Approve as a Major Modification

Petitioner contends the city erred by failing to approve the proposed modification as a major modification. Respondents answer that although the applicant argued below that the proposal could be approved as a minor modification, planning staff disagreed because the location of buildings was changed by more than 25 feet. *See* n 11. Moreover, the 2015 modified master plan was reviewed and approved as a major modification. Record I, 426, 428, 430. Respondents appear to be correct. If so, on remand, the city council may adopt the planning staff's explanation that the proposed modification was reviewed and approved as a major modification.

3. The Proposal is a Substantially New Proposal

As explained above, under SDC 4.1.700.J.2, a major modification cannot be approved if it is "a substantially new proposal[.]" Petitioner argues that assuming the city council intended to rely on the city council staff report to find that the proposed modification is not "a substantially new proposal[,]" that

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impacts than the approved 2010 master plan proposal. *Weaver v. Linn County*, 40 Or LUBA 203, 209-10 (2001); *Wuester v. Clackamas County*, 25 Or LUBA 425, 437 (1993).

1 finding is inadequate because it simply concludes without explanation that the
2 proposed modification "is not a new proposal[.]" Record I, 118.

3 We agree with petitioner that something more than that unexplained
4 conclusion is required, but we disagree with petitioner's suggestion that the
5 required comparison in determining whether the modified master plan is
6 accurately viewed as "a substantially new proposal" requires a comparison of
7 the 82-unit senior assisted and independent living facility with the proposed 45
8 units of Senior Assisted living or Housing with Services and 12 units of
9 Memory Care. To us the correct comparison would appear to be a comparison
10 of the 2010 master plan proposal, as a whole, and the 2015 master plan
11 proposal, as a whole. The 2010 master plan approved a 10-phase, 30-acre
12 mixed use development, which includes an 82-unit senior assisted and
13 independent living facility on five of the 30 acres. The 2015 master plan
14 proposes the same 10-phase, 30-acre mixed use development, but with 45 units
15 of Senior Assisted living or Housing with Services and 12 units of Memory
16 Care on the same five acres, instead of the 82-unit senior assisted and
17 independent living facility. Based on that comparison, we tend to agree with
18 respondents that the modified master plan is not "a substantially new
19 proposal[,]" but on remand the city will have the opportunity to adopt findings
20 that more adequately explain that position, along with any interpretations of the
21 relevant SDC criteria it believes are appropriate.

22 We do not resolve the third and fourth assignments of error.

1 **CONCLUSION**

2 In accordance with our resolution of the second assignment of error, the
3 city's decision is remanded to more adequately identify the findings that the
4 city council wishes to adopt to support its decision.

5 The city's decision is remanded.

BRIX LAW

May 6, 2016

Laura Craska Cooper
lcooper@brixlaw.com

City of Sisters City Council
c/o Patrick Davenport
Community Development Director
VIA E-MAIL: pdavenport@ci.sisters.or.us

RE: File No. AP 15-02/MOD 15-05/SP 15-01
Proceedings on Remand from LUBA of LUBA No. 2015-063

Dear Mayor Frye and City Councilors:

As you know, Laurie Craghead and I represent McKenzie Meadow Village LLC ("McKenzie") in the above-referenced matter. This letter is to outline the issues remanded by the Oregon Land Use Board of Appeals ("LUBA") and to request specific findings by the City Council. We present our information and arguments in the outline format in the hope that it will assist the Council in easily identifying the issues and arriving at a determination.

The following is what we respectfully request the City Council find on remand.

1. The first phase of the modified structure need not have all three types of living required by the amended annexation agreement: 1) senior (55 years old and older) assisted living; 2) senior independent living; 3) non-senior assisted living.

    a. The proposal is for 57 units, all of which will qualify as assisted living units per the "Assisted Living Facility" definition in SDC 1.3.300.

    b. The 12 units for those with memory impairment, while meeting the City Code definition, will not be licensed by the state as assisted living units. They will, however, have the services that qualify as assisted living units. See Exhibit A, letter from Kevin Cox dated April 26, 2016, attached and incorporated by reference herein.

    c. All of the units qualify within the definition of "Residential Care Facility" in SDC 1.3.300, an allowed use in the Multi-Family Residential zone.

    d. The amended annexation agreement requires that only a portion of the senior living center must be built in the first phase.

        1) Not all three types of living units must be provide in the same building or in the same phase.

        2) Nothing in the amended annexation agreement requires that all the components be included in the same structure.

        3) The independent living units can be built in a later phase.

{00062288;1}

4) The amended annexation agreement specifically allows for the construction of a "senior apartment complex and the medical facility" prior to the completion of the entire Senior Assisted Living Center.

5) The senior apartment complex, 26-unit affordable senior lodge and the 8 senior cottages will constitute the "senior independent living" component of the Senior Living Center.

6) The Phase map on page 3 of the staff report to the Planning Commission for the June 18, 2015 hearing shows that sufficient space is available in the area marked for Phase 1 for the required senior independent living.

7) The site plan at page 500 of the record for LUBA No. 2015-063 shows that there is additional space on the lot for the construction of an additional wing to be added to the senior living facility that could be for any of the three required types of living units.

e. Nothing in the Burden of Proof statement for this modification application or in any subsequent applicant submittals limits the units to seniors.

1) The only limit is for the 12 memory care units, and that limit does not relate to age, but rather to a need for living assistance as a result of memory impairment.

2) Non-seniors can live in either the assisted living or the memory care units.

f. No condition of approval is necessary to assure the building of the senior independent living units because those are already required by the original Master Plan and the modification does not propose to change that use.

2. McKenzie now agrees with staff that the application is a Type III Major Modification application.

a. Because the application changes the alignment of the structure by more than 25 feet, the application is a Major Modification requiring the Type III application procedures be followed.

b. At all times, the City processed the application as a Type III application with the appropriate notices and review by the Planning Commission and by the City Council on appeal.

3. A new impact study is not required.

a. As noted in the Record at pg 487-488, City Public Works Staff found no additional road, water, or sewer mitigation needed on any of those public facilities.

b. Additionally, the record includes Exhibits B and C, letters from Jim Frost and Scott Ferguson, dated April 26, 2016 and May 6, 2016, respectively, attached

and incorporated by reference herein, stating that this proposal will have fewer impacts than the original, larger proposal.

c. The testimony of members of the public expressing concerns about traffic impacts was directed at the impacts upon full build-out of the Village project.

1) The testimony was not specifically directed at this modification.

2) Such evidence is a collateral attack on the prior impact studies with no evidence as to why they were insufficient.

3) Thus, the testimony is not substantial evidence of a need for new impact studies for a modification that reduces the size of the originally proposed structure.

d. The City Public Works Staff findings and the letters from Kevin Cox, Jim Frost and Scott Ferguson are substantial evidence the new proposal will not have any more impacts than what was analyzed in the original impact studies.

e. As noted in the Staff Report to the Planning Commission for its June 18, 2015 hearing, all other conditions of approval from the original Master Plan approval as modified in 2012 regarding public facility and transportation system improvements required remain in effect.

f. The inclusion of the memory care units will not create additional impacts

1) Speculation by some who presented testimony in the prior proceedings that memory care patients will escape the facility and cause traffic impacts is not substantial evidence of impacts.

2) Such speculation assumes the facility will not do its job in meeting all standards in maintaining the safety of its residents. The City Council will not make this assumption.

3) A new impact study is not necessary to address such speculation.

g. The applicant proposed and will be required to provide landscaping and screening that will further mitigate noise, sight and smell impacts as noted in the staff report.

h. Because of the fewer number of units, fewer vehicle trips than the original proposed 82-unit facility and the fact that nothing else will substantially change from the original proposal, the modification will not result in any additional noise impacts.

i. Because the record includes substantial evidence that impacts from the modification will be reduced or remain the same, the original impacts studies for the 2010 application are sufficient to satisfy the requirement in SDC 4.1.700(A)(7) for an impact study for a Type III application.

4. The proposed modification is not a substantially new proposal.

a. This modification application is still for a structure to be built in phase 1 out of 10 phases under the McKenzie Meadow Village Master Plan resulting in only 1/10th of the entire Master Planned project being modified.

b. The proposed use of the structure with this modification is still for a senior living facility in Phase 1.

c. Nothing in the 82-unit approval specified the types of living units for that facility, although it was also called a senior living center.

d. The current proposal is for 57 units of both senior and non-senior assisted living.

e. The modification will merely be for fewer units than what were planned to be built under the prior approval.

5. With a few exceptions, the Staff Report to the Planning Commission for its June 18, 2016 (LUBA Record at 132) hearing and to the City Council responding to the Appellant's statements dated July 2, 2015 (LUBA Record at 111) are adopted by the City Council and are to be included in the final decision.

a. LUBA already decided that any procedural error in the Planning Commission proceedings was remedied in the City Council proceedings and the City Council need not make further findings on that issue.

b. The City Council need not issue any findings regarding the expiration of the master plan because Pinnacle's appeal of the City's approval of extension of the Master Plan was dismissed by LUBA.

c. Staff will incorporate in the remand final decision the prior staff findings appropriate to these proceedings.

We thank you for this opportunity to present these basic findings to be revised by staff for your final review.

Sincerely,

Laura Craska Cooper

LCC/lts

cc: Bill Willitts
Kevin Cox
Laurie Craghead

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

595 SW BLUFF DRIVE, SUITE B | BEND, OR 97702 | P 541.508.7710

April 26, 2016
Parametrix No. 297-7445-001

City of Sisters
Attn: Patrick Davenport
Planning Director
PO Box 39
Sisters, OR 97759

Re: McKenzie Meadows Village LLC
LUBA NO. 2015-063
2015 Master Plan Modification
Impact on Public Facilities

Dear Patrick:

McKenzie Meadow Village, LLC requested that I review the impact study that was performed to support the 2010 Master Plan Modification, and the changes proposed in the 2015 Master Plan Modification.

The Sewer System Impact Statement completed by Westridge Development Services LLC June 10, 2010 has an EDU calculation table on pg 2 of 5. To update this Table to match the 2015 Master Plan Modification, replace the first row of the table: *82 units of Senior Lodge (SL1) at 0.7 EDU per unit equals 57.4 EDU* with: *45 Assisted Living plus 12 Memory Care + 22 Future Expansion (sums to 79 units) at 0.7 EDU/unit = 55.3 EDU.* All other rows stay the same so the EDU total of 217.4 reduces to 215.3.

The proposed uses in the 2015 Master Plan Modification result in fewer Equivalent Dwelling Units (EDUs) than the 2010 Master Plan Modification. Please note that there is no difference in EDU measurements for senior assisted living, non-senior assisted living, and memory care units. The reduction in EDUs means that the impacts from the modification to existing sewer and water systems as well as any other affected Public Facilities will actually be lower than original impacts.

Sincerely,

Parametrix

James E. Frost, PE
Senior Project Manager

FERGUSON & ASSOCIATES, INC.
Transportation Planning/Traffic Engineering

May 6, 2016
#01482

Bill Willits
251 South Elm Street
Sisters, OR 97759
bill.willitts@fivepinelodge.com

re: Trip Generation Assessment for Assisted Living Facility – Sisters, Oregon

INTRODUCTION

As requested, we have prepared this assessment trip generation for a senior housing facility. On September 8, 2011, the City of Sisters approved a change in the McKenzie Meadows master to include an 82 room assisted living facility and a small maintenance building.

More recently, the plan was modified from an 82 unit assisted living facility to 45 units of assisted living with 12 units for memory care.

The purpose of this report is to demonstrate the already an approved plan for an 82 unit assisted living facility requires no further traffic analysis for a smaller facility, since there would be an overall reduction in trip generation.

ANALYSIS

There is no significant difference in the trip generation for an assisted living facility with a memory care unit compared to one with out. Traffic impact studies base their findings on a series of analytical steps that begin with a forecast of trip generation. The standard approach for this first step is to use a trip-generation rate from an ITE Publication called *Trip Generation*. This publication includes land use category (ITE Land Use Code 254) called "Assisted Living." A description of this land use from *Trip Generation* follows.

> *"Assisted living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents, and services include dining, housekeeping, social and physical activities, medication administration and transportation. Alzheimer's and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care – which is limited in nature – is not required."*

As per the above description of "Assisted Living," this land use category appropriately describes either the 82 unit facility or the smaller facility -- 45 units of assisted living plus 12 units of memory care (20 beds). Accordingly, the same trip rate would be used for either project and the resulting trip generation would be smaller for the new proposal.

Trip generation for assisted living facilities was be forecast using the trip generation rates found in the ITE publication, *Trip Generation* (9th Edition), using land use code 254. The p.m. peak hour trip rate for this land use is 0.22 trips per bed during the p.m. peak hour and 2.66 trips per unit per day. The forecast was for 18 p.m. peak hour trips and 173 daily trips for the 82 bed facility. As shown below, the smaller facility would generate fewer trips.

TABLE 1– TRIP GENERATION FORECAST WITH REVISED ASSISTED LIVING CENTER

ITE LAND USE	SIZE (BEDS)	PM PEAK HOUR TRIP ENDS			DAILY
		IN	OUT	TOTAL	
254 Assisted Living (Proposed)	65	6	8	14	173
254 Assisted Living (Previous Proposal	82*	8	10	18	218

* It is not known how many beds were to be provided in the 82 unit facility; however, if there were two-bedroom units, the trip generation for this facility would be higher.

As shown, the trip generation for the current proposal would generate less traffic than the facility already studied.

CONCLUSIONS

The proposed modification would result in a reduction of traffic. As such, no further traffic analysis is required for the new proposal, which generates less traffic than the 82 unit assisting living facility, which has already been approved for development.

* * * * *

It is trusted that this analysis will assist the City of Sisters in evaluating the parking needs for this development. Please feel free to contact me if you have any questions or comments regarding this analysis.

Very truly yours,
FERGUSON & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
68840 PE
OREGON
JUL. 9, 2001
GATHEL SCOTT FERGUSON
EXPIRATION DATE: 12/31/17

Scott Ferguson, PE

AGEIA
HEALTH SERVICES

April 26, 2016

Patrick Davenport, AICP
Community Development Director
City of Sisters
520 E. Cascade Avenue
Sisters, OR 97759

RE: File no. SP 15-01

Dear Mr. Davenport,

The purpose of this letter is to provide clarification regarding the proposed use our Assisted Living and Memory Care Community. The Assisted Living portion of our building will have 45 living units, while the Memory Care portion will have 12 living units. Both the Assisted Living and Memory Care portions of the community will be licensed by Oregon Department of Human Services and both will be available to senior assisted living and non-senior assisted living residents .

I hope this gives you clearer picture of the type of residents our community will serve.

Sincerely,

Kevin Cox
President/CEO

205 SE Wilson Avenue, Suite 1 • Bend, OR 97702 • 541.389.8929
www.ageia.net

The Amber, Bridgecreek Memory Care, Moran Vista Senior Living, Solvang Retirement Living, SouthTowne Living Center, Valley View Assisted Living, and Woodway Senior Living

TRANSPORTATION IMPACT ANALYSIS

PROJECT McKenzie Meadows
LOCATION Sisters, OR

CLIENT Bill Willits
DATE June 23, 2008

P.O. Box 1336 Bend, OR 97709 PHONE 541.617.9352 FAX 541.610.1504 EMAIL info@traffic-team.us

FERGUSON & ASSOCIATES, INC.
Transportation Planning/Traffic Engineering

TABLE OF CONTENTS

EXECUTIVE SUMMARY i
Study Area i
Findings and Conclusions i
Highway 20 and McKinney Butte Road i
Other Intersections ii
INTRODUCTION 1
Purpose and Objectives 1
Proposed Development 1
Site Location and Study Area 1
Project Phasing and Land Use Assumptions 3
Site Access 3
AREA CONDITIONS 5
Existing Land Uses 5
Existing Zoning 5
Existing Street Network 5
Existing Traffic Flow and Conditions 8
Other Development 8
Seasonally Adjusted 10
Committed or Planned Street Improvements 10
Local and State Programs, Policies, and Regulations 13
The City of Sisters Transportation System Plan 13
The Oregon Highway Plan (OHP) 13
TRAFFIC FORECAST 14
Traffic Flow Forecast Without Project 14
Existing Traffic Conditions 14
Year 2010 Flow without Project Forecast 14
Year 2016 Flow without Project Forecast 16
Site Generated Traffic 16
Trip Generation 16
Modal Split 18
Trip Distribution and Assignment 19
Traffic Flow Forecast With Project 19
Existing Conditions with Project Forecast 19
Year 2010 Flow with Project Forecast 19
Year 2016 Flow with Project Forecast 19
Site Traffic Contribution 19
TRAFFIC ANALYSIS 26
Intersection Operations 26
Highway 20 and McKinney Butte Road/Barclay Road (Existing Conditions) 26
Highway 20 and McKinney Butte Road/Barclay Road (Year 2010) 27
Highway 20 and McKinney Butte Road/Barclay Road (Year 2016) 27

Highway 20 and Hood Avenue (Existing Conditions) 28
Highway 20 and Hood Avenue (Year 2010) 28
Highway 20 and Hood Avenue (Year 2016) 29
Cascade Avenue and Pine Street (Existing Conditions) 29
Cascade Avenue and Pine Street (Year 2010) 30
Cascade Avenue and Pine Street (Year 2016) 30
Highway 242/McKenzie Highway and Hood Avenue (Existing Conditions) 31
Highway 242/McKenzie Highway and Hood Avenue (Year 2010) 31
Highway 242/McKenzie Highway and Hood Avenue (Year 2016) 32
Highway 242/McKenzie Highway and McKinney Butte Road (Existing Conditions) 32
Highway 242/McKenzie Highway and McKinney Butte Road (Year 2010) 32
Highway 242/McKenzie Highway and McKinney Butte Road (Year 2016) 33
McKinney Butte Road and McKinney Ranch Road (Year 2010) 33
McKinney Butte Road and McKinney Ranch Road (Year 2016) 33
W. Site Access on McKinney Butte Road (Year 2010) 34
W. Site Access on McKinney Butte Road (Year 2016) 34
Visitor Access on McKinney Butte Road (Year 2010) 34
Visitor Access on McKinney Butte Road (Year 2016) 35
E. Site Access on McKinney Butte Road (Year 2010) 35
E. Site Access on McKinney Butte Road (Year 2016) 35
Site Access on McKinney Ranch Road (Year 2010) 35
Site Access on McKinney Ranch Road (Year 2016) 35
Traffic Signal Warrants 36
Speed Change Lanes 36
Left-Turn Warrants 36
Mitigation Measures 37
Highway 20 and McKinney Butte Road 37
FINDINGS AND CONCLUSIONS 38
Highway 20 and McKinney Butte Road 38

LIST OF FIGURES

Figure 1 – Site Location 2
Figure 2 – Site Plan 4
Figure 3 – Existing Lane Configuration and Intersection Controls 6
Figure 4 – Future Year Lane Configuration and Intersection Controls 7
Figure 5 – Existing PM Peak Hour Traffic Flow 9
Figure 6 – PM Peak Hour Trips from Approved Other Development 11
Figure 7 – Existing PM Peak Hour Traffic (Seasonally Adjusted) 12
Figure 8 – PM Peak Hour Traffic – Year 2010 without Project 15
Figure 9 – PM Peak Hour Traffic – Year 2016 without Project 17
Figure 10 – PM Peak Hour Trip Distribution and Assignment 20
Figure 11 – PM Peak Hour Trip Distribution & Assignment – Year 2016 21
Figure 12 – PM Peak Hour Traffic – Existing Conditions with Project 22
Figure 13 – PM Peak Hour Traffic – Year 2010 with Project 23
Figure 14 – PM Peak Hour Traffic – Year 2016 with Project 24

LIST OF TABLES

Table 1 – Other Development 8
Table 2 – Trip Generation Rates 16
Table 3 – Trip Generation Forecast 18
Table 4 – Site Traffic Contribution 25
Table 5 – ODOT Mobility Standards 26
Table 6 – PM Peak Hour Operations – Highway 20 and McKinney Butte Road 28
Table 7 – PM Peak Hour Operations – Highway 20 and Hood Avenue 29
Table 8 – PM Peak Hour Operations – Cascade Avenue and Pine Street 31
Table 9 – PM Peak Hour Operations – McKenzie Highway and Hood Avenue 32
Table 10 – PM Peak Hour Operations – McKenzie Hwy and McKinney Butte Rd. 33
Table 11 – PM Peak Hour Operations –McKinney Butte Rd./ McKinney Ranch Rd. 34
Table 12 – PM Peak Hour Operations –W. Site Access on McKinney Butte Rd. 34
Table 13 – PM Peak Hour Operations – Visitor Access on McKinney Butte Rd. 35
Table 14 – PM Peak Hour Operations – E. Site Access on McKinney Butte Rd. 35
Table 15 – PM Peak Hour Operations –Site Access on McKinney Ranch Road 36

APPENDICES

Appendix A – Intersection Count Summaries
Appendix B – Approved Other Developments
Appendix C – Peak Month Adjustment
Appendix D – Level of Service Calculations
Appendix E – Peak Hour Warrants
Appendix F – Left-Turn Lane Guidelines

EXECUTIVE SUMMARY

This study addresses the traffic impacts of a mixed use neighborhood that would include a 3,000 square foot medical office, 48 apartment units, 12 townhouses, 33 cottages, 36 senior cottages, and 134 units of senior lodging, for a total of 236 dwellings. The proposed project would be completed in eleven phases over a 6-year period. The site for the proposed development is located off McKinney Butte Road in Sisters, Oregon. This study focuses on p.m. peak hour traffic operations at the site access and nearby higher-order (collector and arterial streets) intersections. The analysis was conducted for the years 2010 and 2016 with and without the proposed project. This study addresses key transportation issues such as roadway capacity, sight distance, traffic signal warrants, left-turn lane warrants, and site access.

STUDY AREA

Since the City of Sisters does not have a traffic impact policy that strictly defines the extent of a study or the required study area, a study area was selected that includes higher order intersections in the same part of town as the project. We believe this is a reasonable study area. ODOT has indicated that the study area should include intersections which are farther from the site. This will be addressed separately outside of this report, as required. The study-intersections addressed in this report include:

- Highway 20 and McKinney Butte Road/Barclay Drive;
- Highway 20 and Hood Avenue;
- Highway 20/Cascade Avenue and Pine Street;
- McKenzie Highway and Hood Avenue;
- McKenzie Highway and McKinney Butte Road;
- McKinney Butte Road and McKinney Ranch Road; and
- All site access locations.

FINDINGS AND CONCLUSIONS

At full build-out the proposed mixed-use project was forecast to generate110 p.m. peak hour trips and 1,332 daily trips. Significant impacts are discussed below.

Highway 20 and McKinney Butte Road - The intersection of Highway 20 and McKinney Butte Road was forecast to exceed ODOT mobility standards in the year 2010 without project scenario with the existing stop controls. The current TSP calls for either a traffic signal or a roundabout. The current plan shows a funded improvement at this intersection amounting to $1.0 million sometime

between 2009 and 2013. A traffic signal would not be permitted until such time that intersection meets a least one of the signal warrants. Warrants are not met with existing and project traffic. It may be a number of years before a signal warrant is met. The City is also planning to study the viability of a roundabout at this location.

ODOT mobility standards would be met in the year 2010 and in the year 2016 (for conditions with or without the proposed project) if the planned and funded traffic signal were installed. If currently approved land uses were to build-out by 2016continues at the current rate, the ODOT preliminary traffic signal warrant would be met sometime before the year 2016, with or without the proposed project.

Under existing conditions the intersection meets the ODOT mobility standards with the stop-control for conditions with and without the proposed project. The intersection should be monitored as traffic volumes increase such that a traffic signal could be installed at an appropriate time.

Other Intersections -- All other study-intersections would meet ODOT mobility standards and City of Sisters' operational standards. While it was not included in this study, previous traffic studies found that the intersection of Locust Street and Highway 20 does not meet ODOT mobility standards. There is a planned (traffic signal or roundabout) and funded (year 2009 to 2013) improvement to address this intersection's needs.

INTRODUCTION

This study addresses the traffic impacts of a mixed use neighborhood that would include a 3,000 square foot medical office, 48 apartment units, 12 townhouses, 33 cottages, 36 senior cottages, and 134 units of senior lodging, for a total of 263 dwellings. The site for the proposed development is located off McKinney Butte Road in Sisters, Oregon. This study focuses on p.m. peak hour traffic operations at the site access and nearby higher-order (collector and arterial streets) intersections. The analysis was conducted for the years 2010 and 2016 for conditions with and without the proposed project. This study addresses key transportation issues such as roadway capacity, sight distance, traffic signal warrants, left-turn lane warrants, and site access.

PURPOSE AND OBJECTIVES

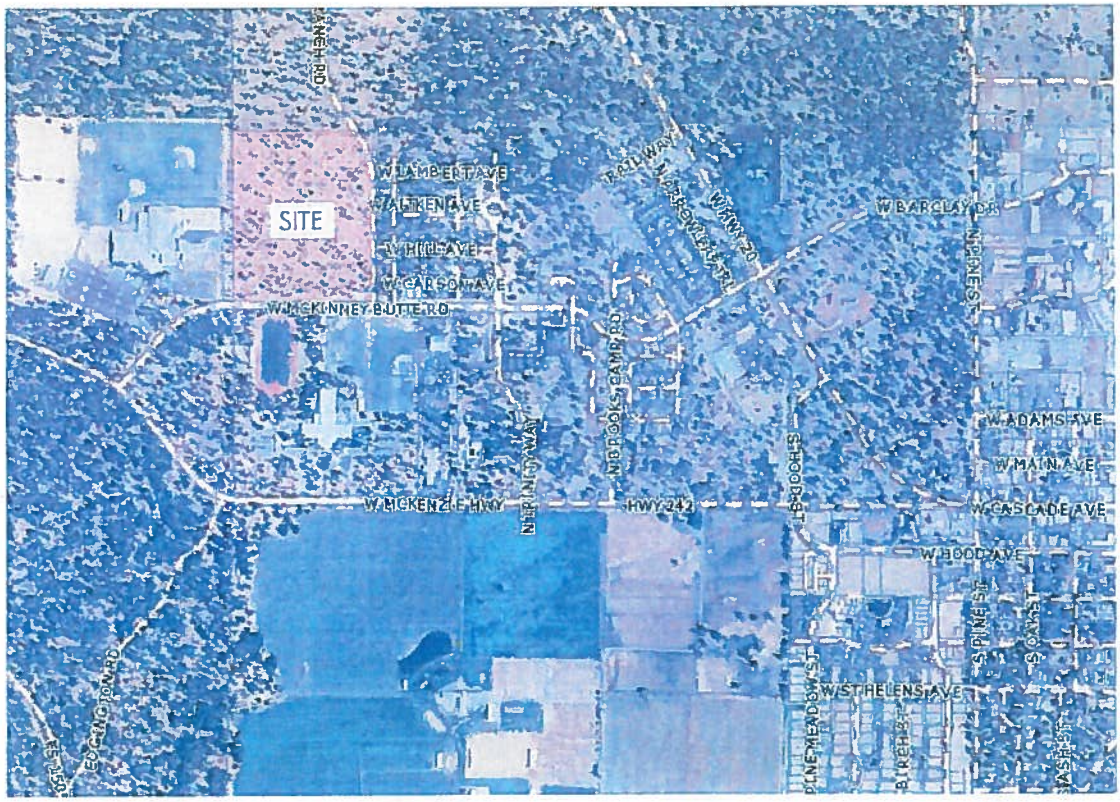
This study has been performed for submission to the City of Sisters. Since the City of Sisters does not have a detailed traffic impact policy, the scope of work was established to reasonably address potential impacts in the vicinity of the site. The purpose of this study is to facilitate planning for future transportation facilities and intersection controls.

PROPOSED DEVELOPMENT

The proposed project is for a 3,000 square foot medical office, 48 apartment units, 12 townhouses, 33 cottages, 36 senior cottages, and 134 units of senior lodging. The proposed project would be completed in eleven phases. The amount of development for each phase of the development is outlined in detail in the Traffic Forecast section of this report.

SITE LOCATION AND STUDY AREA

The site for the proposed development is located off McKinney Butte Road just west of McKinney Ranch Road, as shown in Figure 1. Access points and key local street intersections with collector or arterial streets were assessed in terms of general



Source: Deschutes County LAVA 5

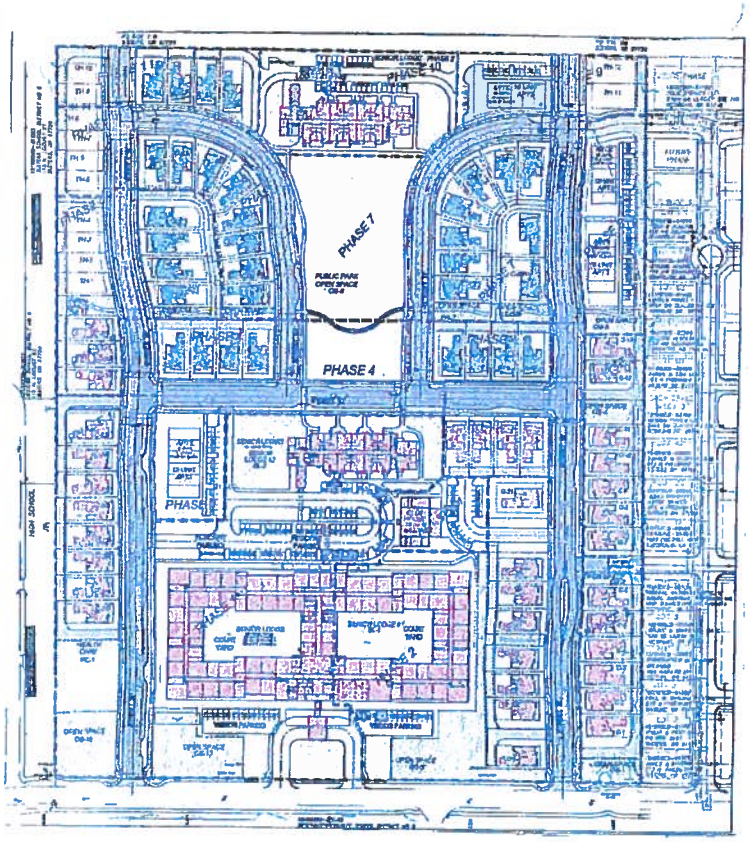
Site Location

McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#01186
June 7, 2010

Figure 1

Ferguson & Associates, Inc.



WEST RIDGE
DEVELOPMENT SERVICES LLC
1180 SW Lake Road, Suite 204
Redmond, OR, 97756
PH: (541) 526.0530 FAX: (541) 526.0790
SISTERS / DESCHUTES OREGON

Site Plan

McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#01186
June 7, 2010

Figure 2

Ferguson & Associates, Inc.

safety considerations (sight distance and the need for turn lanes, etc.) and higher order (arterial/collector) intersections that experience an increase in p.m. peak hour trips were included in the study area and were reviewed in terms of operational capacity. All site entrances are also analyzed. For this analysis, Highway 20 was considered a north-south street. The following study intersections were analyzed for this report:

- Highway 20 and McKinney Butte Road/Barclay Drive;
- Highway 20 and Hood Avenue;
- Highway 20/Cascade Avenue and Pine Street;
- McKenzie Highway and Hood Avenue;
- McKenzie Highway and McKinney Butte Road;
- McKinney Butte Road and McKinney Ranch Road; and
- All site access locations.

Project Phasing and Land Use Assumptions

The proposed project was assumed to be completed in eleven phases. Each phase of the development is outlined in detail in the Traffic Forecast section of this report.

Site Access

The site would be accessed off McKinney Butte Road and McKinney Ranch Road. The access is illustrated in Figure 2.

AREA CONDITIONS

The characteristics of the surrounding street network, existing uses, and current zoning are presented in this section. Other developments that are currently planned have been considered in this analysis and are presented herein. Finally, relevant policies and plans for future street improvements in the vicinity of the proposed project are discussed.

EXISTING LAND USES

The site is not occupied by any significant buildings.

EXISTING ZONING

The site is currently zoned UAR 10. The proposed zoning is MFR (Multi Family Residential zone) and PF (Public Facilities, for the health center). The site for the health care facility is 0.32 acres.

The Current Comp Plan designation is R (Residential). It was designated for R in 2005, when there was demand for additional 25 acres to support low density residential. The proposed comprehensive plan designation is R-MFSD.

An application for a change to the zoning and comprehensive plan map designation has been submitted to the City of Sisters for concurrent approval with this master-plan application.

EXISTING STREET NETWORK

This report analyzes traffic impacts on Highway 20, Highway 242, Hood Avenue, Pine Street, McKinney Butte Road, Barclay Drive, and McKinney Ranch Road. Existing lane configurations and intersection controls at study intersections are illustrated in Figure 3. Future year lane configurations and intersection controls are illustrated in Figure 4. These are funded and planned improvements in the year 2030 TSP. The timing of improvements is discussed later in this report.

Figure 3 – Existing Lane Configuration and Intersection Controls

Figure 4 – Future Year Lane Configuration and Intersection Controls

Existing Traffic Flow and Conditions

PM peak period traffic counts were conducted at the study intersections in 15 minute intervals between 4:00 p.m. and 6:00 p.m. Intersection count data summaries can be found in Appendix A. The traffic flow shown in Figure 5 does not include trips expected to be generated by approved projects (other development) in the area.

Other Development

The study considered a number of other development projects which are approved and under construction. Trips generated by these developments were obtained from the City of Sisters and our records. The total vehicle trips at each intersection were modified to account for development that has already occurred. Trip generation data and traffic assignments for each project can be found in Appendix B.

Developments shown in Table 1 were identified by the City of Sisters and have been considered in this study. As shown in Table 2, the p.m. peak hour forecast was reduced to account for development that has been partially completed. The reductions were based on a conversation with the City and a (partial) inventory conducted on July 1, 2007. Adjustments were made to account for project which have been developed but are only partially occupied. This reduction is reasonable provided that the buildings were fully occupied at the time the traffic counts were conducted. The additional intersection traffic forecast from in-process development is shown in Figure 6.

Table 1 – Other Development

Name of Development	Total PM Peak Hour Forecast	Percent Developed	Remaining Trips*
Saddlestone Residential	85	5	81
Village at Cold Springs	315	8	290
Village Meadows	59	0	59
Sun Ranch Industrial	205**	0	205
Three Sisters Industrial	205**	0	205
New Sisters Village	464	69	144
Black Butte Crossing	180	0	180
Sisters Village Hotel	64	0	64
Sisters Center	611	94	37
Total	**2,249**		**1,265**

Notes: *The remaining trips have been added to the p.m. peak hour traffic flows. **A p.m. peak hour trip cap was placed on these developments no transportation impact analysis was submitted.

Figure 5 – Existing PM Peak Hour Traffic Flow

Seasonally Adjusted

ODOT development review standards suggest the counts conducted on ODOT facilities be adjusted seasonally to reflect the peak month traffic flow. The adjustment calculations were done for all study intersections on ODOT facilities. For this analysis the seasonal fluctuations in traffic flow on Highway 20 and on Highway 242 were measured at one location on the highway. ATR 09-015, located at mile post 9.25 (0.47 miles northwest of Innes Market Road) was used. The seasonal adjustment factor was calculated to be 1.28 percent as shown in Appendix C. Seasonally adjusted traffic is shown in Figure 7.

Committed or Planned Street Improvements

The City of Sisters' Capital Improvement Plan (CIP) lists projects to be completed in the City of Sisters. In the study area, there are several planned improvements listed in the current CIP. These projects are:

- Installation of a traffic signal or multi-lane roundabout at the intersection of Highway 20 and McKinney Butte Road/Barclay Drive – Project timing between 2009 and 2013;
- Construction of the Sisters Couplet – Low Priority; and,
- Vehicle Action Plan: Highway 20/Cascade Avenue and Pine Street improvements. Turn restrictions (Right Turn Only) from NB and SB Pine Street: Project is funded. Project timing between 2009 and 2013.

This study assumed that the traffic signal at Highway 20 and McKinney Butte Road/Barclay Drive would be installed when warranted. Alternatively, roundabouts may be used. For the purposes of this traffic study, the intersections were analyzed assuming existing geometry and traffic controls. Planned and funded improvements were used for mitigation.

Figure 6 – PM Peak Hour Trips from Approved Other Development

Figure 7 – Existing PM Peak Hour Traffic (Seasonally Adjusted)

Local and State Programs, Policies, and Regulations

There are two adopted Transportation Plans that regulate transportation facilities in the City of Sisters: Sisters Transportation System Plan and the Oregon Highway Plan.

The City of Sisters Transportation System Plan - This document contains the long term Transportation System Plan (TSP) and is implemented by supporting city ordinances. The TSP sets out the future roadway network and standards for new streets constructed in the network and standards for retrofitting existing streets. It is required that new local streets, when constructed must include sidewalks and new major collector and major or minor arterial streets must include sidewalks and bike lanes. The City may require right-of-way dedication to make necessary improvements.

The Oregon Highway Plan (OHP) - sets the acceptable mobility standards for all state highways and streets. When the mobility standard is not met, ODOT typically requests that the developer provide mitigation that would improve traffic conditions to what they would be without the project. The City of Sisters has the authority in land use decisions such as building approvals and in this type of land use action ODOT's role is that of a commenting agency. ODOT has authority over access to its state highway system. When it comes to a question of access to the state highway, ODOT has the final decision authority.

TRAFFIC FORECAST

Traffic forecasts are presented in this section for year 2010 and year 2016 for conditions with and without the project. Trips generated by the project as well as other growth in the area are considered. The section concludes with a table showing the percentage increase in traffic at the study intersections due to the project.

TRAFFIC FLOW FORECAST WITHOUT PROJECT

Traffic flow was forecast for the study-year horizons without the addition of traffic from the proposed development. The purpose of the no-project scenarios is to allow one to compare the operational characteristics between a with-project and a no-project scenario so that the relative impacts of the proposed project may be understood.

Existing Traffic Conditions - The existing traffic conditions without the project are illustrated in Figure 7. The existing traffic count was adjusted to reflect the peak month. Other approved developments are not included in this forecast.

Year 2010 Flow without Project Forecast - Year 2010 traffic flow without the project is illustrated in Figure 8. The forecast includes the existing p.m. peak hour traffic counts that were adjusted to reflect the peak month and include trips from the approved area developments.

The annual growth rate used varied depending on the intersection. For local street intersections, a growth rate of 1.0 percent was used. A growth rate of 4.2 percent was used for eastbound and westbound through movements on Highway 242 and a growth rate of 2.1 percent was used for northbound and southbound on Highway 20.

Figure 8 – PM Peak Hour Traffic – Year 2010 without Project

Year 2016 Flow without Project Forecast - Year 2016 traffic flow without the project, as illustrated in Figure 9, was forecast by factoring the year 2010 p.m. peak hour traffic flow upwards by an annual growth factor (as an annually compounded growth rate) at all study intersections. These volumes were then added to the approved other development trips. The growth factors are consistent with overall growth forecasts for the City of Sisters.

SITE GENERATED TRAFFIC

Daily and p.m. peak hour trips generated by the proposed project were forecast. The forecast considered pass-by trips and modal split. The p.m. peak hour trips were then distributed and assigned to the study area network.

Trip Generation - The proposed mixed use neighborhood would include a 3,000 square foot medical office, 48 apartment units, 12 townhouses, 33 cottages, 36 senior cottages, and 134 units of affordable senior lodging. Future trips generated by the project were forecast using trip generation rates found in the 8th Edition of Trip Generation (ITE, 2008) as shown in Table 2.

TABLE 2 – TRIP GENERATION RATES

ITE LAND USE CODE	LAND USE	IND. VARIABLE	TRIP ENDS RATE		IN/OUT SPLIT (PERCENT)	
			PM PEAK HOUR	DAILY	PM PEAK HOUR	DAILY
720	Medical Office	t.s.f.	3.46	36.13	27/73	50/50
220	Apartment	units	0.62	6.65	65/35	50/50
230	Condo/Townhouse	units	0.52	5.81	67/33	50/50
210	Single Family Residential	units	1.01	9.57	63/37	50/50
251	Senior Housing – Detached	units	0.27	3.71	61/39	50/50
252	Senior Housing – Attached	units	0.16	3.48	60/40	50/50

Notes: Source Trip Generation (ITE, 8th Edition, 2008).

The proposed mixed use neighborhood was forecast to generate 110 p.m. peak hour trips and 1,332 daily trips at build-out, as shown in Table 3. Each phase of the proposed development is also outline in Table 3.

Figure 9 – PM Peak Hour Traffic – Year 2016 without Project

TABLE 3 – TRIP GENERATION FORECAST

ITE LAND USE	SIZE	PM PEAK HOUR TRIP ENDS			DAILY
		IN	OUT	TOTAL	
PHASE 1					
Senior Housing - Attached	42 units	4	3	7	146
Senior Housing - Detached	8 units	1	1	2	30
Medical Office	3.0 t.s.f	3	7	10	108
TOTAL PHASE 1		**8**	**11**	**19**	**284**
PHASE 2					
Senior Housing - Attached	40 units	7	4	11	148
Senior Housing - Detached	12 units	2	1	3	45
TOTAL PHASE 2		**9**	**5**	**14**	**193**
PHASE 3					
Senior Housing - Detached	13 units	**2**	**2**	**4**	**48**
PHASE 4					
Single Family Residential	8 units	5	3	8	77
Apartments	12 units	5	2	7	80
TOTAL PHASE 4		**10**	**5**	**15**	**157**
PHASE 5					
Single Family Residential	4 units	3	1	4	38
Senior Housing – Detached	3 units	1	0	1	11
Condo/Townhouse	4 units	1	1	2	23
TOTAL PHASE 5		**5**	**2**	**7**	**72**
PHASE 6					
Single Family Residential	3 units	5	3	8	77
Condo/Townhouse	4 units	1	1	2	23
TOTAL PHASE 6		**6**	**4**	**10**	**100**
PHASE 7					
Single Family Residential	9 units	**6**	**3**	**9**	**86**
PHASE 8					
Apartments	24 units	**10**	**5**	**15**	**160**
PHASE 9					
Apartments	12 units	5	2	7	80
Condo/Townhouse	2 units	1	0	1	12
TOTAL PHASE 9		**6**	**2**	**8**	**92**
PHASE 10					
Senior Housing – Attached	26 units	**2**	**2**	**4**	**90**
PHASE 11					
Single Family Residential	4 units	3	1	4	38
Condo/Townhouse	2 units	1	0	1	12
TOTAL PHASE 11		**4**	**1**	**5**	**50**
TOTAL PHASE 1 – PHASE 11 (BUILD-OUT)		**68**	**42**	**110**	**1,332**

Modal Split - No reduction in vehicle trips was made to account for a potential shift away from the automobile. ITE trip rates are based on observed vehicle trip patterns at each land use and thereby account for a basic amount of non-auto travel.

Trip Distribution and Assignment – The forecast p.m. peak hour trips generated by the proposed project were distributed and assigned to the roadway system as shown in Figure 10 for the year existing conditions and year 2010. A revised trip distribution and assignment map was prepared to reflect roadway improvements in the year 2016, as shown in Figure 11. Distribution percentages are derived from turning movements documented in traffic counts performed for this report combined with a general knowledge of traffic distribution patterns in Sisters and information from previously approved studies. The traffic operations calculations presented within this report are not highly sensitive to distribution assumptions, given the relatively small percentage increase in total intersection traffic at higher-order street intersections.

Traffic Flow Forecast With Project

PM peak hour traffic flow generated by the proposed project was added to the no-project scenarios as discussed below.

Existing Conditions with Project Forecast - The existing conditions with project forecast, as illustrated in Figure 12, was derived by adding the project trips at build-out to the year 2010 without project forecast flow.

Year 2010 Flow with Project Forecast - Year 2010 flow with project forecast, as illustrated in Figure 13, was derived by adding the project trips at build-out to the year 2010 without project forecast flow.

Year 2016 Flow with Project Forecast - The year 2016 flow with project forecast, as illustrated in Figure 14 was derived by adding the project trips at build-out to the year 2016 without project forecast flow.

Site Traffic Contribution

After built and occupied, the proposed project would result in an overall increase in the number of vehicles traveling in the area. The impact at each of the study area intersections for the p.m. peak hour traffic contribution is shown in Table 4 expressed as a percentage of total traffic.

Figure 10 – PM Peak Hour Trip Distribution and Assignment - Existing Conditions & Year 2010

Figure 11 – PM Peak Hour Trip Distribution & Assignment – Year 2016

Figure 12 – PM Peak Hour Traffic – Existing Conditions with Project

Figure 13 – PM Peak Hour Traffic – Year 2010 with Project

Figure 14 – PM Peak Hour Traffic – Year 2016 with Project

TABLE 4 – SITE TRAFFIC CONTRIBUTION

INTERSECTION	FORECAST SCENARIO YEAR								
	YEAR 2010			YEAR 2016			YEAR 2030		
	PROJECT TOTAL (VPH)	INTERSECTION TOTAL* (VPH)	PERCENT OF TOTAL	PROJECT TOTAL (VPH)	INTERSECTION TOTAL* (VPH)	PERCENT OF TOTAL	PROJECT TOTAL (VPH)	INTERSECTION TOTAL* (VPH)	PERCENT OF TOTAL
Highway 20 & McKinney Butte Road/Barclay Drive	91	1,788	5	90	1,906	5	90	2,910	3
Highway 20 & Hood Avenue	75	1,203	6	14	1,249	1	14	1,700	1
Cascade Avenue & Pine Street	76	1,564	5	16	1,644	1	16	2,100	1
McKenzie Highway & Hood Avenue	13	492	3	13	531	2	13	1,065	1
McKenzie Highway & McKinney Butte Road	5	196	3	5	216	2	5	540	1
W. Site Access on McKinney Butte Road	75	336	22	75	352	21	75	323	23
Visitor Access on McKinney Butte Road	77	338	23	77	354	22	77	323	24
E. Site Access on McKinney Butte Road	101	362	28	101	378	27	101	323	31
McKinney Butte Road & McKinney Ranch Road	104	365	28	104	380	27	104	328	32
Site Access on McKinney Ranch Road	5	6	83	5	6	1	5	11	45

Notes: *Total traffic includes proposed project traffic.

TRAFFIC ANALYSIS

This section of the report presents the intersection operations analysis and the findings from other analysis conducted for the study. The operations analysis is essentially a means of assessing the quality of traffic flow at the key study intersections and is used to determine if ODOT standards are met. Other issues are also addressed, including: the potential need for traffic signals; the need for new turn lanes; and, intersection sight distance. Finally, where needs are identified, potential mitigation actions are presented.

INTERSECTION OPERATIONS

Average vehicle delay and volume-capacity ratios were calculated at the study intersections. Existing and future scenarios without traffic from the project were analyzed and compared with scenarios where project traffic was added. Average delay and volume-capacity ratios reflect conditions for the peak hour. Level of service calculations are found in Appendix D.

As per the 1990 Oregon Highway Plan (revised 2005 and adopted 2005), Highway 20 is classified as a freight-route on a state highway and Highway 242 is classified as District Highway therefore ODOT mobility standards for these types of highways outside an Urban Growth Boundary (UGB) would apply. The mobility standards for freight routes on state highways and district highways are shown in Table 5.

TABLE 5 – ODOT MOBILITY STANDARDS

TYPE OF CONTROL	ODOT MOBILITY STANDARDS BY POSTED SPEED (MAXIMUM ACCEPTABLE V/C RATIO)		
	UP TO 35 MPH	40 MPH	45 MPH OR HIGHER
Freight – Routes on State Highways			
Signalized Intersections and Uncontrolled Approaches	0.80	0.75	0.70
Stop Controlled Approaches	0.90	0.85	0.80
District Highways			
All Approaches	0.90	0.85	0.80

ODOT also requests that more conservative analysis assumptions be used. To accommodate this standard request, saturation flow rates were lowered to 1,800 vehicles per hour, rather than the HCM 2000 default value of 1,900 and a peak-hour factor was included.

Highway 20 and McKinney Butte Road/Barclay Road (Existing Conditions) – Under the existing conditions (existing counts seasonally adjusted to the peak month with no in-process trips), as shown in Table 6, the two-way stop controlled

intersection of Highway 20 and McKinney Butte Road/Barclay Road would meet ODOT mobility standards for conditions with and without the proposed project. A planned and funded traffic signal is currently on the CIP to be built by 2013. The worst volume-capacity ratio for any one movement would be 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would be 0.69.

Highway 20 and McKinney Butte Road/Barclay Road (Year 2010) – In the year 2010, as shown in Table 6, the two-way stop controlled intersection of Highway 20 and McKinney Butte Road/Barclay Road would not meet ODOT mobility standards for conditions with and without the proposed project. These forecasts include area development trips that may or may not be on the roadway by this year. A planned and funded traffic signal is currently on the CIP to be built by 2013. The worst volume-capacity ratio for any one movement would be greater than 1.0 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would greater than 1.0.

Highway 20 and McKinney Butte Road/Barclay Road (Year 2016) – In the year 2016, as shown in Table 6, it was assumed that a traffic signal would be installed at this intersection. With a traffic signal the intersection would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio would be 0.51.

TABLE 6 – PM PEAK HOUR OPERATIONS – HIGHWAY 20 AND MCKINNEY BUTTE ROAD

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	ODOT MOBILITY STANDARD MET
Existing Conditions without Project	NB – Left	A	8.6	<0.50	Yes
	SB – Left	A	7.9	<0.50	
	EB – Thru/Left	F	51.3	0.50	
	EB – Right	B	12.4	<0.50	
	WB – Left	E	47.8	<0.50	
	WB – Thru/Right	C	24.8	0.36	
Existing Conditions with Project	NB – Left	A	8.8	<0.50	Yes
	SB – Left	A	7.9	<0.50	
	EB – Thru/Left	F	86.6	0.69	
	EB – Right	B	12.8	<0.50	
	WB – Left	F	68.9	<0.50	
	WB – Thru/Right	D	33.5	0.47	
Year 2010 without Project	NB – Left	A	9.3	<0.50	No
	SB – Left	A	7.9	<0.50	
	EB – Thru/Left	F	>60.0	0.81	
	EB – Right	B	13.8	<0.50	
	WB – Left	F	>60.0	>1.0	
	WB – Thru/Right	F	>60.0	>1.0	
Year 2010 with Project	NB – Left	A	9.6	<0.50	No
	SB – Left	A	7.9	<0.50	
	EB – Thru/Left	F	>60.0	>1.0	
	EB – Right	B	14.5	<0.50	
	WB – Left	F	>60.0	>1.0	
	WB – Thru/Right	F	>60.0	>1.0	
TRAFFIC SIGNAL					
Year 2016 without Project	Overall	C	21.4	0.50	Yes
Year 2016 with Project	Overall	C	21.8	0.51	Yes

Highway 20 and Hood Avenue (Existing Conditions) – Under the existing conditions (existing counts seasonally adjusted to the peak month with no in-process trips), as shown in Table 7, the one-way stop controlled T-intersection of Highway 20 and Hood Avenue would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 20 and Hood Avenue (Year 2010) – In the year 2010, as shown in Table 7, the one-way stop controlled T-intersection of Highway 20 and Hood Avenue would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would

be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 20 and Hood Avenue (Year 2016) – In the year 2016, as shown in Table 7, the intersection would also meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio would also be less than 0.50.

TABLE 7 – PM PEAK HOUR OPERATIONS – HIGHWAY 20 AND HOOD AVENUE

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	ODOT MOBILITY STANDARD MET
Existing Conditions without Project	NB – Left	A	8.2	<0.50	Yes
	EB – Left	C	17.0	<0.50	
	EB – Right	B	10.7	<0.50	
Existing Conditions With Project	NB – Left	A	8.3	<0.50	Yes
	EB – Left	C	18.4	<0.50	
	EB – Right	B	10.9	<0.50	
Year 2010 without Project	NB – Left	A	8.5	<0.50	Yes
	EB – Left	C	22.4	<0.50	
	EB – Right	B	11.6	<0.50	
Year 2010 with Project	NB – Left	A	8.6	<0.50	Yes
	EB – Left	C	24.5	<0.50	
	EB – Right	B	11.9	<0.50	
Year 2016 without Project	NB – Left	A	8.7	<0.50	Yes
	EB – Left	D	25.8	<0.50	
	EB – Right	B	12.2	<0.50	
Year 2016 with Project	NB – Left	A	8.7	<0.50	Yes
	EB – Left	D	26.2	<0.50	
	EB – Right	B	12.2	<0.50	

Cascade Avenue and Pine Street (Existing Conditions) – Under the existing conditions (existing counts seasonally adjusted to the peak month with no in-process trips), as shown in Table 8, the two-way stop controlled intersection of Cascade Avenue and Pine Street would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Cascade Avenue and Pine Street (Year 2010) – In the year 2010, as shown in Table 8, the two-way stop controlled intersection of Cascade Avenue and Pine Street would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be 0.69 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would be 0.79.

Cascade Avenue and Pine Street (Year 2016) – In the year 2016, as shown in Table 8, it was assumed that CIP improvements to limit northbound and southbound turns on Pine Street to right turns only would be installed. The intersection including these improvements would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio would also be less than 0.50.

TABLE 8 – PM PEAK HOUR OPERATIONS – CASCADE AVENUE AND PINE STREET

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	ODOT MOBILITY STANDARD MET
Existing Conditions without Project	NB – Approach	D	27.2	<0.50	Yes
	SB – Thru/Left	E	36.5	<0.50	
	SB – Right	B	11.1	<0.50	
	EB – Left	A	8.2	<0.50	
	WB – Left	A	8.7	<0.50	
Existing Conditions with Project	NB – Approach	D	31.2	<0.50	Yes
	SB – Thru/Left	E	43.1	<0.50	
	SB – Right	B	11.6	<0.50	
	EB – Left	A	8.3	<0.50	
	WB – Left	A	8.8	<0.50	
Year 2010 without Project	NB – Approach	F	>60.0	0.65	Yes
	SB – Thru/Left	F	>60.0	0.69	
	SB – Right	B	11.8	<0.50	
	EB – Left	A	8.4	<0.50	
	WB – Left	A	9.1	<0.50	
Year 2010 with Project	NB – Approach	F	>60.0	0.75	Yes
	SB – Thru/Left	F	>60.0	0.79	
	SB – Right	B	12.3	<0.50	
	EB – Left	A	8.6	<0.50	
	WB – Left	A	9.2	<0.50	
RIGHT-TURN ONLY ON NB AND SB APPROACH ON PINE STREET					
Year 2016 without Project	NB – Right	C	15.9	<0.50	Yes
	SB – Right	B	14.2	<0.50	
	EB – Left	A	8.6	<0.50	
	WB – Left	A	9.4	<0.50	
Year 2016 with Project	NB – Right	C	16.0	<0.50	Yes
	SB – Right	B	14.3	<0.50	
	EB – Left	A	8.6	<0.50	
	WB – Left	A	9.4	<0.50	

Highway 242/McKenzie Highway and Hood Avenue (Existing Conditions) – Under the existing conditions (existing counts seasonally adjusted to the peak month with no in-process trips), as shown in Table 9, the all-way stop controlled intersection of McKenzie Highway and Hood Avenue would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 242/McKenzie Highway and Hood Avenue (Year 2010) – In the year 2010, as shown in Table 9, the all-way stop controlled intersection of McKenzie Highway and Hood Avenue would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any

one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 242/McKenzie Highway and Hood Avenue (Year 2016) – In the year 2016, as shown in Table 9, the intersection would also meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio would also be less than 0.50.

TABLE 9 – PM PEAK HOUR OPERATIONS – MCKENZIE HIGHWAY AND HOOD AVENUE

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	ODOT MOBILITY STANDARD MET
Existing Conditions without Project	Overall	A	8.5	<0.50	Yes
Existing Conditions with Project	Overall	A	8.5	<0.50	Yes
Year 2010 without Project	Overall	A	9.2	<0.50	Yes
Year 2010 with Project	Overall	A	9.3	<0.50	Yes
Year 2016 without Project	Overall	A	9.4	<0.50	Yes
Year 2016 with Project	Overall	A	9.6	<0.50	Yes

Highway 242/McKenzie Highway and McKinney Butte Road (Existing Conditions) – Under the existing conditions (existing counts seasonally adjusted to the peak month with no in-process trips), as shown in Table 10, the one-way stop controlled T-intersection of McKenzie Highway and McKinney Butte Road would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 242/McKenzie Highway and McKinney Butte Road (Year 2010) – In the year 2010, as shown in Table 10, the one-way stop controlled T-intersection of McKenzie Highway and McKinney Butte Road would meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio for any one movement would also be less than 0.50.

Highway 242/McKenzie Highway and McKinney Butte Road (Year 2016) – In the year 2016, as shown in Table 10, the intersection would also meet ODOT mobility standards for conditions with and without the proposed project. The worst volume-capacity ratio for any one movement would be less than 0.50 for conditions without the proposed project. With the added traffic from the proposed project, the worst volume-capacity ratio would also be less than 0.50.

TABLE 10 – PM PEAK HOUR OPERATIONS – MCKENZIE HWY AND MCKINNEY BUTTE RD.

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	ODOT MOBILITY STANDARD MET
Existing Conditions without Project	SB – Approach	A	8.9	<0.50	Yes
	EB – Left	A	7.3	<0.50	
Existing Conditions with Project	SB – Approach	A	9.0	<0.50	Yes
	EB – Left	A	7.3	<0.50	
Year 2010 without Project	SB – Approach	A	9.1	<0.50	Yes
	EB – Left	A	7.4	<0.50	
Year 2010 with Project	SB – Approach	A	9.2	<0.50	Yes
	EB – Left	A	7.4	<0.50	
Year 2016 without Project	SB – Approach	A	9.2	<0.50	Yes
	EB – Left	A	7.4	<0.50	
Year 2016 with Project	SB – Approach	A	9.3	<0.50	Yes
	EB – Left	A	7.4	<0.50	

McKinney Butte Road and McKinney Ranch Road (Year 2010) – In the year 2010, as shown in Table 11, the one-way stop controlled T-intersection of McKinney Butte Road and McKinney Ranch Road would operate at acceptable levels of service (LOS A with an average delay of 7.4 seconds per vehicle) for conditions without the proposed project. With the added traffic from the proposed project, the intersection would also operate at acceptable levels of service (LOS B with an average delay of 10.6 seconds per vehicle).

McKinney Butte Road and McKinney Ranch Road (Year 2016) – In the year 2016, as shown in Table 11, the intersection would also operate at acceptable levels of service (LOS A with an average delay of 7.4 seconds per vehicle) for conditions without the proposed project. With the added traffic from the proposed project, the intersection would also operate at acceptable levels of service (LOS B with a delay of 10.8 seconds per vehicle).

TABLE 11 – PM PEAK HOUR OPERATIONS –MCKINNEY BUTTE RD. AND MCKINNEY RANCH RD.

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	CITY OF SISTERS STANDARDS MET?
Year 2010 without Project	EB - Left	A	7.4	<0.50	Yes
Year 2010 with Project	SB – Left EB – Left	B A	10.6 7.6	<0.50 <0.50	Yes
Year 2016 without Project	EB - Left	A	7.4	<0.50	Yes
Year 2016 with Project	SB – Left EB – Left	B A	10.8 7.6	<0.50 <0.50	Yes

W. Site Access on McKinney Butte Road (Year 2010) – In the year 2010, as shown in Table 12, the one-way stop controlled T-intersection of the west site access on McKinney Butte Road would operate at acceptable levels of service (LOS B with a delay of 10.3 seconds per vehicle) for conditions with the proposed project.

W. Site Access on McKinney Butte Road (Year 2016) – In the year 2016, as shown in Table 12, the intersection would also operate at acceptable levels of service (LOS B with a delay of 10.4 seconds per vehicle) for conditions with the proposed project.

TABLE 12 – PM PEAK HOUR OPERATIONS –W. SITE ACCESS ON MCKINNEY BUTTE RD.

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	CITY OF SISTERS STANDARDS MET?
Year 2010 with Project	SB – Approach EB – Left	B A	10.3 7.5	<0.50 <0.50	Yes
Year 2016 with Project	SB – Approach EB – Left	B A	10.4 7.5	<0.50 <0.50	Yes

Visitor Access on McKinney Butte Road (Year 2010) – In the year 2010, as shown in Table 13, the one-way stop controlled T-intersection of the visitor access on McKinney Butte Road would operate at acceptable levels of service (LOS B with a delay of 10.4 seconds per vehicle) for conditions with the proposed project.

Visitor Access on McKinney Butte Road (Year 2016) – In the year 2016, as shown in Table 13, the intersection would also operate at acceptable levels of service (LOS B with a delay of 10.5 seconds per vehicle) for conditions with the proposed project.

TABLE 13 – PM PEAK HOUR OPERATIONS – VISITOR ACCESS ON MCKINNEY BUTTE RD.

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	CITY OF SISTERS STANDARDS MET?
Year 2010 with Project	SB – Left	B	10.4	<0.50	Yes
Year 2016 with Project	SB – Left	B	10.5	<0.50	Yes

E. Site Access on McKinney Butte Road (Year 2010) – In the year 2010, as shown in Table 14, the one-way stop controlled T-intersection of the east site access on McKinney Butte Road would operate at acceptable levels of service (LOS B with a delay of 10.6 seconds per vehicle) for conditions with the proposed project.

E. Site Access on McKinney Butte Road (Year 2016) – In the year 2016, as shown in Table 14, the intersection would also operate at acceptable levels of service (LOS B with a delay of 10.7 seconds per vehicle) for conditions with the proposed project.

TABLE 14 – PM PEAK HOUR OPERATIONS – E. SITE ACCESS ON MCKINNEY BUTTE RD.

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	CITY OF SISTERS STANDARDS MET?
Year 2010 with Project	SB – Left EB – Left	B A	10.6 7.6	<0.50 <0.50	Yes
Year 2016 with Project	SB – Left EB – Left	B A	10.7 7.6	<0.50 <0.50	Yes

Site Access on McKinney Ranch Road (Year 2010) – In the year 2010, as shown in Table 15, the one-way stop controlled T-intersection of the site access on McKinney Ranch Road would operate at acceptable levels of service (LOS A with a delay of 8.3 seconds per vehicle) for conditions with the proposed project.

Site Access on McKinney Ranch Road (Year 2016) – In the year 2016, as shown in Table 15, the intersection would also operate at acceptable levels of service (LOS A with a delay of 8.3 seconds per vehicle) for conditions with the proposed project.

TABLE 15 – PM PEAK HOUR OPERATIONS –SITE ACCESS ON MCKINNEY RANCH ROAD

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	VOLUME – CAPACITY RATIO (V/C)	CITY OF SISTERS STANDARDS MET?
Year 2010 with Project	NB – Left	A	7.2	<0.50	Yes
	EB – Right	A	8.3	<0.50	
Year 2016 with Project	NB – Left	A	7.2	<0.50	Yes
	EB – Right	A	8.3	<0.50	

TRAFFIC SIGNAL WARRANTS

There are a variety of traffic signal warrants, of which at least one must be met to justify the installation of a new traffic signal. These warrants reflect a minimum threshold under which a traffic signal should not be installed. In general, unwarranted traffic signals can lead to increased delay, more accidents, and unnecessary spending. For all of these reasons, unwarranted traffic signals are highly discouraged.

For the purpose of this traffic study, one of the warrants, the peak hour warrant was used to determine if a warrant would be met at the intersection of Highway 20 and McKinney Butte Road.

The peak hour traffic signal warrant (70 percent of standard warrant – Case B) would be met at the intersection by the year 2016 (with a 1.064 seasonal adjustment, a 2.1 percent per year annual growth factor, and approved other developments) for conditions without the proposed project. The peak hour signal warrant would not be met in the year 2010 with the proposed project. Calculations can be found in Appendix E.

SPEED CHANGE LANES

Speed-change lanes (acceleration/deceleration lanes) are auxiliary lanes that accommodate traffic entering or leaving a roadway. Speed-change lanes are used primarily on high-speed, limited access roadways. Speed-change lanes are not typically constructed on the City's arterial/collector streets.

LEFT-TURN WARRANTS

The purpose of a left-turn storage lane is to provide a waiting area for vehicles to turn left while waiting for a gap so that through vehicles do not stack behind the left turning vehicles. The analysis applies to traffic on a major street that is not controlled by a traffic signal or stop sign while turning left to a minor street. When warrants are met, the left-turn lane can improve capacity and safety.

Left-turn lane warrants were checked at the following study intersections:

- McKenzie Highway and McKinney Butte Road;
- W. Site Access on McKinney Butte Road;
- Visitor Site Access on McKinney Butte Road;
- E. Site Access on McKinney Butte Road;
- McKinney Butte Road and McKinney Ranch Road; and,
- Site Access on McKinney Ranch Road.

Due to the relatively low left-turn volumes at these study intersections the left-turn lane guidelines would not be met at any of the intersections in the study horizon. Calculations can be found in Appendix F.

MITIGATION MEASURES

This section identifies potential improvements that could improve forecast traffic operations. As it happens, the planned improvements shown in the TSP for year 2009 to 2013 would mitigate impacts of approved development and the proposed project through the study horizon of 2016.

Highway 20 and McKinney Butte Road - The intersection of Highway 20 and McKinney Butte Road is forecast to exceed ODOT mobility standards in the year 2010 without project scenario with the existing stop controls. There is a planned and funded traffic signal, for this intersection. The installation is planned when the intersection meets the peak hour traffic signal warrant. Alternatively, the City is considering a roundabout at this location.

With the planned and funded traffic signal the intersection would meet ODOT mobility standard in the year 2010 and in the year 2016 for conditions without and with the proposed project. However, a traffic signal warrant (70 percent of standard warrant – Case B) is not met until the year 2016 without the proposed project.

Under existing conditions the intersection meets the ODOT mobility standards with the stop-control for conditions with and without the proposed project. The intersection should be monitored as traffic volumes increase such that a traffic signal could be installed at an appropriate time.

FINDINGS AND CONCLUSIONS

The proposed mixed use neighborhood would include a 3,000 square foot medical office, 48 apartment units, 12 townhouses, 33 cottages, 36 senior cottages, and 134 units of affordable senior lodging. The proposed development would be built in phases and at build-out the project was forecast to generate 110 p.m. peak hour trips and 1,332 daily trips.

Highway 20 and McKinney Butte Road - The intersection of Highway 20 and McKinney Butte Road is forecast to exceed ODOT mobility standards in the year 2010 without project scenario with the existing stop controls. There is a planned and funded traffic signal, for this intersection. The installation is planned when the intersection meets the peak hour traffic signal warrant.

With the planned and funded traffic signal the intersection would meet ODOT mobility standard in the year 2010 and in the year 2016 for conditions without and with the proposed project. However, a traffic signal warrant (70 percent of standard warrant – Case B) is not met until the year 2016 without the proposed project.

Under existing conditions the intersection meets the ODOT mobility standards with the stop-control for conditions with and without the proposed project. The intersection should be monitored as traffic volumes increase such that a traffic signal could be installed at an appropriate time.

All other study intersections would meet ODOT mobility standards and City of Sisters' operation standards.

Other Intersections -- All other study-intersections would meet ODOT mobility standards and City of Sisters' operational standards. While it was not included in this study, previous traffic studies found that the intersection of Locust Street and Highway 20 does not meet ODOT mobility standards. There is a planned (traffic signal or roundabout) and funded (year 2009 to 2013) improvement to address this intersection's needs.

Appendix A

Intersection Count Summaries and Balancing Calculations

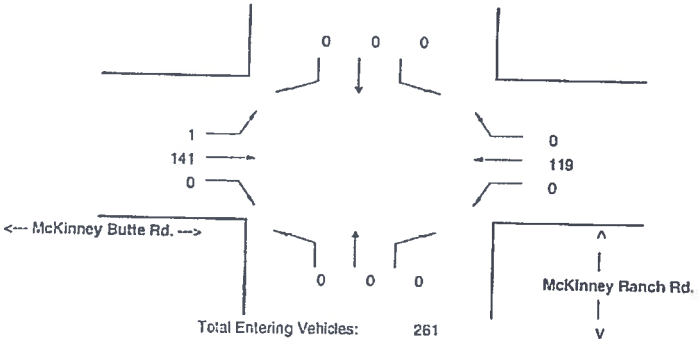
PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Sisters OR

Count Date(s): Wednesday, March 31, 2010

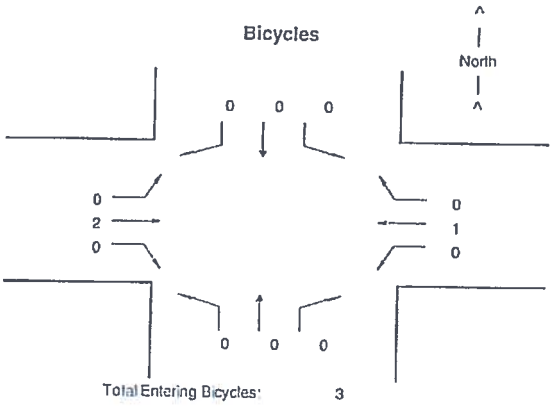
East-West Street Name: McKinney Butte Rd.
North-South Street Name: McKinney Ranch Rd.
Peak Hour: 4:45 to 5:45 p.m.

Vehicles per Hour (all vehicles)



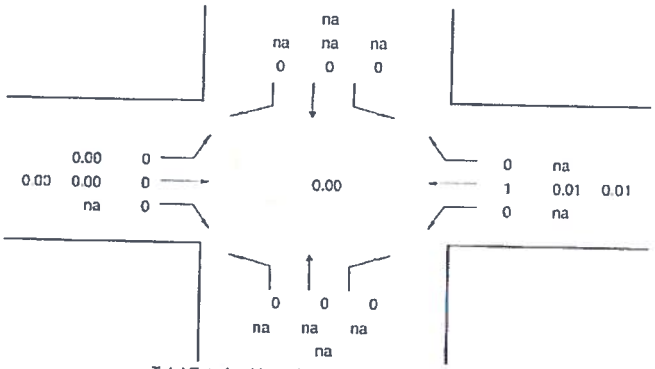
Total Entering Vehicles: 261

Bicycles



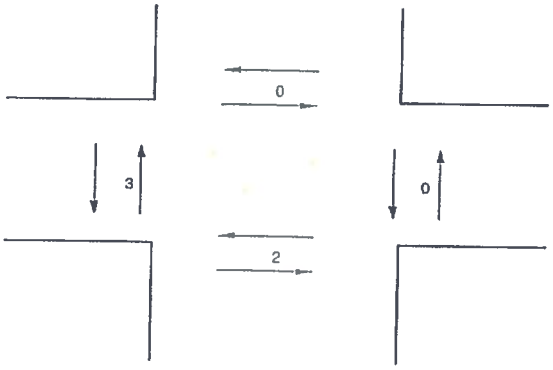
Total Entering Bicycles: 3

Heavy Vehicles (trucks per hour)

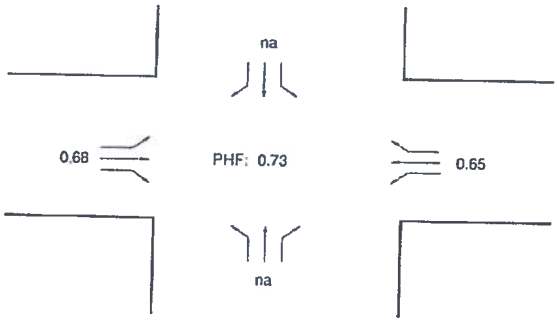


Total Entering Heavy Vehicles: 1

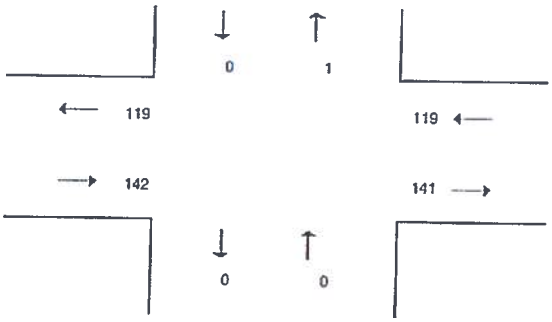
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Matchless Data, Inc.	598 NW Hill Street, Suite B PO Box 1547 Bend, OR 97709	Phone: 541-389-2785 Fax: 541-610-1926 Stacy@matchlessdata.com	Matchless Data, Inc. Project #: 1186

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location	Sisters OR	*East-West Street Name*	McKinney Butte Rd
		North-South Street Name	McKinney Ranch Rd
Count Date(s)	Wednesday, March 31, 2010	*Peak Hour*	4:45 to 5:45 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	12	1	0	0	0	0	9	0	22
4:15	4:30	0	0	0	0	11	1	0	0	1	0	8	0	21
4:30	4:45	0	0	0	0	13	0	0	0	0	0	11	0	24
4:45	5:00	0	0	0	0	14	0	0	0	0	0	30	0	44
5:00	5:15	0	0	0	0	44	0	0	0	0	0	46	0	90
5:15	5:30	0	0	0	0	51	1	0	0	0	0	21	0	73
5:30	5:45	0	0	0	0	32	0	0	0	0	0	22	0	54
5:45	6:00	0	0	0	0	16	2	0	0	1	1	8	0	28
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	193	5	0	0	2	1	155	0	356
Peak Hour		0	0	0	0	141	1	0	0	0	0	119	0	261

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	1	0	1
Peak Hour		0	0	0	0	0	0	0	0	0	0	1	0	1

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	4	0	0	0	0	0	1	0	5
Peak Hour		0	0	0	0	2	0	0	0	0	0	1	0	3

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	0	0
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	2	0	0	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	2	1	0	0
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		4	4	0	0
Peak Hour		2	3	0	0

Matchless Data, Inc.
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PO Box 1547
Bend, OR 97709
Phone: 541-389-2785
Fax: 541-610-1926
Stacy@matchlessdata.com

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Project #: 1186

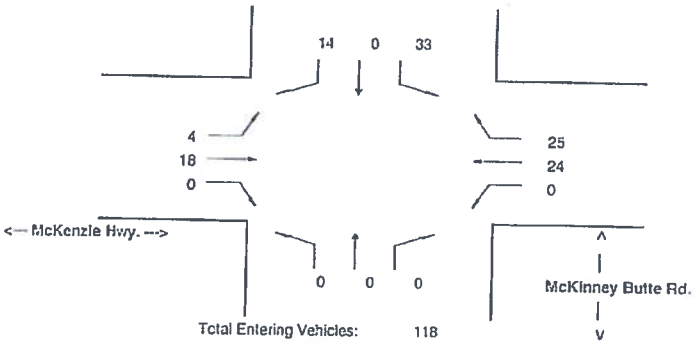
PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Sisters OR

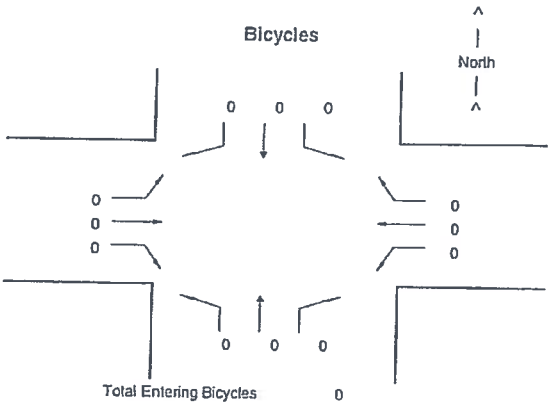
Count Date(s): Tuesday, March 30, 2010

East-West Street Name: McKenzie Hwy.
North-South Street Name: McKinney Butte Rd.
Peak Hour: 5:00 to 6:00 p.m.

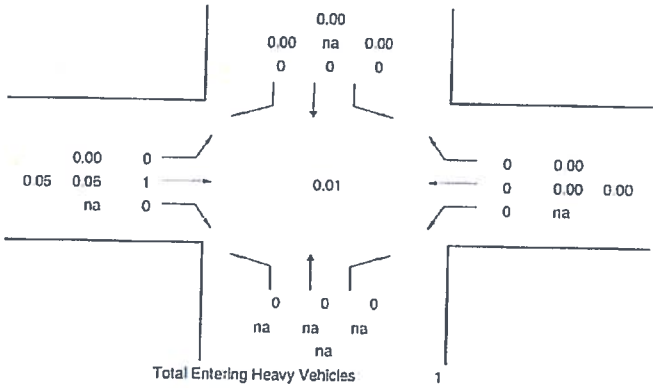
Vehicles per Hour (all vehicles)



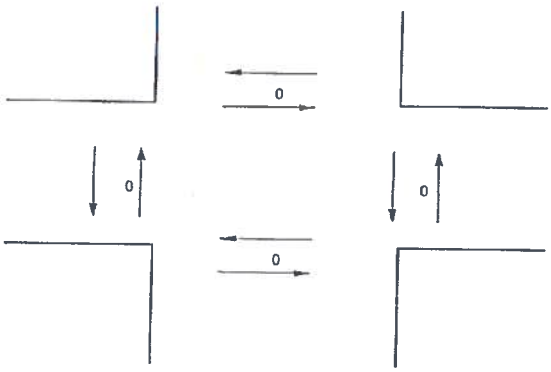
Bicycles



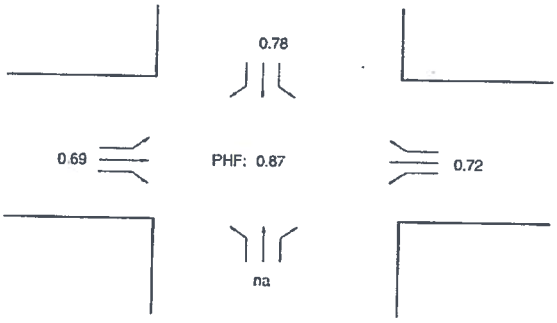
Heavy Vehicles (trucks per hour)



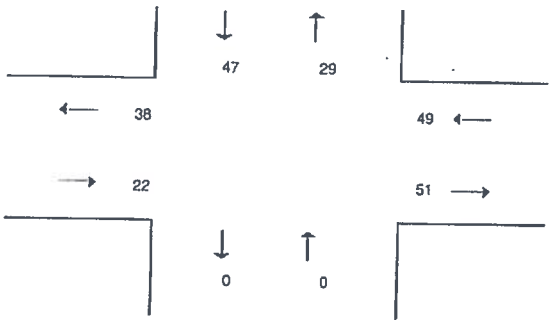
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Matchless Data, Inc.
598 NW Hill Street, Suite B
PO Box 1547
Bend, OR 97709
Phone: 541-389-2785
Fax: 541-610-1926
Stacy@matchlessdata.com

Matchless Data, Inc.
Project #: 1186

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location	Sisters OR	*East-West Street Name*	McKenzie Hwy
		North-South Street Name	McKinney Butte Rd.
Count Date(s)	Tuesday, March 30, 2010	*Peak Hour*	5:00 to 6:00 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	6	4	6	0	4	4	6	0	30
4:15	4:30	0	0	0	0	5	2	1	0	5	2	3	0	18
4:30	4:45	0	0	0	0	5	1	0	0	0	5	8	0	19
4:45	5:00	0	0	0	0	5	2	1	0	5	3	3	0	19
5:00	5:15	0	0	0	0	4	0	6	0	7	8	9	0	34
5:15	5:30	0	0	0	0	4	1	2	0	13	8	5	0	33
5:30	5:45	0	0	0	0	3	2	3	0	8	5	5	0	26
5:45	6:00	0	0	0	0	7	1	3	0	5	4	5	0	25
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	39	13	22	0	47	39	44	0	204
Peak Hour		0	0	0	0	18	4	14	0	33	25	24	0	118

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	3	0	0	0	0	0	0	0	3
Peak Hour		0	0	0	0	1	0	0	0	0	0	0	0	1

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	0	0
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	0	0	0	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		0	0	0	0
Peak Hour		0	0	0	0

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Project # 1186

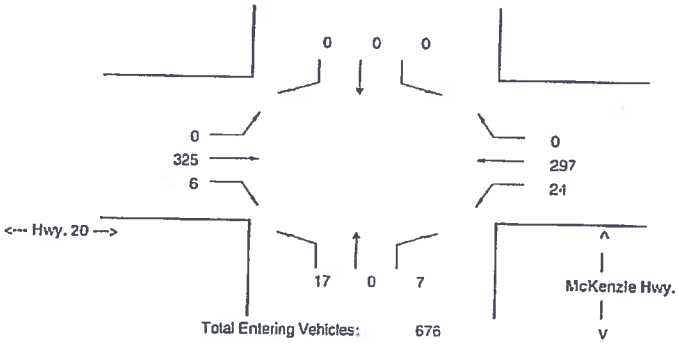
PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Sisters OR

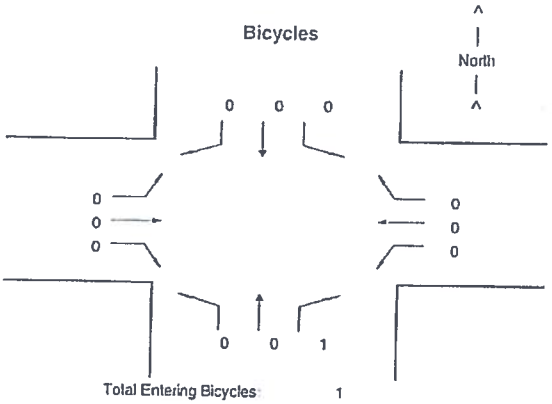
Count Date(s): Wednesday, March 31, 2010

East-West Street Name: Hwy. 20
North-South Street Name: McKenzie Hwy.
Peak Hour: 4:00 to 5:00 p.m.

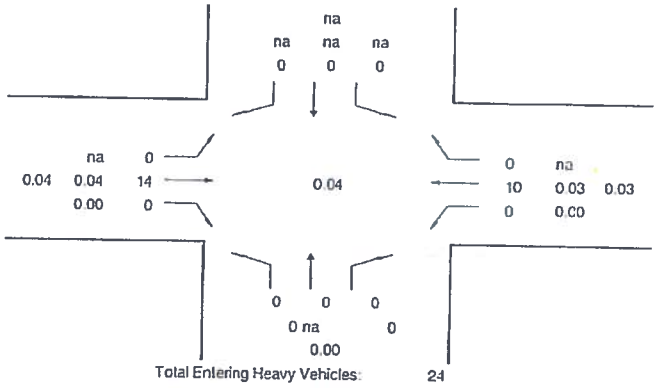
Vehicles per Hour (all vehicles)



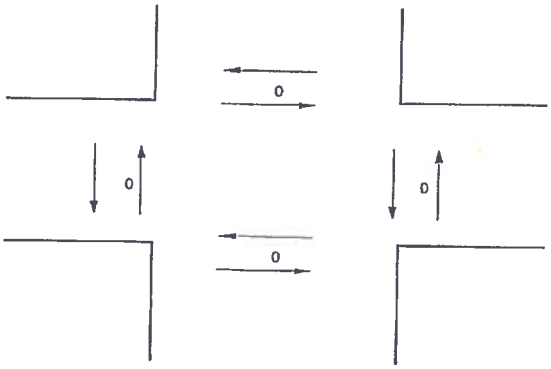
Bicycles



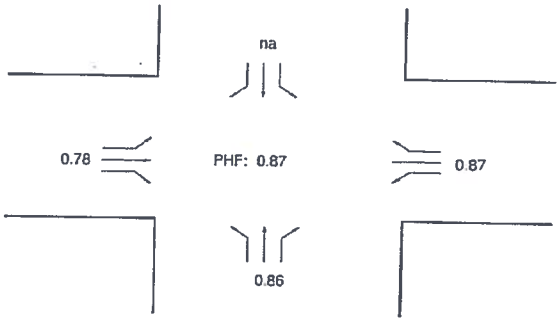
Heavy Vehicles (trucks per hour)



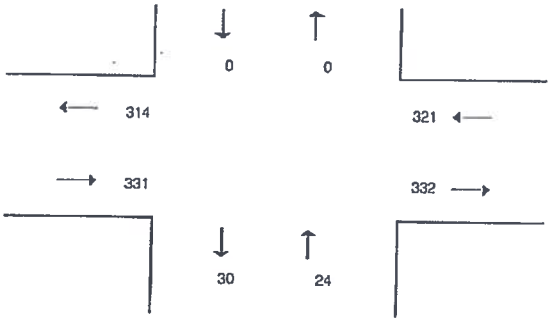
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



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Project #: 1186

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location:	Sisters OR	*East-West Street Name:*	Hwy. 20
		North-South Street Name:	McKenzie Hwy
Count Date(s):	Wednesday, March 31, 2010	*Peak Hour:*	4:00 to 5:00 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	2	0	5	3	103	0	0	0	0	0	72	9	194
4:15	4:30	1	0	3	2	81	0	0	0	0	0	68	5	160
4:30	4:45	1	0	6	0	69	0	0	0	0	0	69	6	151
4:45	5:00	3	0	3	1	72	0	0	0	0	0	88	4	171
5:00	5:15	2	0	2	2	84	0	0	0	0	0	72	9	171
5:15	5:30	2	0	1	1	77	0	0	0	0	0	52	9	142
5:30	5:45	2	0	2	1	84	0	0	0	0	0	66	8	163
5:45	6:00	3	0	2	1	75	0	0	0	0	0	56	9	146
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		16	0	24	11	645	0	0	0	0	0	543	59	1,299
Peak Hour		7	0	17	6	325	0	0	0	0	0	297	24	676

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	5	0	0	0	0	0	4	0	9
4:15	4:30	0	0	0	0	3	0	0	0	0	0	1	0	4
4:30	4:45	0	0	0	0	1	0	0	0	0	0	2	0	3
4:45	5:00	0	0	0	0	5	0	0	0	0	0	3	0	8
5:00	5:15	0	0	0	0	2	0	0	0	0	0	2	0	4
5:15	5:30	0	0	0	0	2	0	0	0	0	0	2	0	4
5:30	5:45	0	0	0	0	3	0	0	0	0	0	4	0	7
5:45	6:00	0	0	0	0	4	0	0	0	0	0	2	0	6
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	25	0	0	0	0	0	20	0	45
Peak Hour		0	0	0	0	14	0	0	0	0	0	10	0	24

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	0	0	0	0	0	1
Peak Hour		1	0	0	0	0	0	0	0	0	0	0	0	1

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	0	0
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	0	0	0	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		0	0	0	0
Peak Hour		0	0	0	0

Matchless Data, Inc.
598 NW Hill Street, Suite B
PO Box 1547
Bend, OR 97709

Phone: 541-389-2785
Fax: 541-610-1926
Stacy@matchlessdata.com

Matchless Data, Inc.
Project #: 1186

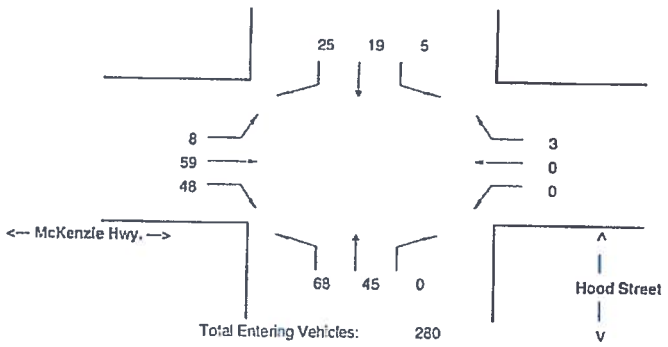
PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Sisters OR

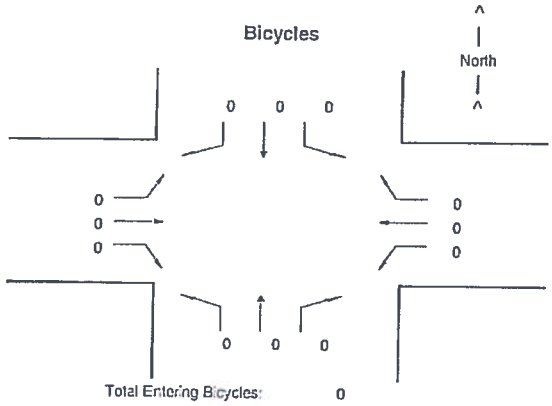
Count Date(s): Tuesday, March 30, 2010

East-West Street Name: McKenzie Hwy.
North-South Street Name: Hood Street
Peak Hour: 4:45 to 5:45 p.m.

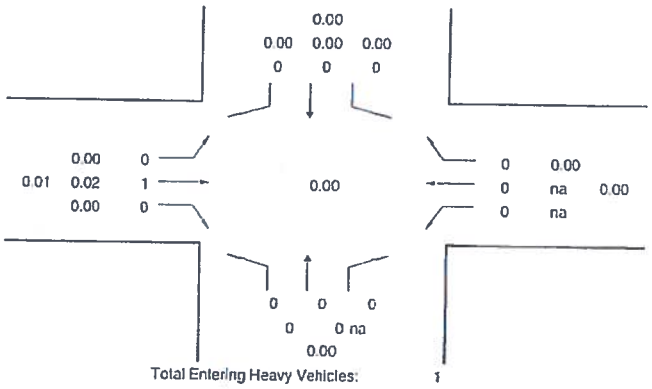
Vehicles per Hour (all vehicles)



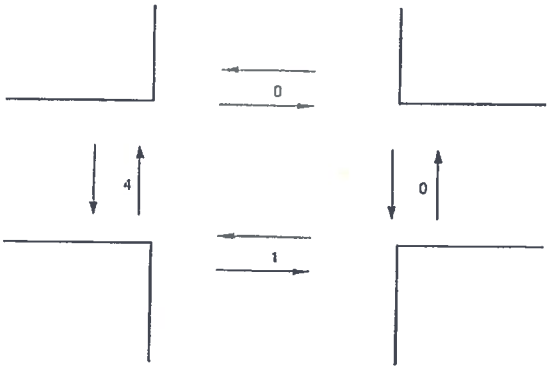
Bicycles



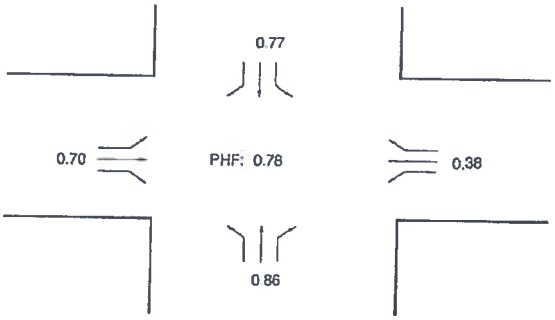
Heavy Vehicles (trucks per hour)



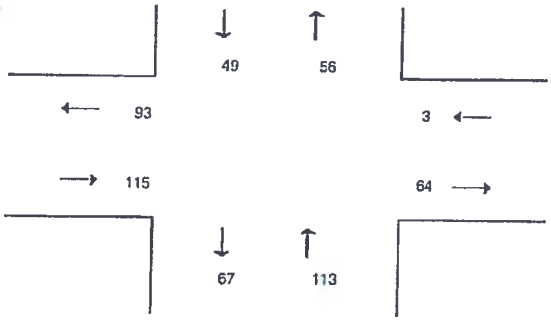
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Matchless Data, Inc.	598 NW Hill Street, Suite B PO Box 1547 Bend, OR 97709	Phone: 541-389-2785 Fax: 541-610-1926 Stacy@matchlessdata.com	Matchless Data, Inc. Project #: 1186

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location	Sisters OR	*East-West Street Name*	McKenzie Hwy.
		North-South Street Name	Hood Street
Count Date(s)	Tuesday, March 30, 2010	*Peak Hour*	4:45 to 5:45 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	8	0	8	8	0	0	0	0	0	0	0	24
4:15	4:30	0	10	8	5	11	0	4	9	3	0	1	0	51
4:30	4:45	0	10	22	6	10	0	3	7	0	0	0	0	58
4:45	5:00	0	11	12	7	8	1	7	4	4	0	0	0	54
5:00	5:15	0	13	20	14	24	3	11	4	1	0	0	0	90
5:15	5:30	0	11	21	14	14	3	5	8	0	1	0	0	77
5:30	5:45	0	10	15	13	13	1	2	3	0	2	0	0	59
5:45	6:00	0	11	7	4	11	0	5	4	0	1	0	0	43
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	84	105	71	99	8	37	39	8	4	1	0	459
Peak Hour		0	45	63	48	59	8	25	19	5	3	0	0	250

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	8	0	0	0	0	0	0	0	8
4:15	4:30	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	1	9	0	0	0	0	0	0	0	10
Peak Hour		0	0	0	0	1	0	0	0	0	0	0	0	1

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	1	0	0	0	1
Peak Hour		0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	0	0
4:30	4:45	1	2	0	0
4:45	5:00	0	1	0	0
5:00	5:15	0	1	0	0
5:15	5:30	0	1	0	0
5:30	5:45	1	1	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		2	6	0	0
Peak Hour		1	4	0	0

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Bend, OR 97709

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Fax: 541-610-1926
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Matchless Data, Inc
Project #: 1186

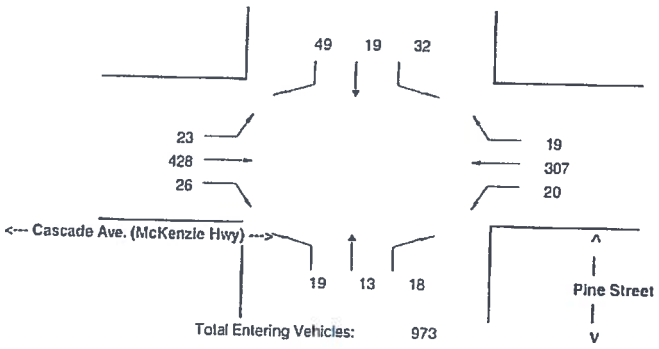
PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Sisters OR

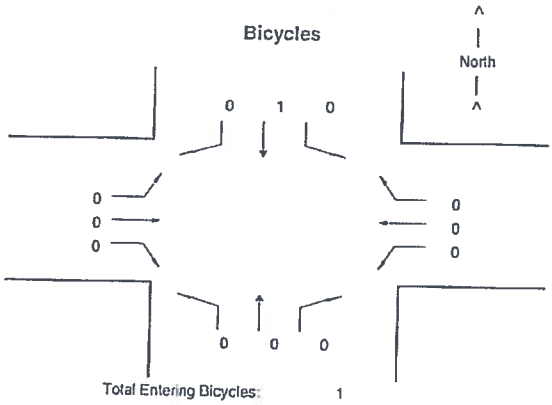
Count Date(s): Thursday, April 01, 2010

East-West Street Name: Cascade Ave. (McKenzie Hwy)
North-South Street Name: Pine Street
Peak Hour: 4:30 to 5:30 p.m.

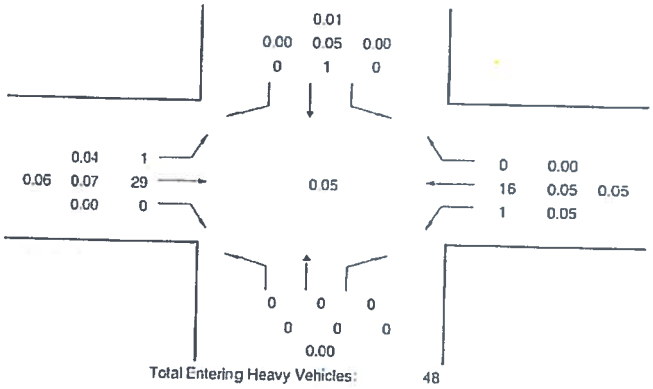
Vehicles per Hour (all vehicles)



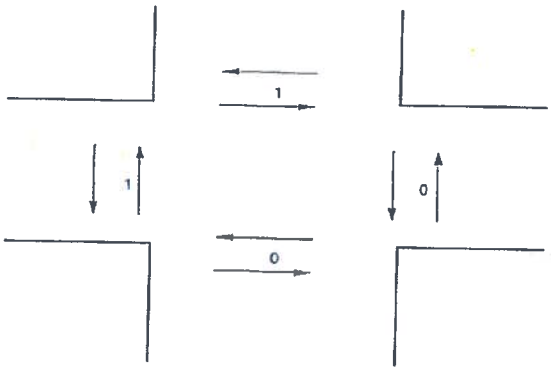
Bicycles



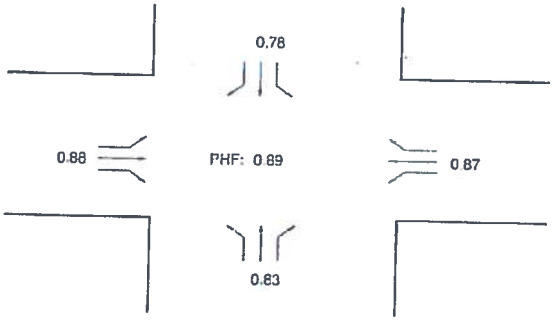
Heavy Vehicles (trucks per hour)



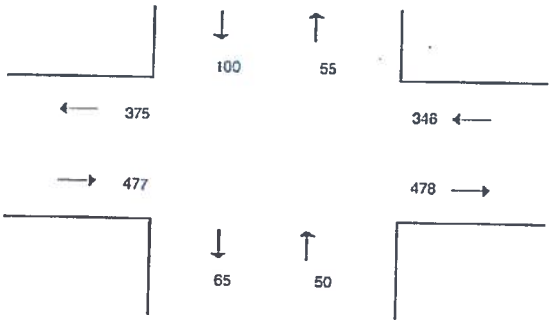
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Matchless Data, Inc.
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PO Box 1547
Bend, OR 97709
Phone: 541-389-2785
Fax: 541-610-1926
Stacy@matchlessdata.com

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Project #: 1186

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Sisters OR

Count Date(s) Thursday, April 01, 2010

East-West Street Name: Cascade Ave. (McKenzie Hwy)

North-South Street Name: Pine Street

Peak Hour: 4:30 to 5:30 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	7	8	3	10	83	9	14	2	15	7	84	11	253
4:15	4:30	5	7	2	9	100	7	15	6	5	4	57	7	224
4:30	4:45	5	3	6	6	94	10	14	7	11	6	69	5	236
4:45	5:00	5	4	3	4	103	4	7	6	10	9	76	4	235
5:00	5:15	3	2	4	6	108	5	13	2	8	2	70	5	230
5:15	5:30	5	4	6	8	123	4	15	4	3	2	92	6	272
5:30	5:45	1	3	3	3	100	6	9	3	7	0	81	5	221
5:45	6:00	5	2	6	3	104	5	4	2	2	4	59	7	200
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		36	33	33	51	815	50	91	32	61	34	588	50	1,874
Peak Hour		18	13	19	26	428	23	49	19	32	19	307	20	973

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	1	0	0	4	0	0	0	0	0	4	0	9
4:15	4:30	0	0	0	0	2	1	0	0	0	0	2	1	6
4:30	4:45	0	0	0	0	8	1	0	0	0	0	4	0	13
4:45	5:00	0	0	0	0	8	0	0	1	0	0	3	0	12
5:00	5:15	0	0	0	0	5	0	0	0	0	0	5	0	10
5:15	5:30	0	0	0	0	8	0	0	0	0	0	4	1	13
5:30	5:45	0	0	0	0	8	0	0	0	0	0	5	0	13
5:45	6:00	0	0	1	0	5	0	0	0	0	1	2	1	10
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	1	1	0	48	2	0	1	0	1	29	3	86
Peak Hour		0	0	0	0	29	1	0	1	0	0	16	1	48

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	1	0	0	0	0	1
Peak Hour		0	0	0	0	0	0	0	1	0	0	0	0	1

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	3	2	0	1
4:15	4:30	0	0	0	0
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	0	1	0	0
5:15	5:30	0	0	1	0
5:30	5:45	0	0	1	0
5:45	6:00	2	0	0	2
6:00	6:15	0	0	0	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		5	3	2	3
Peak Hour		0	1	1	0

Matchless Data, Inc.
598 NW Hill Street, Suite B
PO Box 1547
Bend, OR 97709

Phone: 541-389-2785
Fax: 541-610-1926
Stacy@matchlessdata.com

Matchless Data, Inc
Project # 1186

Appendix B

Approved Other Developments

		1. Barclay/Hwy 20											
		Northbound			Eastbound			Soutbound			Westbound		
Include?		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Yes	1 Saddlestone Residential	0	0	0	0	0	0	0	0	0	0	5	0
Yes	2 Village at Cold Springs	0	5	101	37	14	5	0	28	0	5	23	0
Yes	3 Village Meadows	0	0	25	12	2	1	2	0	0	0	4	0
no	4 Three Winds Shopping Center	0	0	0	0	0	0	0	0	0	0	0	0
no	Three Winds Shopping Center passby trips	0	0	0	0	0	0	0	0	0	0	0	0
Yes	5 Sun Ranch Industrial	1	0	0	0	5	0	0	0	4	27	36	9
Yes	6 Three Sisters Industrial	1	0	0	0	5	0	0	0	4	27	36	9
Yes	7 New Sisters Village	0	4	0	0	0	0	0	4	0	0	0	0
Yes	8 Black Butte Crossing	0	2	0	0	0	0	0	2	0	0	0	0
Yes	9 New Sisters Village Hotel	0	0	0	0	5	0	0	0	0	0	5	0
Yes	10 Sisters Center	0	1	4	4	1	1	0	1	1	1	1	0
	TOTAL	2	11	130	53	32	7	2	35	9	59	109	18

2. Hood/Hwy 20

Include?		Northbound			Eastbound			Soutbound			Westbound		
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Yes	1 Saddlestone Residential	0	0	0	0	0	0	0	0	0	0	0	0
Yes	2 Village at Cold Springs	0	106	0	0	0	0	0	64	0	0	0	0
Yes	3 Village Meadows	0	25	1	0	0	0	0	12	0	0	0	0
no	4 Three Winds Shopping Center	0	0	0	0	0	0	0	0	0	0	0	0
no	Three Winds Shopping Center passby trips	0	0	0	0	0	0	0	0	0	0	0	0
Yes	5 Sun Ranch Industrial	0	0	1	9	0	0	0	0	0	0	0	0
Yes	6 Three Sisters Industrial	0	0	1	9	0	0	0	0	0	0	0	0
Yes	7 New Sisters Village	0	0	0	0	0	4	4	0	0	0	0	0
Yes	8 Black Butte Crossing	0	2	0	0	0	0	0	2	0	0	0	0
Yes	9 New Sisters Village Hotel	0	5	0	3	0	0	0	5	0	0	0	0
Yes	10 Sisters Center	0	4	0	0	0	0	0	4	0	0	0	0
	TOTAL	0	142	3	21	0	4	4	88	0	0	0	0

3. Pine/Hwy 20 (Cascade)

Include?		Northbound RT	Northbound TH	Northbound LT	Eastbound RT	Eastbound TH	Eastbound LT	Soutbound RT	Soutbound TH	Soutbound LT	Westbound RT	Westbound TH	Westbound LT
Yes	1 Saddlestone Residential	0	0	0	0	0	0	0	0	0	0	0	0
Yes	2 Village at Cold Springs	0	0	0	0	106	0	0	0	0	0	64	0
Yes	3 Village Meadows	0	0	0	0	15	0	0	0	0	0	27	0
no	4 Three Winds Shopping Center	0	0	0	0	0	0	0	0	0	0	0	0
no	Three Winds Shopping Center passby trips	0	0	0	0	0	0	0	0	0	0	0	0
Yes	5 Sun Ranch Industrial	0	1	0	0	0	0	0	9	0	0	0	0
Yes	6 Three Sisters Industrial	0	1	0	0	0	0	0	9	0	0	0	0
Yes	7 New Sisters Village	0	1	4	0	-18	0	0	2	0	0	-22	4
Yes	8 Black Butte Crossing	0	0	0	0	2	0	0	0	0	0	2	0
Yes	9 New Sisters Village Hotel	4	2	5	5	2	1	0	3	0	0	0	6
Yes	10 Sisters Center	0	0	0	0	4	0	0	0	0	0	4	0
	TOTAL	4	5	9	5	111	1	0	23	0	0	75	10

4. Hood/Hwy 242 (Cascade)

Include?		Northbound			Eastbound			Soutbound			Westbound		
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Yes	1 Saddlestone Residential	0	0	0	0	0	0	0	0	0	0	0	0
Yes	2 Village at Cold Springs	0	0	18	14	5	0	0	0	0	0	0	0
Yes	3 Village Meadows	0	0	2	1	3	0	1	0	0	0	0	0
no	4 Three Winds Shopping Center	0	0	0	0	0	0	0	0	0	0	0	0
no	Three Winds Shopping Center passby trips	0	0	0	0	0	0	0	0	0	0	0	0
Yes	5 Sun Ranch Industrial	0	1	0	0	0	0	0	9	0	0	0	0
Yes	6 Three Sisters Industrial	0	1	0	0	0	0	0	9	0	0	0	0
Yes	7 New Sisters Village	0	4	25	21	-18	0	0	4	0	0	-22	0
Yes	8 Black Butte Crossing	0	0	0	0	0	0	0	0	0	0	0	0
Yes	9 New Sisters Village Hotel	3	5	3	3	0	0	0	5	0	0	0	0
Yes	10 Sisters Center	0	0	1	1	0	0	0	0	0	0	0	0
	TOTAL	3	11	49	40	-11	0	1	28	0	0	-22	0

5. McKinney Butte Rd./Hwy 242

Include?		Northbound			Eastbound			Soutbound			Westbound		
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Yes	1 Saddlestone Residential	0	0	0	0	0	0	0	0	0	0	0	0
Yes	2 Village at Cold Springs	0	0	0	0	5	0	0	0	0	0	5	0
Yes	3 Village Meadows	0	0	0	0	0	0	0	0	0	0	0	0
no	4 Three Winds Shopping Center	0	0	0	0	0	0	0	0	0	0	0	0
no	Three Winds Shopping Center passby trips	0	0	0	0	0	0	0	0	0	0	0	0
Yes	5 Sun Ranch Industrial	0	0	0	0	1	0	0	0	0	0	9	0
Yes	6 Three Sisters Industrial	0	0	0	0	1	0	0	0	0	0	9	0
Yes	7 New Sisters Village	0	0	0	0	0	0	0	0	0	0	0	0
Yes	8 Black Butte Crossing	0	0	0	0	0	0	0	0	0	0	0	0
Yes	9 New Sisters Village Hotel	0	0	0	0	3	0	0	0	0	0	3	0
Yes	10 Sisters Center	0	0	0	0	0	1	1	0	1	1	0	0
	TOTAL	0	0	0	0	10	1	1	0	1	1	26	0

Appendix C

Peak Month Adjustment

Using weekday traffic, not adt
ATR 09-015, US 20 MP 9.25 (0.47 miles northwest of Innes Market Road)

ADT Seasonal Adjustment - April								
	Year	2003	2004	2005	2006	2007	2008	Average
Peak Month		132	121	122	121	119	124	121
Count Month		92	94	90	94	95	94	94
	Factor =	1.283688						

APPENDIX D

LEVEL OF SERVICE CALCULATIONS

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Scenario Report

Scenario:	Existing Conditions
Command:	Existing Command
Volume:	Existing Volume
Geometry:	2010 Volume
Impact Fee:	Default Impact Fee
Trip Generation:	Existing Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing Configuration

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Trip Generation Report

Forecast for PM Trip Generation

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	McKenzie Mea	1.00	Mixed Use Neig	68.00	42.00	68	42	110	100.0
	Zone 1 Subtotal					68	42	110	100.0
TOTAL						68	42	110	100.0

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Turning Movement Report
PM Trip Generation

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Site Access on McKinney Ranch Road													
Base	0	1	0	0	0	0	0	0	0	0	0	0	1
Added	3	0	0	0	0	0	0	0	2	0	0	0	5
Total	3	1	0	0	0	0	0	0	2	0	0	0	6
#2 W Site Access on McKinney Butte Road													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	27	0	1	2	1	0	0	1	43	75
Total	0	0	0	27	0	1	2	143	0	0	120	43	336
#3 McKinney Butte Road & McKinney Ranch Road													
Base	0	0	0	0	0	0	1	141	0	0	119	0	261
Added	0	0	0	2	0	0	0	38	0	0	61	3	104
Total	0	0	0	2	0	0	1	179	0	0	180	3	365
#5 Hwy 20 & Barclay Drive/McKinney Butte Road													
Base	140	259	22	46	388	35	29	47	146	10	55	46	1230
Added	48	0	0	0	0	3	2	4	27	0	7	0	91
Total	196	259	22	46	388	38	30	51	173	10	62	46	1321
#6 McKenzie Hwy & Hood Avenue													
Base	87	58	0	6	24	32	10	76	61	0	0	4	358
Added	7	0	0	0	0	0	0	2	4	0	0	0	13
Total	94	58	0	6	24	32	10	78	65	0	0	4	371
#8 Cascade Avenue & Pine Street													
Base	24	17	23	41	24	63	29	548	33	26	393	24	1245
Added	0	0	0	0	0	3	2	27	0	0	44	0	76
Total	24	17	23	41	24	66	31	575	33	26	437	24	1321
#9 McKenzie Hwy & McKinney Butte Road													
Base	0	0	0	42	0	18	5	23	0	0	31	32	151
Added	0	0	0	0	0	2	3	0	0	0	0	0	5
Total	0	0	0	42	0	20	8	23	0	0	31	32	156
#10 Hwy 20 & Hood Avenue													
Base	31	380	0	0	416	8	22	0	9	0	0	0	866
Added	0	48	0	0	27	0	0	0	0	0	0	0	75
Total	31	428	0	0	443	8	22	0	9	0	0	0	941
#12 Visitor Access on McKinney Butte Rd.													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	2	0	0	0	28	0	0	44	3	77
Total	0	0	0	2	0	0	0	170	0	0	163	3	338

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#13 E Site Access on McKinney Butte Rd.													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	9	0	0	1	29	0	0	47	15	101
Total	0	0	0	9	0	0	1	171	0	0	166	15	362

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	1!	0	0	0	0	1	0	0	1!	0
Volume Module:																
Base Vol:	0	1	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1	0		0	0	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1	0		0	0	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1	1	0		1	1	1	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1027	899	1091		1027	899	1090	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1027	899	1091		1027	899	1090	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.00	0.00	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx		xxxx	0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A[8.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	1!	0	0	0	0	1	0	0	1!	0
Volume Module:																
Base Vol:	0	1	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1	0		0	0	0		0	0	0		0	0	0	
Added Vol:	3	0	0		0	0	0		0	0	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	1	0		0	0	0		0	0	2		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	1	0		0	0	0		0	0	2		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	3	1	0		0	0	0		0	0	2		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	0		8	7	1	
Potent Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1091		1016	892	1090	
Move Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1091		1013	891	1090	
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	0.0		xxxx	xxxx	xxxxx	
Control Del:	7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.3		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.3				xxxxxx			
ApproachLOS:	*				*				A				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1:	0 0	0	0	1:	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	142	0		0	119	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	142	0		0	119	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	142	0		0	119	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		6.4	6.5	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	261	261	142		261	261	119		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	732	647	911		732	647	938		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	732	647	911		732	647	938		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1:	0 0	0	0	1:	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	142	0		0	119	0	
Added Vol:	0	0	0		27	0	1		2	1	0		0	1	43	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		27	0	1		2	143	0		0	120	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		27	0	1		2	143	0		0	120	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		27	0	1		2	143	0		0	120	43	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	6.5	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	289	310	113		289	289	142		163	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	667	608	910		706	625	912		1428	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	666	607	910		706	624	912		1428	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.04	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	711	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	10.3	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.3				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

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McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #3 McKinney Butte Road & McKinney Ranch Road
Average Delay (sec/veh):      0.8      Worst Case Level Of Service: A[ 7.4]

Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0    0    0    0    0    0    0    1  141    0    0  119    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    0    0    0    0    1  141    0    0  119    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    0    0    0    0    1  141    0    0  119    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  0    0    0    0    0    0    0    1  141    0    0  119    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5  6.2  6.4  6.5  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  262  262  141  262  262  119  119 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.:  731  645  912  731  645  938 1482 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:    731  645  912  731  645  938 1482 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00 0.00 0.00 0.00 0.00 0.00 xxxx xxxx xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxx xxxx xxxxx  0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *    *    *    *    A    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  xxxx    0 xxxxx xxxx    0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *    *    *    *    A    *    *    *    *    *    *
ApproachDel:  xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:     *                *                *                *

Note: Queue reported is the number of cars per lane.

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McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #3 McKinney Butte Road & McKinney Ranch Road
Average Delay (sec/veh):      0.1      Worst Case Level Of Service: B[ 10.6]

Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0    0    0    0    0    0    0    1  141    0    0  119    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    0    0    0    0    1  141    0    0  119    0
Added Vol:    0    0    0    2    0    0    0    0   38    0    0   61    3
PasserByVol:  0    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  0    0    0    2    0    0    0    1  179    0    0  180    3
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    2    0    0    0    1  179    0    0  180    3
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  0    0    0    2    0    0    0    1  179    0    0  180    3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2  6.4 xxxx xxxxx  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3  3.5 xxxx xxxxx  2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  363  364  179  363 xxxx xxxxx  183 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.:  597  567  869  641 xxxx xxxxx 1404 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:    597  567  869  640 xxxx xxxxx 1404 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00 0.00 0.00 xxxx xxxx 0.00 xxxx xxxx xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  0.0 xxxx xxxxx  0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 10.6 xxxx xxxxx  7.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *    B    *    *    A    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  xxxx    0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *    *    *    *    A    *    *    *    *    *    *
ApproachDel:  xxxxxx           10.6           xxxxxx           xxxxxx
ApproachLOS:     *                B                *                *

Note: Queue reported is the number of cars per lane.

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McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: D[26.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	148	259		22		46	388		35		28		47		146		10		55	46
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	148	259		22		46	388		35		28		47		146		10		55	46
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	148	259		22		46	388		35		28		47		146		10		55	46
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
FinalVolume:	148	259		22		46	388		35		28		47		146		10		55	46
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.2		6.6		6.3		7.2		6.6	6.3
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.6		4.1		3.4		3.5		4.0	3.3
Capacity Module:																				
Cnflict Vol:	421	xxxx		xxxxx		281	xxxx		xxxxx		1114		1075		406		1149		1070	259
Potent Cap.:	1142	xxxx		xxxxx		1293	xxxx		xxxxx		181		215		635		173		218	772
Move Cap.:	1142	xxxx		xxxxx		1293	xxxx		xxxxx		116		181		635		91		183	772
Volume/Cap:	0.13	xxxx		xxxx		0.04	xxxx		xxxx		0.24		0.26		0.23		0.11		0.30	0.06
Level Of Service Module:																				
2Way95thQ:	0.4	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx		xxxx		0.9		0.3		xxxx	xxxxx
Control Del:	8.6	xxxx		xxxxx		7.9	xxxx		xxxxx		xxxxx		xxxx		12.4		47.8		xxxx	xxxxx
LOS by Move:	A	*		*		A	*		*		*		*		B		E		*	*
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT						LT - LTR - RT			
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		149		xxxx		xxxxx		xxxx		xxxx	281
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		2.4		xxxx		xxxxx		xxxxx		xxxx	1.6
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		51.3		xxxx		xxxxx		xxxxx		xxxx	24.8
Shared LOS:	*	*		*		*	*		*		F		*		*		*		*	C
ApproachDel:	xxxxxx					xxxxxx					25.6						26.9			
ApproachLOS:		*					*				D						D			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: E[36.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	148	259		22		46	388		35		28		47		146		10		55	46
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	148	259		22		46	388		35		28		47		146		10		55	46
Added Vol:	48	0		0		0	0		3		2		4		27		0		7	0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	0
Initial Fut:	196	259		22		46	388		38		30		51		173		10		62	46
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	196	259		22		46	388		38		30		51		173		10		62	46
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
FinalVolume:	196	259		22		46	388		38		30		51		173		10		62	46
Critical Gap Module:																				
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx		7.2		6.6		6.3		7.2		6.6	6.3
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx		3.6		4.1		3.4		3.5		4.0	3.3
Capacity Module:																				
Cnflict Vol:	426	xxxx		xxxxx		281	xxxx		xxxxx		1215		1172		407		1262		1169	259
Potent Cap.:	1139	xxxx		xxxxx		1293	xxxx		xxxxx		154		188		633		145		191	772
Move Cap.:	1139	xxxx		xxxxx		1293	xxxx		xxxxx		85		150		633		65		152	772
Volume/Cap:	0.17	xxxx		xxxx		0.04	xxxx		xxxx		0.35		0.34		0.27		0.15		0.41	0.08
Level Of Service Module:																				
2Way95thQ:	0.6	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx		xxxx		1.1		0.5		xxxx	xxxxx
Control Del:	8.8	xxxx		xxxxx		7.9	xxxx		xxxxx		xxxxx		xxxx		12.8		68.9		xxxx	xxxxx
LOS by Move:	A	*		*		A	*		*		*		*		B		F		*	*
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT						LT - LTR - RT			
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		117		xxxx		xxxxx		xxxx		xxxx	231
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.7		xxxx		xxxxx		xxxxx		xxxx	2.3
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		86.6		xxxx		xxxxx		xxxxx		xxxx	33.5
Shared LOS:	*	*		*		*	*		*		F		*		*		*		*	D
ApproachDel:	xxxxxx					xxxxxx					36.4						36.5			
ApproachLOS:		*					*				E						E			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01185

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 1	0	0	1	1	0	0	1 0	0	0	1:	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	87	58	0		6	24	32		10	76	61		0	0	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	58	0		6	24	32		10	76	61		0	0	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	87	58	0		6	24	32		10	76	61		0	0	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	58	0		6	24	32		10	76	61		0	0	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	58	0		6	24	32		10	76	61		0	0	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.60	0.40	1.00		1.00	0.43	0.57		0.07	0.52	0.41		0.00	0.00	1.00	
Final Sat.:	408	272	837		643	328	437		56	426	342		0	0	855	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.00		0.01	0.07	0.07		0.18	0.18	0.18		xxxx	xxxx	0.00	
Crit Moves:		****					****			****					****	
Delay/Veh:	9.2	9.2	0.0		8.2	7.6	7.6		8.1	8.1	8.1		0.0	0.0	7.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.2	9.2	0.0		8.2	7.6	7.6		8.1	8.1	8.1		0.0	0.0	7.0	
LOS by Move:	A	A	*		A	A	A		A	A	A		*	*	A	
ApproachDel:	9.2					7.7				8.1				7.0		
Delay Adj:	1.00					1.00				1.00				1.00		
ApprAdjDel:	9.2					7.7				8.1				7.0		
LOS by Appr:	A					A				A				A		
AllWayAvgQ:	0.3	0.3	0.0		0.0	0.1	0.1		0.2	0.2	0.2		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01185

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 1	0	0	1	1	0	0	1 0	0	0	1:	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	87	58	0		6	24	32		10	76	61		0	0	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	58	0		6	24	32		10	76	61		0	0	4	
Added Vol:	7	0	0		0	0	0		0	2	4		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	94	58	0		6	24	32		10	78	65		0	0	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	58	0		6	24	32		10	78	65		0	0	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	58	0		6	24	32		10	78	65		0	0	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	58	0		6	24	32		10	78	65		0	0	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.62	0.38	1.00		1.00	0.43	0.57		0.07	0.51	0.42		0.00	0.00	1.00	
Final Sat.:	419	258	834		639	326	435		54	418	349		0	0	847	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.22	0.00		0.01	0.07	0.07		0.19	0.19	0.19		xxxx	xxxx	0.00	
Crit Moves:		****					****			****					****	
Delay/Veh:	9.4	9.4	0.0		8.2	7.6	7.6		8.1	8.1	8.1		0.0	0.0	7.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.4	9.4	0.0		8.2	7.6	7.6		8.1	8.1	8.1		0.0	0.0	7.0	
LOS by Move:	A	A	*		A	A	A		A	A	A		*	*	A	
ApproachDel:	9.4					7.7				8.1				7.0		
Delay Adj:	1.00					1.00				1.00				1.00		
ApprAdjDel:	9.4					7.7				8.1				7.0		
LOS by Appr:	A					A				A				A		
AllWayAvgQ:	0.3	0.3	0.0		0.0	0.1	0.1		0.2	0.2	0.2		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[27.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	24	17	23	41	24	63	29	548	33	26	393	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	17	23	41	24	63	29	548	33	26	393	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	17	23	41	24	63	29	548	33	26	393	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	17	23	41	24	63	29	548	33	26	393	24
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Conflict Vol:	1107	1075	548	1100	1096	405	417	xxxx	xxxxx	581	xxxx	xxxxx
Potent Cap.:	189	221	540	191	215	650	1153	xxxx	xxxxx	1003	xxxx	xxxxx
Move Cap.:	150	210	540	165	204	650	1153	xxxx	xxxxx	1003	xxxx	xxxxx
Volume/Cap:	0.16	0.08	0.04	0.25	0.12	0.10	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	8.2	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	225	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	1.6	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	27.2	xxxxx	36.5	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	E	*	*	A	*	*	*	*	*
ApproachDel:		27.2			24.0		xxxxxx			xxxxxx		
ApproachLOS:		D			C		*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: D[31.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	24	17	23	41	24	63	29	548	33	26	393	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	17	23	41	24	63	29	548	33	26	393	24
Added Vol:	0	0	0	0	0	3	2	27	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	17	23	41	24	66	31	575	33	26	437	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	17	23	41	24	66	31	575	33	26	437	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	17	23	41	24	66	31	575	33	26	437	24
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Conflict Vol:	1183	1150	575	1175	1171	449	461	xxxx	xxxxx	608	xxxx	xxxxx
Potent Cap.:	168	200	521	170	194	614	1111	xxxx	xxxxx	980	xxxx	xxxxx
Move Cap.:	129	189	521	145	184	614	1111	xxxx	xxxxx	980	xxxx	xxxxx
Volume/Cap:	0.19	0.09	0.04	0.28	0.13	0.11	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	8.3	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	200	xxxxx	157	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	1.8	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.2	xxxxx	43.1	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	E	*	*	A	*	*	*	*	*
ApproachDel:		31.2			27.2		xxxxxx			xxxxxx		
ApproachLOS:		D			D		*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[8.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	0	42	0	18		5	23	0		0	31	32	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0	0	42	0	18		5	23	0		0	31	32	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	0	42	0	18		5	23	0		0	31	32	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0	0	42	0	18		5	23	0		0	31	32	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	89	96	23	64	64	31			63	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Potent Cap.:	901	798	1060	947	831	1049			1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Move Cap.:	883	795	1060	943	828	1049			1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.02			0.00	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*			A	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	974	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	A	*			A	*	*	*	*	*		
ApproachDel:	xxxxxx				8.9				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	1	0	0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	0	42	0	18		5	23	0		0	31	32	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0	0	42	0	18		5	23	0		0	31	32	
Added Vol.:	0	0	0	0	0	0	2		3	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0	0	42	0	20		8	23	0		0	31	32	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	0	42	0	20		8	23	0		0	31	32	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0	0	42	0	20		8	23	0		0	31	32	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	96	102	23	70	70	31			63	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Potent Cap.:	851	792	1060	939	824	1049			1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Move Cap.:	871	788	1060	936	820	1049			1553	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.02			0.01	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*			A	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	970	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx			7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	A	*			A	*	*	*	*	*		
ApproachDel:	xxxxxx				9.0				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[15.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1:	0	0
Volume Module:																				
Base Vol:	31	380		0		0	416		8		22		0		9		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	31	380		0		0	416		8		22		0		9		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	31	380		0		0	416		8		22		0		9		0		0	
Reduct Vol:	0			0		0	0		0		0		0		0		0		0	
FinalVolume:	31	380		0		0	416		8		22		0		9		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2		7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	424	xxxx	xxxxx	xxxx	xxxx	xxxxx					858	xxxx		416		867	866		380	
Potent Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx					330	xxxx		641		276	293		671	
Move Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx					323	xxxx		641		266	285		671	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.07	xxxx		0.01		0.00	0.00		0.00	
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.2	xxxx		0.0		xxxx	xxxx		xxxxx	
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					17.0	xxxx		10.7		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*		*		*			C	*		B		*	*		*	
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx		0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*		*		*			*	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx							15.1					xxxxxx				
ApproachLOS:		*					*				C						*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1:	0	0
Volume Module:																				
Base Vol:	31	380		0		0	416		8		22		0		9		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	31	380		0		0	416		8		22		0		9		0		0	
Added Vol:	0	48		0		0	27		0		0		0		0		0		0	
PasserByVol:	0			0		0	0		0		0		0		0		0		0	
Initial Fut:	31	428		0		0	443		8		22		0		9		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	31	428		0		0	443		8		22		0		9		0		0	
Reduct Vol:	0			0		0	0		0		0		0		0		0		0	
FinalVolume:	31	428		0		0	443		8		22		0		9		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2		7.1	6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	451	xxxx	xxxxx	xxxx	xxxx	xxxxx					933	xxxx		443		942	941		428	
Potent Cap.:	1120	xxxx	xxxxx	xxxx	xxxx	xxxxx					298	xxxx		619		245	265		631	
Move Cap.:	1120	xxxx	xxxxx	xxxx	xxxx	xxxxx					292	xxxx		619		237	258		631	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.08	xxxx		0.01		0.00	0.00		0.00	
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.2	xxxx		0.0		xxxx	xxxx		xxxxx	
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					18.4	xxxx		10.9		xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*		*		*			C	*		B		*	*		*	
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx		0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*		*		*			*	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx							16.2					xxxxxx				
ApproachLOS:		*					*				C						*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 0 0			0 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	142	0	0	119	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	142	0	0	119	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	142	0	0	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	142	0	0	119	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	6.4	6.5	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflict Vol:	261	261	142	261	261	119	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	732	647	911	732	647	938	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	732	647	911	732	647	938	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village
Existing Conditions (Seasonally Adjusted and No In-Process)
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 0 0			0 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	142	0	0	119	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	142	0	0	119	0
Added Vol:	0	0	0	2	0	0	0	28	0	0	44	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	0	0	170	0	0	163	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	0	0	170	0	0	163	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	0	0	170	0	0	163	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	335	336	170	335	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	623	588	879	655	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	623	588	879	655	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.03	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Scenario Report

Scenario:	Year 2010
Command:	2010 Command
Volume:	2010 Volume
Geometry:	2010 Volume
Impact Fee:	Default Impact Fee
Trip Generation:	Existing Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2010 Configuration

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Trip Generation Report

Forecast for PM Trip Generation

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	McKenzie Mea	1.00	Mixed Use Neig	68.00	42.00	68	42	110	100.0
	Zone 1 Subtotal					68	42	110	100.0
TOTAL						68	42	110	100.0

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McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01185

Turning Movement Report
PM Trip Generation

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Site Access on McKinney Ranch Road													
Base	0	1	0	0	0	0	0	0	0	0	0	0	1
Added	3	0	0	0	0	0	0	0	2	0	0	0	5
Total	3	1	0	0	0	0	0	0	2	0	0	0	6
#2 W. Site Access on McKinney Butte Road													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	27	0	1	2	1	0	0	1	43	75
Total	0	0	0	27	0	1	2	143	0	0	120	43	336
#3 McKinney Butte Road & McKinney Ranch Road													
Base	0	0	0	0	0	0	1	141	0	0	119	0	261
Added	0	0	0	2	0	0	0	38	0	0	61	3	104
Total	0	0	0	2	0	0	1	179	0	0	180	3	365
#5 Hwy 20 & Barclay Drive/McKinney Butte Road													
Base	278	270	24	55	423	37	35	79	199	26	164	105	1697
Added	48	0	0	0	0	3	2	4	27	0	7	0	91
Total	326	270	24	55	423	40	37	83	226	28	171	105	1788
#6 McKenzie Hwy & Hood Avenue													
Base	136	69	3	6	52	33	10	65	101	0	0	4	479
Added	7	0	0	0	0	0	0	2	4	0	0	0	13
Total	143	69	3	6	52	33	10	67	105	0	0	4	492
#8 Cascade Avenue & Pine Street													
Base	33	22	27	41	47	63	30	659	38	36	468	24	1488
Added	0	0	0	0	0	3	2	27	0	0	44	0	76
Total	33	22	27	41	47	66	32	686	38	36	512	24	1564
#9 McKenzie Hwy & McKinney Butte Road													
Base	0	0	0	43	0	19	6	33	0	0	57	33	191
Added	0	0	0	0	0	2	3	0	0	0	0	0	5
Total	0	0	0	43	0	21	9	33	0	0	57	33	196
#10 Hwy 20 & Hood Avenue													
Base	34	522	0	0	504	12	26	0	30	0	0	0	1128
Added	0	48	0	0	27	0	0	0	0	0	0	0	75
Total	34	570	0	0	531	12	26	0	30	0	0	0	1203
#12 Visitor Access on McKinney Butte Rd													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	2	0	0	0	28	0	0	44	3	77
Total	0	0	0	2	0	0	0	170	0	0	163	3	338
#13 E. Site Access on McKinney Butte Rd													
Base	0	0	0	0	0	0	0	142	0	0	119	0	261
Added	0	0	0	9	0	0	1	29	0	0	47	15	101
Total	0	0	0	9	0	0	1	171	0	0	166	15	362

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	1!	0	0	0	0	1	0	0	1!	0
Volume Module:																
Base Vol:	0	1	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1	0		0	0	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1	0		0	0	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2		6.4	6.5	6.2	
FollowUpTim:	xxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1	1	0		1	1	1	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1027	899	1091		1027	899	1090	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1027	899	1091		1027	899	1090	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.00	0.00	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx		xxxx	0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A[8.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	1!	0	0	0	0	1	0	0	1!	0
Volume Module:																
Base Vol:	0	1	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1	0		0	0	0		0	0	0		0	0	0	
Added Vol:	3	0	0		0	0	0		0	0	2		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	1	0		0	0	0		0	0	2		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	1	0		0	0	0		0	0	2		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	3	1	0		0	0	0		0	0	2		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	0		8	7	1	
Potent Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1091		1016	892	1090	
Move Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1091		1013	891	1090	
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	0.0		xxxx	xxxx	xxxxx	
Control Del:	7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.3		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	0	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.3				xxxxxx			
ApproachLOS:	*				*				A				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse	0	0	0		0	0	0		0	142	0		0	119	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	142	0		0	119	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	142	0		0	119	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	261	261	142		261	261	119	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	732	647	911		732	647	938	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	732	647	911		732	647	938	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		*	*	*	*	*	*	*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx				xxxxxx			xxxxxx				xxxxxx				
ApproachLOS:	*				*			*				*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	142	0		0	119	0	
Added Vol:	0	0	0		27	0	1		2	1	0		0	1	43	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		27	0	1		2	143	0		0	120	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		27	0	1		2	143	0		0	120	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		27	0	1		2	143	0		0	120	43	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	289	310	143		289	289	142		163	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	667	608	910		706	625	912		1428	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	666	607	910		706	624	912		1428	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00		0.04	0.00	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	0	xxxxx		xxxx	711	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	10.3	xxxxx		7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	B	*		A	*	*	*	*	*		
ApproachDel:	xxxxxx				10.3				xxxxxx			xxxxxx				
ApproachLOS:	*				B				*			*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 McKinney Butte Road & McKinney Ranch Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1:	0 0	1	0	0	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		1	141	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		1	141	0		0	119	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		1	141	0		0	119	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		1	141	0		0	119	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		6.4	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	262	262	141		262	262	119		119	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	731	646	912		731	646	938		1482	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	731	646	912		731	646	938		1482	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 McKinney Butte Road & McKinney Ranch Road

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1:	0 0	1	0	0	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		1	141	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		1	141	0		0	119	0	
Added Vol:	0	0	0		2	0	0		0	38	0		0	61	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		2	0	0		1	179	0		0	180	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	0		1	179	0		0	180	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		2	0	0		1	179	0		0	180	3	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	363	364	179		363	xxxx	xxxxx		183	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	597	567	869		641	xxxx	xxxxx		1404	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	597	567	869		640	xxxx	xxxxx		1404	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	xxxx	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.6	xxxx	xxxxx		7.6	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		A	*	*	*	*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*	*	*	*	*	
ApproachDel:	xxxxxx				10.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01185

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module:																	
Base Vol:	278	270		24	55	423		37	35	79	199		28	164		105
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	278	270		24	55	423		37	35	79	199		28	164		105
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	278	270		24	55	423		37	35	79	199		28	164		105
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
FinalVolume:	278	270		24	55	423		37	35	79	199		28	164		105
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	7.2	6.6	6.3		7.2	6.6		6.3
FollowUpTim:	2.2	xxxx		xxxxx	2.2	xxxx		xxxxx	3.6	4.1	3.4		3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	460	xxxx		xxxxx	294	xxxx		xxxxx	1524	1402	442		1517	1396		270
Potent Cap.:	1106	xxxx		xxxxx	1279	xxxx		xxxxx	94	137	605		96	139		751
Move Cap.:	1106	xxxx		xxxxx	1279	xxxx		xxxxx	0	98	605		17	100		751
Volume/Cap:	0.25	xxxx		xxxx	0.04	xxxx		xxxx	xxxx	0.81	0.33		1.61	1.65		0.14
Level Of Service Module:																
2Way95thQ:	1.0	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx	1.4		4.0	xxxx		xxxxx
Control Del:	9.3	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx	13.8		759.9	xxxx		xxxxx
LOS by Move:	A	*		*	A	*		*	*	*	B		F	*		*
Movement:	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0	xxxx	xxxxx		xxxx	xxxx		151
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		19.9
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		429.3
Shared LOS:	*	*		*	*	*		*	*	*	*		*	*		F
ApproachDel:	xxxxxx				xxxxxx				+Inf				460.5			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01185

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module:																	
Base Vol:	278	270		24	55	423		37	35	79	199		28	164		105
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	278	270		24	55	423		37	35	79	199		28	164		105
Added Vol:	48	0		0	0	0		3	2	4	27		0	7		0
PasserByVol:	0	0		0	0	0		0	0	0	0		0	0		0
Initial Fut:	326	270		24	55	423		40	37	83	226		28	171		105
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	326	270		24	55	423		40	37	83	226		28	171		105
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
FinalVolume:	326	270		24	55	423		40	37	83	226		28	171		105
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	7.2	6.6	6.3		7.2	6.6		6.3
FollowUpTim:	2.2	xxxx		xxxxx	2.2	xxxx		xxxxx	3.6	4.1	3.4		3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	463	xxxx		xxxxx	294	xxxx		xxxxx	1625	1499	443		1630	1495		270
Potent Cap.:	1104	xxxx		xxxxx	1279	xxxx		xxxxx	80	119	604		80	121		751
Move Cap.:	1104	xxxx		xxxxx	1279	xxxx		xxxxx	0	80	604		0	82		751
Volume/Cap:	0.30	xxxx		xxxx	0.04	xxxx		xxxx	xxxx	1.03	0.37		xxxx	2.10		0.14
Level Of Service Module:																
2Way95thQ:	1.2	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx	1.7		xxxx	xxxx		xxxxx
Control Del:	9.6	xxxx		xxxxx	7.9	xxxx		xxxxx	xxxxx	xxxx	14.5		xxxxx	xxxx		xxxxx
LOS by Move:	A	*		*	A	*		*	*	*	B		*	*		*
Movement:	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0	xxxx	xxxxx		xxxx	xxxx		124
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		23.5
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		637.5
Shared LOS:	*	*		*	*	*		*	*	*	*		*	*		F
ApproachDel:	xxxxxx				xxxxxx				+Inf				+Inf			
ApproachLOS:	*				*				F				F			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	1	0	0	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	136	69		3		6	52		33		10	65		101		0	0		4	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	136	69		3		6	52		33		10	65		101		0	0		4	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	136	69		3		6	52		33		10	65		101		0	0		4	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	136	69		3		6	52		33		10	65		101		0	0		4	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	136	69		3		6	52		33		10	65		101		0	0		4	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.66	0.34		1.00		1.00	0.61		0.39		0.06	0.37		0.57		0.00	0.00		1.00	
Final Sat.:	439	223		815		624	440		279		45	291		452		0	0		780	
Capacity Analysis Module:																				
Vol/Sat:	0.31	0.31		0.00		0.01	0.12		0.12		0.22	0.22		0.22		xxxx	xxxx		0.01	
Crit Moves:		****					****				****								****	
Delay/Veh:	10.3	10.3		7.0		8.3	8.1		8.1		8.5	8.5		8.5		0.0	0.0		7.3	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	10.3	10.3		7.0		8.3	8.1		8.1		8.5	8.5		8.5		0.0	0.0		7.3	
LOS by Move:	B	B		A		A	A		A		A	A		A		*	*		A	
ApproachDel:	10.2						8.2					8.5					7.3			
Delay Adj:	1.00						1.00					1.00					1.00			
ApprAdjDel:	10.2						8.2					8.5					7.3			
LOS by Appr:	B						A					A					A			
AllWayAvgQ:	0.4	0.4		0.0		0.0	0.1		0.1		0.3	0.3		0.3		0.0	0.0		0.0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	1	0	0	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	136	69		3		6	52		33		10	65		101		0	0		4	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	136	69		3		6	52		33		10	65		101		0	0		4	
Added Vol:	7	0		0		0	0		0		0	2		4		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	143	69		3		6	52		33		10	67		105		0	0		4	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	143	69		3		6	52		33		10	67		105		0	0		4	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	143	69		3		6	52		33		10	67		105		0	0		4	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	143	69		3		6	52		33		10	67		105		0	0		4	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.67	0.33		1.00		1.00	0.61		0.39		0.05	0.37		0.58		0.00	0.00		1.00	
Final Sat.:	444	214		812		620	438		278		43	289		452		0	0		773	
Capacity Analysis Module:																				
Vol/Sat:	0.32	0.32		0.00		0.01	0.12		0.12		0.23	0.23		0.23		xxxx	xxxx		0.01	
Crit Moves:		****					****				****								****	
Delay/Veh:	10.5	10.5		7.0		8.4	8.2		8.2		8.6	8.6		8.6		0.0	0.0		7.3	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	10.5	10.5		7.0		8.4	8.2		8.2		8.6	8.6		8.6		0.0	0.0		7.3	
LOS by Move:	B	B		A		A	A		A		A	A		A		*	*		A	
ApproachDel:	10.4						8.2					8.6					7.3			
Delay Adj:	1.00						1.00					1.00					1.00			
ApprAdjDel:	10.4						8.2					8.6					7.3			
LOS by Appr:	B						A					A					A			
AllWayAvgQ:	0.4	0.4		0.0		0.0	0.1		0.1		0.3	0.3		0.3		0.0	0.0		0.0	

Note: Queue reported is the number of cars per lane

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: F[61.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	33		22		27	41		47		63	30		659		38	36		468		24
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	33		22		27	41		47		63	30		659		38	36		468		24
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	33		22		27	41		47		63	30		659		38	36		468		24
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	33		22		27	41		47		63	30		659		38	36		468		24
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1326	1283		659		1315	1309		480		492	xxxx	xxxxx			697	xxxx	xxxxx		
Potent Cap.:	134	167		467		136	161		590		1082	xxxx	xxxxx			909	xxxx	xxxxx		
Move Cap.:	86	155		467		109	150		590		1082	xxxx	xxxxx			909	xxxx	xxxxx		
Volume/Cap:	0.38	0.14		0.06		0.38	0.31		0.11		0.03	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		0.4		0.1	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		11.8		8.4	xxxx	xxxxx			9.1	xxxx	xxxxx		
LOS by Move:	*	*		*		*	*		B		A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		141	xxxxx		127	xxxx		xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		3.0	xxxxx		3.8	xxxx		xxxxx		0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		61.3	xxxxx		80.4	xxxx		xxxxx		8.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		F	*		F	*		*		A	*	*			*	*	*		
ApproachDel:			61.3				51.8				xxxxxx					xxxxxx				
ApproachLOS:			F				F				*					*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: F[81.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	33		22		27	41		47		63	30		659		38	36		468		24
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	33		22		27	41		47		63	30		659		38	36		468		24
Added Vol:	0		0		0	0		0		3	2		27		0	0		44		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	33		22		27	41		47		66	32		686		38	36		512		24
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	33		22		27	41		47		66	32		686		38	36		512		24
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	33		22		27	41		47		66	32		686		38	36		512		24
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1403	1358		686		1390	1384		524		536	xxxx	xxxxx			724	xxxx	xxxxx		
Potent Cap.:	119	150		451		121	145		557		1042	xxxx	xxxxx			888	xxxx	xxxxx		
Move Cap.:	72	139		451		95	135		557		1042	xxxx	xxxxx			888	xxxx	xxxxx		
Volume/Cap:	0.46	0.16		0.06		0.43	0.35		0.12		0.03	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		0.4		0.1	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		12.3		8.6	xxxx	xxxxx			9.2	xxxx	xxxxx		
LOS by Move:	*	*		*		*	*		B		A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		122	xxxxx		112	xxxx		xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		3.6	xxxxx		4.4	xxxx		xxxxx		0.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		81.1	xxxxx		104.9	xxxx		xxxxx		8.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		F	*		F	*		*		A	*	*			*	*	*		
ApproachDel:			81.1				65.2				xxxxxx					xxxxxx				
ApproachLOS:			F				F				*					*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1: 0	0		0 0	1: 0	0		0 1	0	0	0	0 0	1	0	1
Volume Module:																
Base Vol:	0	0	0		43	0	19		6	33	0		0	57	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		43	0	19		6	33	0		0	57	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		43	0	19		6	33	0		0	57	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		43	0	19		6	33	0		0	57	33	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	6.5	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	128	135	33		102	102	57		90	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	850	760	1046		901	792	1015		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	831	757	1046		899	789	1015		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.05	0.00	0.02		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	931	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		*	0.0	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.1	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx					9.1			xxxxxx				xxxxxx			
ApproachLOS:	*					A			*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1: 0	0		0 0	1: 0	0		0 1	0	0	0	0 0	1	0	1
Volume Module:																
Base Vol:	0	0	0		43	0	19		6	33	0		0	57	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		43	0	19		6	33	0		0	57	33	
Added Vol:	0	0	0		0	0	2		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		43	0	21		9	33	0		0	57	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		43	0	21		9	33	0		0	57	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		43	0	21		9	33	0		0	57	33	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	6.5	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	135	141	33		108	108	57		90	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	841	754	1046		894	786	1015		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	820	749	1046		890	781	1015		1518	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.05	0.00	0.02		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	928	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.2	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx					9.2			xxxxxx				xxxxxx			
ApproachLOS:	*					A			*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0	0	0	0	1	0	1	0	1	0	0	1:	0 0
Volume Module:																
Base Vol:	34	522		0	0	504		12	26	0	30		0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	34	522		0	0	504		12	26	0	30		0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	34	522		0	0	504		12	26	0	30		0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
FinalVolume:	34	522		0	0	504		12	26	0	30		0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	7.1		6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	3.5		4.0	3.3		
Capacity Module:																
Cnflict Vol:	516	xxxx	xxxxx	xxxx	xxxx	xxxxx		1094	xxxx	504	1115		1106	522		
Potent Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx		239	xxxx	572	187		212	559		
Move Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx		233	xxxx	572	173		205	559		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx		0.11	xxxx	0.05	0.00		0.00	0.00		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.4	xxxx	0.2	xxxx		xxxx	xxxxx		
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		22.4	xxxx	11.6	xxxxx		xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*		C	*	B	*		*	*		
Movement:	LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx		0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*		*	*	*	*		*	*		
ApproachDel:	xxxxxx			xxxxxx				15.6			xxxxxx					
ApproachLOS:	*			*				C			*					

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[17.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0	0	0	0	1	0	1	0	1	C	0	1:	0 C
Volume Module:																
Base Vol:	34	522		0	0	504		12	26	0	30		0	0		0
Growth Adj:	1.00	1.00		1.03	1.00	1.00		1.00	1.00	1.00	1.03		1.00	1.00		1.00
Initial Bse:	34	522		0	0	504		12	26	0	33		C	0		0
Added Vol:	0	48		0	0	27		0	0	0	0		C	0		0
PassByVol:	0	0		0	0	0		0	0	0	0		C	0		0
Initial Fut:	34	570		0	0	531		12	26	0	30		0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	34	570		0	0	531		12	26	0	30		0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
FinalVolume:	34	570		0	0	531		12	26	0	30		0	0		0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	7.1		6.5	6.2		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	3.5		4.0	3.3		
Capacity Module:																
Cnflict Vol:	543	xxxx	xxxxx	xxxx	xxxx	xxxxx		1169	xxxx	531	1190		1191	570		
Potent Cap.:	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx		215	xxxx	552	166		192	525		
Move Cap.:	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx		210	xxxx	552	153		185	525		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx		0.12	xxxx	0.05	0.00		0.00	0.00		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.4	xxxx	0.2	xxxx		xxxx	xxxxx		
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		24.5	xxxx	11.9	xxxxx		xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*		C	*	B	*		*	*		
Movement:	LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx		0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*		*	*	*	*		*	*		
ApproachDel:	xxxxxx			xxxxxx				17.8			xxxxxx					
ApproachLOS:	*			*				C			*					

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	0		0	0	0	142		0	0	119		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	0		0	0	0	142		0	0	119		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	0		0	0	0	142		0	0	119		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
FinalVolume:	0		0	0	0		0	0	0	142		0	0	119		0
Critical Gap Module:																
Critical Gp:	6.4	6.5		6.2	6.4	6.5		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	261	261		142	261	261		119	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	732	647		911	732	647		938	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	732	647		911	732	647		938	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00		0.00	0.00	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
LOS by Move:	*	*		*	*	*		*	*	*	*	*	*	*	*	
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	0		xxxxx	xxxx	0		xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	1	0	0	0 0	0	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	0		0	0	0	142		0	0	119		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	0		0	0	0	142		0	0	119		0
Added Vol:	0		0	0	2		0	0	0	28		0	0	44		3
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	0		0	0	2		0	0	0	170		0	0	163		3
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	2		0	0	0	170		0	0	163		3
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
FinalVolume:	0		0	0	2		0	0	0	170		0	0	163		3
Critical Gap Module:																
Critical Gp:	7.1	6.5		6.2	6.4	6.5		6.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	335	336		170	335	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	623	589		873	665	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	623	588		879	665	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00		0.00	0.00	xxxx		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx		xxxxx	10.4	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
LOS by Move:	*	*		*	B	*		*	*	*	*	*	*	*	*	
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	0		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				10.4				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 E. Site Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1: 0	0	1	0	0	0	0	1	0	0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	142	0		0	119	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	142	0		0	119	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	142	0		0	119	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		6.4	6.5	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	261	261	142		261	261	119		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	732	647	911		732	647	938		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	732	647	911		732	647	938		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 E. Site Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1: 0	0	1	0	0	0	0	1	0	0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	142	0		0	119	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	142	0		0	119	0	
Added Vol:	0	0	0		9	0	0		1	29	0		0	47	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		9	0	0		1	171	0		0	166	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		9	0	0		1	171	0		0	166	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		9	0	0		1	171	0		0	166	15	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	347	354	171		347	xxxx	xxxxx		181	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	612	574	878		654	xxxx	xxxxx		1407	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	611	574	878		654	xxxx	xxxxx		1407	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.01	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.6	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		A	*	*		*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Scenario Report

Scenario:	Year 2016
Command:	2016 Command
Volume:	2016 Volume
Geometry:	2030 Volume
Impact Fee:	Default Impact Fee
Trip Generation:	Existing Trip Generation
Trip Distribution:	Future Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2016 Configuration

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Trip Generation Report

Forecast for PM Trip Generation

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	McKenzie Mea	1.00	Mixed Use Neig	68.00	42.00	68	42	110	100.0
	Zone 1 Subtotal					68	42	110	100.0
TOTAL						68	42	110	100.0

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Turning Movement Report
PM Trip Generation

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Site Access on McKinney Ranch Road													
Base	0	1	0	0	0	0	0	0	0	0	0	0	1
Added	3	0	0	0	0	0	0	0	2	0	0	0	5
Total	3	1	0	0	0	0	0	0	2	0	0	0	6
#2 W Site Access on McKinney Butte Road													
Base	0	0	0	0	0	0	0	151	0	0	126	0	277
Added	0	0	0	27	0	1	2	1	0	0	1	43	75
Total	0	0	0	27	0	1	2	152	0	0	127	43	352
#3 McKinney Butte Road & McKinney Ranch Road													
Base	0	0	0	0	0	0	1	149	0	0	175	0	276
Added	0	0	0	2	0	0	0	38	0	0	61	3	104
Total	0	0	0	2	0	0	1	187	0	0	187	3	380
#5 Hwy 20 & Barclay Drive/McKinney Butte Road													
Base	297	303	25	58	473	39	37	82	208	29	167	108	1816
Added	10	0	0	0	0	3	2	27	4	0	44	0	90
Total	297	303	25	58	473	42	39	109	212	29	211	108	1906
#6 McKenzie Hwy & Hood Avenue													
Base	141	72	3	7	54	35	11	86	105	0	0	4	518
Added	7	0	0	0	0	0	0	2	4	0	0	0	13
Total	148	72	3	7	54	35	11	88	109	0	0	4	531
#8 Cascade Avenue & Pine Street													
Base	0	0	86	0	0	159	32	730	40	37	519	26	1629
Added	0	0	0	0	0	3	2	4	0	0	7	0	16
Total	0	0	86	0	0	162	34	734	40	37	526	26	1645
#9 McKenzie Hwy & McKinney Butte Road													
Base	0	0	0	46	0	20	6	39	0	0	65	35	211
Added	0	0	0	0	0	2	3	0	0	0	0	0	5
Total	0	0	0	46	0	22	9	39	0	0	65	35	216
#10 Hwy 20 & Hood Avenue													
Base	34	572	0	0	558	12	27	0	30	0	0	0	1235
Added	0	10	0	0	4	0	0	0	0	0	0	0	14
Total	34	582	0	0	562	12	27	0	30	0	0	0	1249
#12 Visitor Access on McKinney Butte Rd.													
Base	0	0	0	0	0	0	0	151	0	0	126	0	277
Added	0	0	0	2	0	0	0	28	0	0	44	3	77
Total	0	0	0	2	0	0	0	179	0	0	170	3	354

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#13 E. Site Access on McKinney Butte Rd.													
Base	0	0	0	0	0	0	0	151	0	0	126	0	277
Added	0	0	0	9	0	0	1	29	0	0	47	15	101
Total	0	0	0	9	0	0	1	180	0	0	173	15	378

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0 0	1!	0	0	0 0	0	1	0	0 0	1!	0	0
Volume Module:																
Base Vol:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2		6.4	6.5	6.2	
FollowUpTim:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1	1	0		1	1	1	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1027	899	1091		1027	899	1090	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1027	899	1091		1027	899	1090	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.00	0.00	0.00		0.00	0.00	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Site Access on McKinney Ranch Road

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: A[8.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0 0	1!	0	0	0 0	0	1	0	0 0	1!	0	0
Volume Module:																
Base Vol:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0	8	7	1				
Potent Cap.:	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1016	892	1090				
Move Cap.:	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1013	891	1090				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx				
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.3			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	277	277	151	277	277	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	717	634	901	717	634	930	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	717	634	901	717	634	930	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 W. Site Access on McKinney Butte Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	0	0	0	0	151	0	0	0	126	0		
Added Vol:	0	0	0	27	0	1	2	1	0	0	1	43				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	27	0	1	2	152	0	0	127	43				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	27	0	1	2	152	0	0	127	43				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	27	0	1	2	152	0	0	127	43				
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	305	326	152	305	305	149	170	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	651	595	900	692	612	904	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	650	595	900	691	611	904	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	0	xxxxx	xxxx	697	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*				
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 McKinney Butte Road & McKinney Ranch Road

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			1	149	0			0	126	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			1	149	0			0	126	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			0	0	0			1	149	0			0	126	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			0	0	0			1	149	0			0	126	0		
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2			6.4	6.5	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	277	277	149			277	277	126			126	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Potent Cap.:	717	634	903			717	634	930			1473	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Move Cap.:	717	634	903			717	634	930			1473	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	xxxx	xxxx	xxxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Control Del	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move	*	*	*			*	*	*			A	*	*	*	*	*				
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	0	xxxxx			xxxx	0	xxxxx			xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*			*	*	*			A	*	*	*	*	*				
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 McKinney Butte Road & McKinney Ranch Road

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			1	149	0			0	126	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			1	149	0			0	126	0		
Added Vol:	0	0	0			2	0	0			0	38	0			0	61	3		
PasserB/Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			2	0	0			1	187	0			0	187	3		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			2	0	0			1	187	0			0	187	3		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			2	0	0			1	187	0			0	187	3		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			6.4	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3			3.5	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	379	379	187			378	xxxx	xxxxx			190	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Potent Cap.:	584	556	850			628	xxxx	xxxxx			1396	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Move Cap.:	583	556	860			628	xxxx	xxxxx			1396	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00			0.00	xxxx	xxxx			0.00	xxxx	xxxx	xxxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			10.8	xxxx	xxxxx			7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			B	*	*			A	*	*	*	*	*				
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	0	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*			*	*	*			A	*	*	*	*	*				
ApproachDel:	xxxxxx					10.8					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Cycle (sec): 76 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 10 Average Delay (sec/veh): 22.4
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permit+Prot				Permit+Prot			
Rights:	Include				Include				Include				Ignore			
Min Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	2	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	287	303	25		58	473	39		37	82	208		29	167	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	287	303	25		58	473	39		37	82	208		29	167	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00	
PHF Volume:	312	329	27		63	514	42		40	89	226		32	182	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	312	329	27		63	514	42		40	89	226		32	182	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	312	329	27		63	514	42		40	89	226		32	182	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.55	1.00	0.85		0.92	0.94	0.94		0.49	1.00	0.85		0.68	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1710	1800	1530		3317	3125	259		874	1900	1530		1222	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.02		0.02	0.16	0.16		0.05	0.05	0.15		0.03	0.10	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.31	0.53	0.53		0.06	0.28	0.28		0.31	0.25	0.25		0.29	0.23	0.00	
Volume/Cap:	0.59	0.34	0.03		0.34	0.59	0.59		0.22	0.20	0.59		0.08	0.44	0.00	
Delay/Veh:	24.0	10.4	8.5		35.7	24.7	24.7		21.7	22.7	27.5		20.0	25.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.0	10.4	8.5		35.7	24.7	24.7		21.7	22.7	27.5		20.0	25.9	0.0	
LOS by Move:	C	B	A		D	C	C		C	C	C		B	C	A	
HCM2kAvgQ:	7	5	0		1	7	7		1	2	6		1	4	0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Cycle (sec): 76 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 10 Average Delay (sec/veh): 22.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permit+Prot				Permit+Prot			
Rights:	Include				Include				Include				Ignore			
Min Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	2	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	287	303	25		58	473	39		37	82	208		29	167	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	287	303	25		58	473	39		37	82	208		29	167	108	
Added Vol:	10	0	0		0	0	3		2	27	4		0	44	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	297	303	25		58	473	42		39	109	212		29	211	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.00	
PHF Volume:	323	329	27		63	514	46		42	118	230		32	229	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	323	329	27		63	514	46		42	118	230		32	229	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	323	329	27		63	514	46		42	118	230		32	229	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	1.00	0.85		0.92	0.94	0.94		0.40	1.00	0.85		0.62	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.84	0.16		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1710	1800	1530		3317	3103	276		728	1800	1530		1116	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.18	0.02		0.02	0.17	0.17		0.06	0.07	0.15		0.03	0.13	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.31	0.53	0.53		0.06	0.27	0.27		0.31	0.25	0.25		0.30	0.23	0.00	
Volume/Cap:	0.60	0.34	0.03		0.34	0.60	0.60		0.14	0.26	0.60		0.09	0.54	0.00	
Delay/Veh:	24.0	10.4	8.5		35.7	25.1	25.1		23.4	23.2	27.9		20.4	27.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.0	10.4	8.5		35.7	25.1	25.1		23.4	23.2	27.9		20.4	27.0	0.0	
LOS by Move:	C	B	A		D	C	C		C	C	C		C	C	A	
HCM2kAvgQ:	7	4	0		1	7	7		1	2	6		1	5	0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100
Loss Time (sec): 0
Optimal Cycle: 0
Critical Vol./Cap.(X): 0.327
Average Delay (sec/veh): 9.4
Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	1	0	0	1 0	0	0	1!	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	141	72	3		7	54	35		11	86	105		0	0	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	141	72	3		7	54	35		11	86	105		0	0	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	141	72	3		7	54	35		11	86	105		0	0	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	72	3		7	54	35		11	86	105		0	0	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	141	72	3		7	54	35		11	86	105		0	0	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.66	0.34	1.00		1.00	0.61	0.39		0.05	0.43	0.52		0.00	0.00	1.00	
Final Sat.:	431	220	800		613	428	278		42	331	404		0	0	762	
Capacity Analysis Module:																
Vol/Sat:	0.33	0.33	0.00		0.01	0.13	0.13		0.26	0.26	0.26		xxxx	xxxx	0.01	
Crit Moves:		****				****				****					****	
Delay/Veh:	10.6	10.6	7.1		8.4	8.3	8.3		8.8	8.8	8.8		0.0	0.0	7.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.6	10.6	7.1		8.4	8.3	8.3		8.8	8.8	8.8		0.0	0.0	7.4	
LOS by Move:	B	B	A		A	A	A		A	A	A		*	*	A	
ApproachDel:	10.5				8.3				8.8				7.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.5				8.3				8.8				7.4			
LOS by Appr:	B				A				A				A			
AllWayAvgQ:	0.5	0.5	0.0		0.0	0.1	0.1		0.3	0.3	0.3		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 McKenzie Hwy & Hood Avenue

Cycle (sec): 100
Loss Time (sec): 0
Optimal Cycle: 0
Critical Vol./Cap.(X): 0.339
Average Delay (sec/veh): 9.6
Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	1	0	0	1 0	0	0	1!	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	141	72	3		7	54	35		11	86	105		0	0	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	141	72	3		7	54	35		11	86	105		0	0	4	
Added Vol:	7	0	0		0	0	0		0	2	4		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	148	72	3		7	54	35		11	88	109		0	0	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	148	72	3		7	54	35		11	88	109		0	0	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	148	72	3		7	54	35		11	88	109		0	0	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	148	72	3		7	54	35		11	88	109		0	0	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.67	0.33	1.00		1.00	0.61	0.39		0.05	0.42	0.53		0.00	0.00	1.00	
Final Sat.:	436	212	797		609	425	276		41	327	405		0	0	756	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.34	0.00		0.01	0.13	0.13		0.27	0.27	0.27		xxxx	xxxx	0.01	
Crit Moves:		****				****				****					****	
Delay/Veh:	10.7	10.7	7.1		8.5	8.3	8.3		8.9	8.9	8.9		0.0	0.0	7.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.7	10.7	7.1		8.5	8.3	8.3		8.9	8.9	8.9		0.0	0.0	7.4	
LOS by Move:	B	B	A		A	A	A		A	A	A		*	*	A	
ApproachDel:	10.7				8.3				8.9				7.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.7				8.3				8.9				7.4			
LOS by Appr:	B				A				A				A			
AllWayAvgQ:	0.5	0.5	0.0		0.0	0.1	0.1		0.3	0.3	0.3		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	86	0	0	159	32	730	40	37	519	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	86	0	0	159	32	730	40	37	519	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	86	0	0	159	32	730	40	37	519	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	86	0	0	159	32	730	40	37	519	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	750	xxxx	xxxx	532	545	xxxx	xxxxx	770	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	415	xxxx	xxxx	551	1034	xxxx	xxxxx	854	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	415	xxxx	xxxx	551	1034	xxxx	xxxxx	854	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.21	xxxx	xxxx	0.29	0.03	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	xxxx	xxxx	1.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.9	xxxxx	xxxx	14.2	8.6	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			14.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Cascade Avenue & Pine Street

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[16.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	86	0	0	159	32	730	40	37	519	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	86	0	0	159	32	730	40	37	519	26
Added Vol:	0	0	0	0	0	3	2	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	86	0	0	162	34	734	40	37	526	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	86	0	0	162	34	734	40	37	526	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	86	0	0	162	34	734	40	37	526	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	754	xxxx	xxxx	539	552	xxxx	xxxxx	774	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	412	xxxx	xxxx	546	1028	xxxx	xxxxx	851	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	412	xxxx	xxxx	546	1028	xxxx	xxxxx	851	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.21	xxxx	xxxx	0.30	0.03	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	xxxx	xxxx	1.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.0	xxxxx	xxxx	14.3	8.6	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.0			14.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	1:	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		46	0	20		6	39	0		0	65	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		46	0	20		6	39	0		0	65	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		46	0	20		6	39	0		0	65	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		46	0	20		6	39	0		0	65	35	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		116	116	65		100	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		885	778	1005		1505	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		882	775	1005		1505	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		0.05	0.00	0.02		0.00	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	916	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.2	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	A	*		A	*	*	*	*	*		
ApproachDel:	xxxxxx					9.2			xxxxxx				xxxxxx			
ApproachLOS:	*					A			*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 McKenzie Hwy & McKinney Butte Road

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	1:	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0		46	0	20		6	39	0		0	65	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		46	0	20		6	39	0		0	65	35	
Added Vol:	0	0	0		0	0	2		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		46	0	22		9	39	0		0	65	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		46	0	22		9	39	0		0	65	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		46	0	22		9	39	0		0	65	35	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		122	122	65		100	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		878	772	1005		1505	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		874	767	1005		1505	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		0.05	0.00	0.02		0.01	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	912	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.3	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	A	*		A	*	*	*	*	*		
ApproachDel:	xxxxxx					9.3			xxxxxx				xxxxxx			
ApproachLOS:	*					A			*				*			

Note: Queue reported in the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	36	572		0		0	558		12		27		0		30		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	36	572		0		0	558		12		27		0		30		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	36	572		0		0	558		12		27		0		30		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	36	572		0		0	558		12		27		0		30		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	570	xxxx	xxxxx	xxxx	xxxx	xxxxx					1202	xxxx		558	xxxx	xxxx	xxxxx			
Potent Cap.:	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx					205	xxxx		533	xxxx	xxxx	xxxxx			
Move Cap.:	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx					200	xxxx		533	xxxx	xxxx	xxxxx			
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx					0.13	xxxx		0.06	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.5	xxxx		0.2	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx					25.8	xxxx		12.2	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*		*		*		*			D	*		B		*		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		*			*		*		
ApproachDel:	xxxxxx			xxxxxx							18.6					xxxxxx				
ApproachLOS:		*				*					C						*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Hwy 20 & Hood Avenue

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	36	572		0		0	558		12		27		0		30		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	36	572		0		0	558		12		27		0		30		0		0	
Added Vol:	0	10		0		0	4		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	36	582		0		0	562		12		27		0		30		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	36	582		0		0	562		12		27		0		30		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	36	582		0		0	562		12		27		0		30		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	574	xxxx	xxxxx	xxxx	xxxx	xxxxx					1216	xxxx		562	xxxx	xxxx	xxxxx			
Potent Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx					202	xxxx		530	xxxx	xxxx	xxxxx			
Move Cap.:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx					196	xxxx		530	xxxx	xxxx	xxxxx			
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx					0.14	xxxx		0.06	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.5	xxxx		0.2	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx					26.2	xxxx		12.2	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*		*		*		*			D	*		B		*		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		*			*		*		
ApproachDel:	xxxxxx			xxxxxx							18.8					xxxxxx				
ApproachLOS:		*				*					C						*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	151	0		0	126	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	151	0		0	126	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	151	0		0	126	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	151	0		0	126	0	
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		6.4	6.5	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	277	277	151		277	277	126		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	717	634	901		717	634	930		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	717	634	901		717	634	930		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Visitor Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	0	1	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	151	0		0	126	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	151	0		0	126	0	
Added Vol:	0	0	0		2	0	0		0	28	0		0	44	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		2	0	0		0	179	0		0	170	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	0		0	179	0		0	170	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		2	0	0		0	179	0		0	170	3	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		6.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	351	352	179		351	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	608	576	869		651	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	608	576	869		651	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				10.5				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01196

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 E. Site Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module.												
Base Vol:	0	0	0	0	0	0	0	151	0	0	126	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	126	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	151	0	0	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	151	0	0	126	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	277	277	151	277	277	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	717	634	901	717	634	930	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	717	634	901	717	634	930	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01196

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 E. Site Access on McKinney Butte Rd.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	151	0	0	126	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	126	0
Added Vol:	0	0	0	9	0	0	1	29	0	0	47	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	0	1	180	0	0	173	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	0	1	180	0	0	173	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	0	1	180	0	0	173	15
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	363	370	180	363	xxxx	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	597	563	868	641	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	597	562	868	640	xxxx	xxxxx	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX E

PEAK HOUR SIGNAL WARRANTS

Preliminary Traffic Signal Warrant Analysis Form

Year 2010 with Project - PM Peak Hour

Major Street: Highway 20
Minor Street: McKinney Butte Rd./Barclay Dr.
Project #: 1186

INPUT VOLUMES AND APPROACH LANES

Minor Street Vehicular Traffic		
Approach	Peak Hour Turn Volume	
EB	Left	25
	Thru	43
	Right	148
	RT Capacity or Shared Capacity	148
	85 Percent of RT Capacity	126
	Allowable Right Turns	22
	Total	90
	ADT	900
WB	Left	9
	Thru	53
	Right	38
	RT Capacity or Shared Capacity	297
	85 Percent of RT Capacity	252
	Allowable Right Turns	0
	Total	62
	ADT	620
Maximum Approach Volume on Minor Street		900

Major Street Vehicular Traffic		
Approach		Volume
NB	Left	171
	Thru	215
	Right	18
SB	Left	38
	Thru	322
	Right	32
Both Directions	Total	796
Both Directions	ADT	7,960

Number of Approach Lanes	
Major Street	1
Minor Street	1

WARRANT CALCULATIONS

		Warrant Volume		Volume Greater Than Warrant		
		Major Approach	Minor Approach	Major Approach	Minor Approach	Warrant Met?
Approach Volume		7,960	900			
100 Percent of Standard Warrant						
	Case A	8,850	2,650	No	No	No
	Case B	13,300	1,350	No	No	No
70 Percent of Standard Warrant						
	Case A	6,200	1,850	Yes	No	No
	Case B	9,300	950	No	No	No

VALUES FOR ODOT PRELIMINARY TRAFFIC SIGNAL WARRANT

Percent of Standard Warrant	Number of Lanes on Approach	Case A		Case B	
		Major	Minor	Major	Minor
100 percent	1	8,850	2,650	13,300	1,350
	2	10,600	3,550	15,900	1,750
70 percent	1	6,200	1,850	9,300	950
	2	7,400	2,500	11,100	1,250

Preliminary Traffic Signal Warrant Analysis Form

Year 2010 without Project - PM Peak Hour

Major Street: Highway 20
Minor Street: McKinney Butte Rd./Barclay Dr.
Project #: 1186

INPUT VOLUMES AND APPROACH LANES

Minor Street Vehicular Traffic		
Approach	Peak Hour Turn Volume	
EB	Left	38
	Thru	87
	Right	215
	RT Capacity or Shared Capacity	215
	85 Percent of RT Capacity	183
	Allowable Right Turns	32
	Total	157
	ADT	1570
WB	Left	32
	Thru	186
	Right	0
	RT Capacity or Shared Capacity	78
	85 Percent of RT Capacity	66
	Allowable Right Turns	0
	Total	218
	ADT	2180
Maximum Approach Volume on Minor Street		2180

Major Street Vehicular Traffic		
Approach		Volume
NB	Left	309
	Thru	300
	Right	25
SB	Left	59
	Thru	472
	Right	38
Both Directions	Total	1,203
Both Directions	ADT	12,030

Number of Approach Lanes	
Major Street	2
Minor Street	2

WARRANT CALCULATIONS

		Warrant Volume		Volume Greater Than Warrant		
		Major Approach	Minor Approach	Major Approach	Minor Approach	Warrant Met?
Approach Volume		12,030	2180			
100 Percent of Standard Warrant						
	Case A	10,600	3,550	Yes	No	No
	Case B	15,900	1,750	No	Yes	No
70 Percent of Standard Warrant						
	Case A	7,400	2,500	Yes	No	No
	Case B	11,100	1,250	Yes	Yes	Yes

VALUES FOR ODOT PRELIMINARY TRAFFIC SIGNAL WARRANT

Percent of Standard Warrant	Number of Lanes on Approach	Case A		Case B	
		Major	Minor	Major	Minor
100 percent	1	8,850	2,650	13,300	1,350
	2	10,600	3,550	15,900	1,750
70 percent	1	6,200	1,850	9,300	950
	2	7,400	2,500	11,100	1,250

Preliminary Traffic Signal Warrant Analysis Form

Year 2016 with Project - PM Peak Hour

Major Street: Highway 20
Minor Street: McKinney Butte Rd./Barclay Dr.
Project #: 1186

INPUT VOLUMES AND APPROACH LANES

Minor Street Vehicular Traffic		
Approach	Peak Hour Turn Volume	
EB	Left	40
	Thru	116
	Right	220
	RT Capacity or Shared Capacity	220
	85 Percent of RT Capacity	187
	Allowable Right Turns	33
	Total	189
	ADT	1890
WB	Left	32
	Thru	234
	Right	0
	RT Capacity or Shared Capacity	75
	85 Percent of RT Capacity	64
	Allowable Right Turns	0
	Total	266
	ADT	2660
Maximum Approach Volume on Minor Street		2660

Major Street Vehicular Traffic		
Approach		Volume
NB	Left	320
	Thru	300
	Right	25
SB	Left	59
	Thru	472
	Right	41
Both Directions	Total	1,217
Both Directions	ADT	12,170

Number of Approach Lanes	
Major Street	2
Minor Street	2

WARRANT CALCULATIONS

		Warrant Volume		Volume Greater Than Warrant		
		Major Approach	Minor Approach	Major Approach	Minor Approach	Warrant Met?
Approach Volume		12,170	2660			
100 Percent of Standard Warrant						
	Case A	10,600	3,550	Yes	No	No
	Case B	15,900	1,750	No	Yes	No
70 Percent of Standard Warrant						
	Case A	7,400	2,500	Yes	Yes	Yes
	Case B	11,100	1,250	Yes	Yes	Yes

VALUES FOR ODOT PRELIMINARY TRAFFIC SIGNAL WARRANT

Percent of Standard Warrant	Number of Lanes on Approach	Case A		Case B	
		Major	Minor	Major	Minor
100 percent	1	8,850	2,650	13,300	1,350
	2	10,600	3,550	15,900	1,750
70 percent	1	6,200	1,850	9,300	950
	2	7,400	2,500	11,100	1,250

WITH A 1.064 SEASONAL ADJUSTMENT + AREA DEVELOPMENT + 2.1% PER YEAR ANNUAL GROWTH FACTOR.

MITIG8 - Year 2010 Mon Jun 7, 2010 20:22:56 Page 1-1

McKenzie Meadow Village Mixed Use Neighborhood
Year 2010 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: C[23.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	1 0 0	1	0	0 1 0	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	123 215		18	38	322	29	23	39	121	9	46	38
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123 215		18	38	322	29	23	39	121	9	46	38
Added Vol:	48 0		0	0	0	3	2	4	27	0	7	0
PasserByVol:	0 0		0	0	0	0	0	0	0	0	0	0
PasserIntVol:	0 0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	171 215		18	38	322	32	25	43	148	9	53	38
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171 215		18	38	322	32	25	43	148	9	53	38
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0	0
FinalVolume:	171 215		18	38	322	32	25	43	148	9	53	38
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		4.1 xxxx	xxxxx		7.2	6.6	6.3	7.2	6.6	6.3
FollowUpTim:	2.2 xxxx	xxxxx		2.2 xxxx	xxxxx		3.6	4.1	3.4	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	354 xxxx	xxxxx		233 xxxx	xxxxx		1026	989	338	1067	987	215
Potent Cap.:	1210 xxxx	xxxxx		1346 xxxx	xxxxx		209	242	693	197	244	817
Move Cap.:	1210 xxxx	xxxxx		1346 xxxx	xxxxx		140	202	693	114	204	817
Volume/Cap:	0.14 xxxx	xxxx		0.03 xxxx	xxxx		0.18	0.21	0.21	0.08	0.26	0.05
Level Of Service Module:												
2Way95thQ:	0.5 xxxx	xxxxx		0.1 xxxx	xxxxx		xxxx	xxxx	0.8	0.3	xxxx	xxxxx
Control Del:	8.5 xxxx	xxxxx		7.8 xxxx	xxxxx		xxxxx	xxxx	11.6	39.3	xxxx	xxxxx
LOS by Move:	A *	*		A *	*		*	*	B	E	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	xxxxx	xxxx	xxxx	297
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	1.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.5	xxxx	xxxxx	xxxxx	xxxx	22.4
Shared LOS:	*	*	*	*	*	*	E	*	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			20.1			23.9		
ApproachLOS:	*			*			C			C		

****

Note: Queue reported is the number of cars per lane.

****

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WITH A 1.064 SEASONAL ADJUSTMENT + AREA DEVELOPMENT + 2.1% PER YEAR GROWTH ADJUSTMENT.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	284	276	23	54	434	35	35	80	198	29	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	276	23	54	434	35	35	80	198	29	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	309	300	25	59	472	38	38	87	215	32	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	309	300	25	59	472	38	38	87	215	32	186	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	510	xxxx	xxxxx	325	xxxx	xxxxx	1631	1551	491	1677	1545	300
Potent Cap.:	1066	xxxx	xxxxx	1246	xxxx	xxxxx	82	115	582	76	116	744
Move Cap.:	1066	xxxx	xxxxx	1246	xxxx	xxxxx	0	78	582	0	78	744
Volume/Cap:	0.29	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	1.12	0.37	xxxx	2.37	0.00
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	78
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	739.3
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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WITH A 1.064 SEASONAL ADJUSTMENT + AREA DEVELOPMENT + 2.1% PER YEAR GROWTH ADJUSTMENT.

McKenzie Meadow Village Mixed Use Neighborhood
Year 2016 Forecast Scenario
Project #01186

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Hwy 20 & Barclay Drive/McKinney Butte Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	284	276	23	54	434	35	35	80	198	29	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	276	23	54	434	35	35	80	198	29	171	0
Added Vol:	10	0	0	0	0	3	2	27	4	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	276	23	54	434	38	37	107	202	29	215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	320	300	25	59	472	41	40	116	220	32	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	320	300	25	59	472	41	40	116	220	32	234	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	513	xxxx	xxxxx	325	xxxx	xxxxx	1678	1574	492	1717	1570	300
Potent Cap.:	1063	xxxx	xxxxx	1246	xxxx	xxxxx	76	111	581	72	112	744
Move Cap.:	1063	xxxx	xxxxx	1246	xxxx	xxxxx	0	74	581	0	75	744
Volume/Cap:	0.30	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	1.57	0.38	xxxx	3.14	0.00
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	1.8	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	14.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	75
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1081
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

APPENDIX F

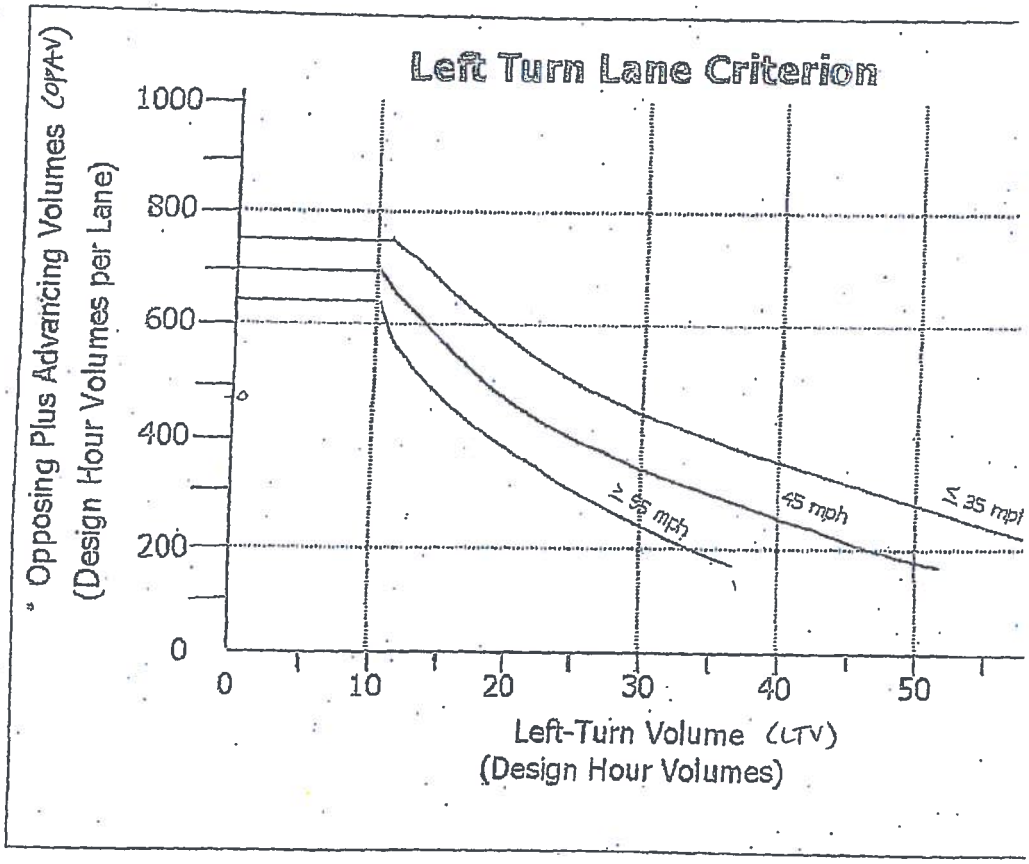
LEFT-TURN LANE GUIDELINES

MCKINNEY BUTTE ROAD & E. SITE ACCESS

YEAR 2030
WITH PROJECT.

OPAV = 474
LTV = 1

• EB LEFT-TURN LANE WARRANT IS NOT MET IN THE YEAR 2030.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

MCKENZIE HWY & MCKINNEY BUTTE ROAD

YEAR 2030

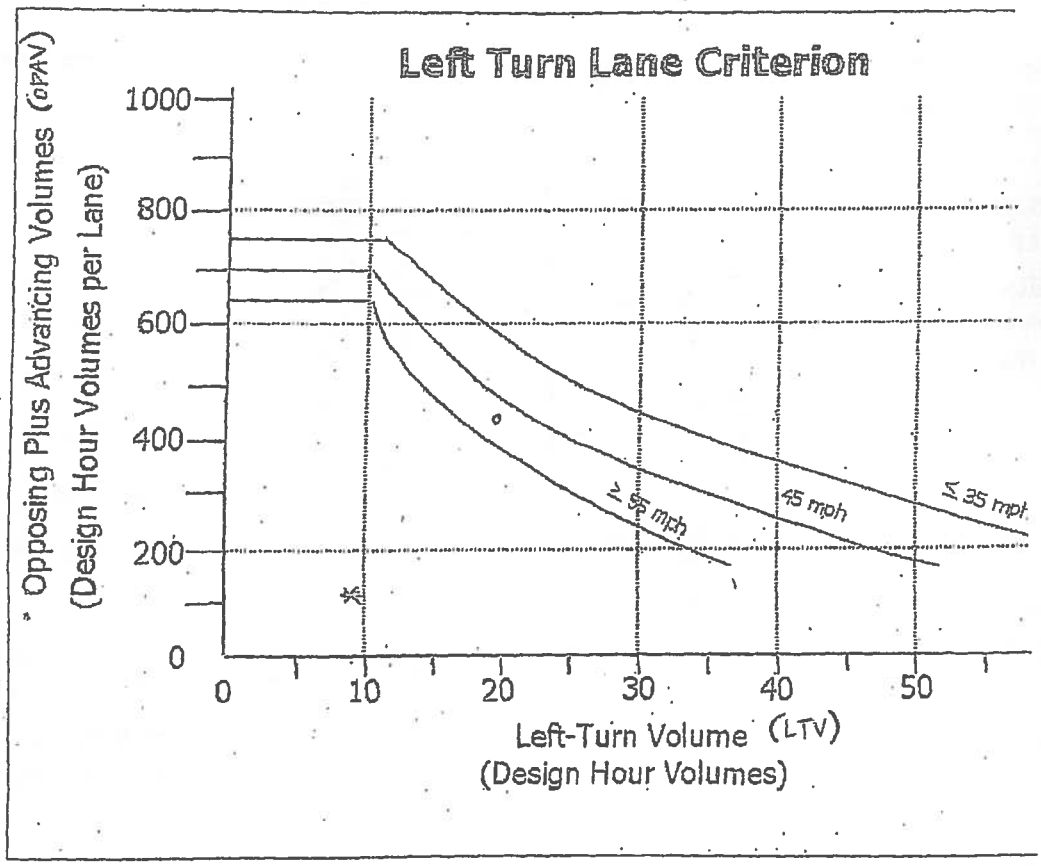
OPAV = 460
LTV = 20

- EB LEFT-TURN LANE WARRANT IS MET IN YEAR 2030.

YEAR 2016 WITH PROJECT

OPAV = 139
LTV = 9

* LEFT-TURN LANE (EB) IS NOT MET IN 2016 WITH PROJECT



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

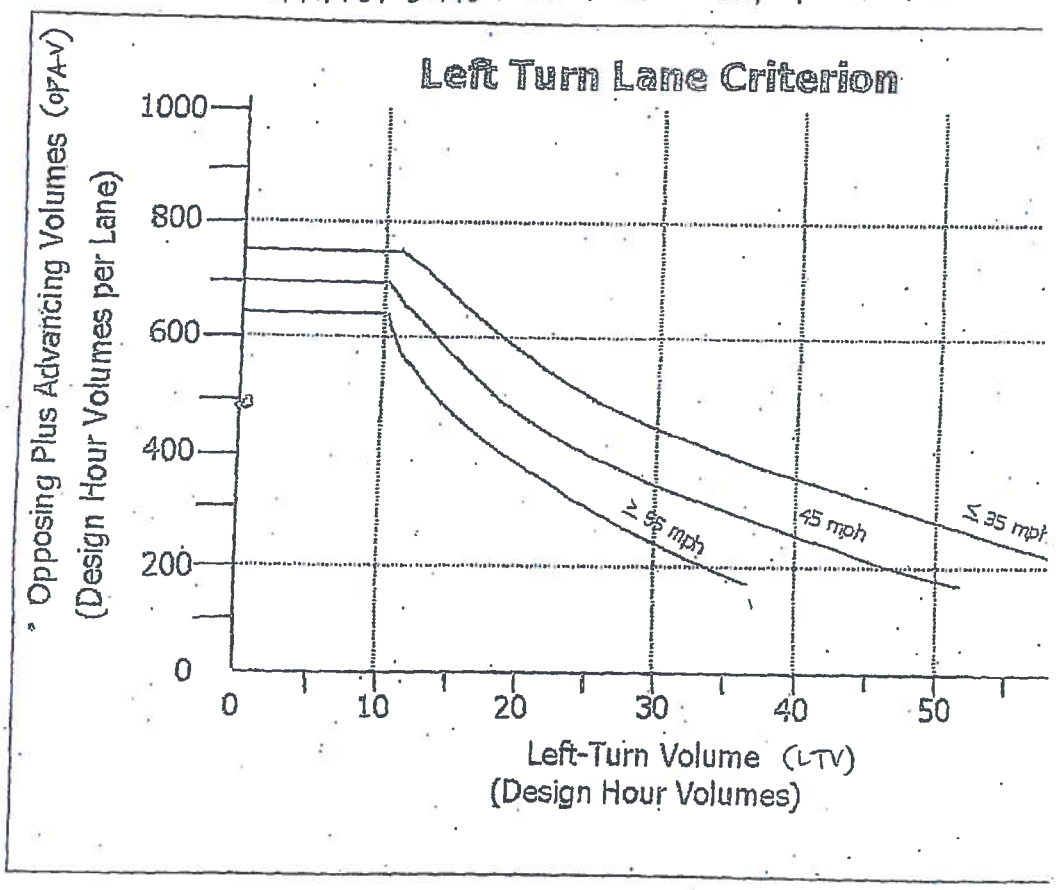
FIGURE 1

McKINNEY BUTTE ROAD & McKINNEY RANCH ROAD

YEAR 2030
WITH PROJECT

OPAV = 493
LTV = 1

• EB LEFT-TURN LANE WARRANT IS NOT MET IN THE YEAR 2030.



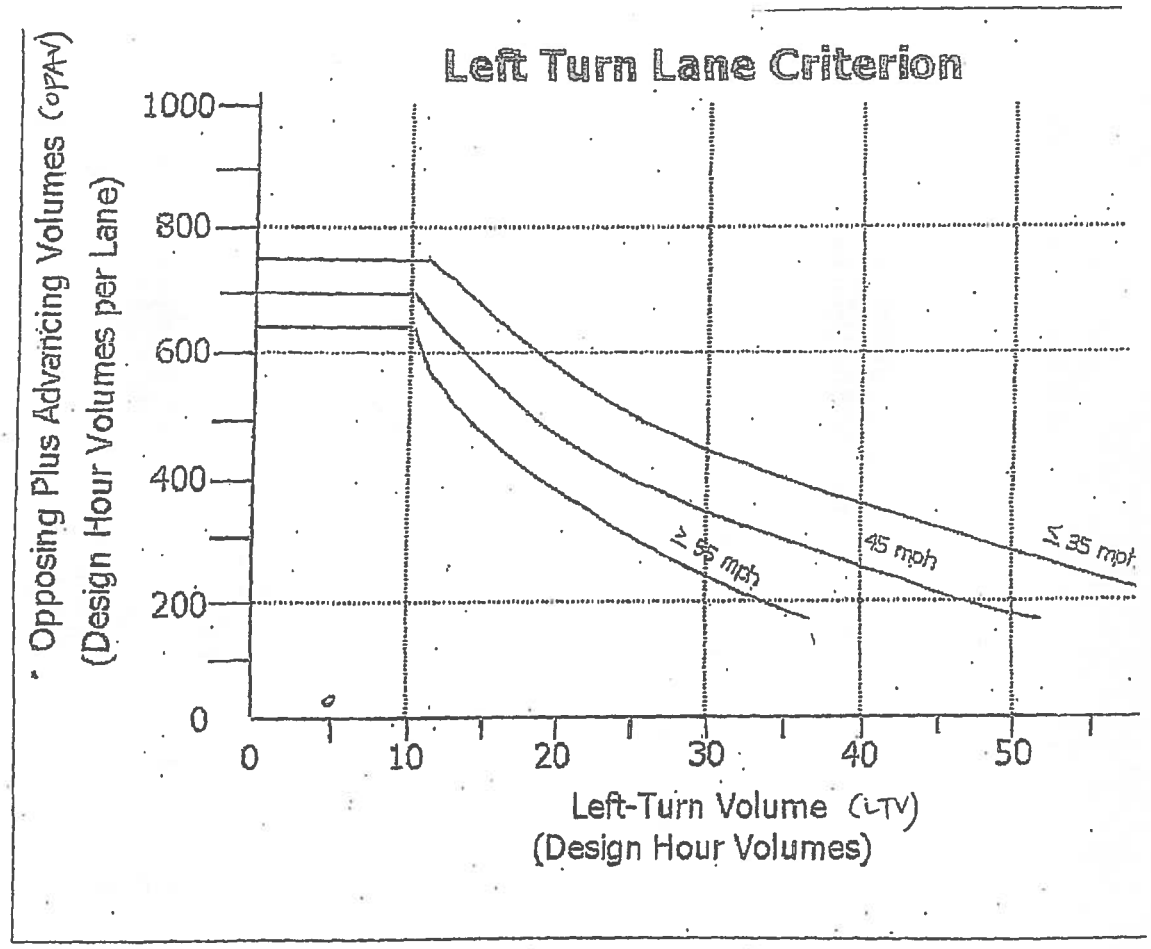
* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

YEAR 2030
WITH PROJECT

OPAV = 11
LTV = 5

• NB LEFT-TURN LANE WARRANT IS NOT MET IN THE YEAR 2030, WITH PROJECT,



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

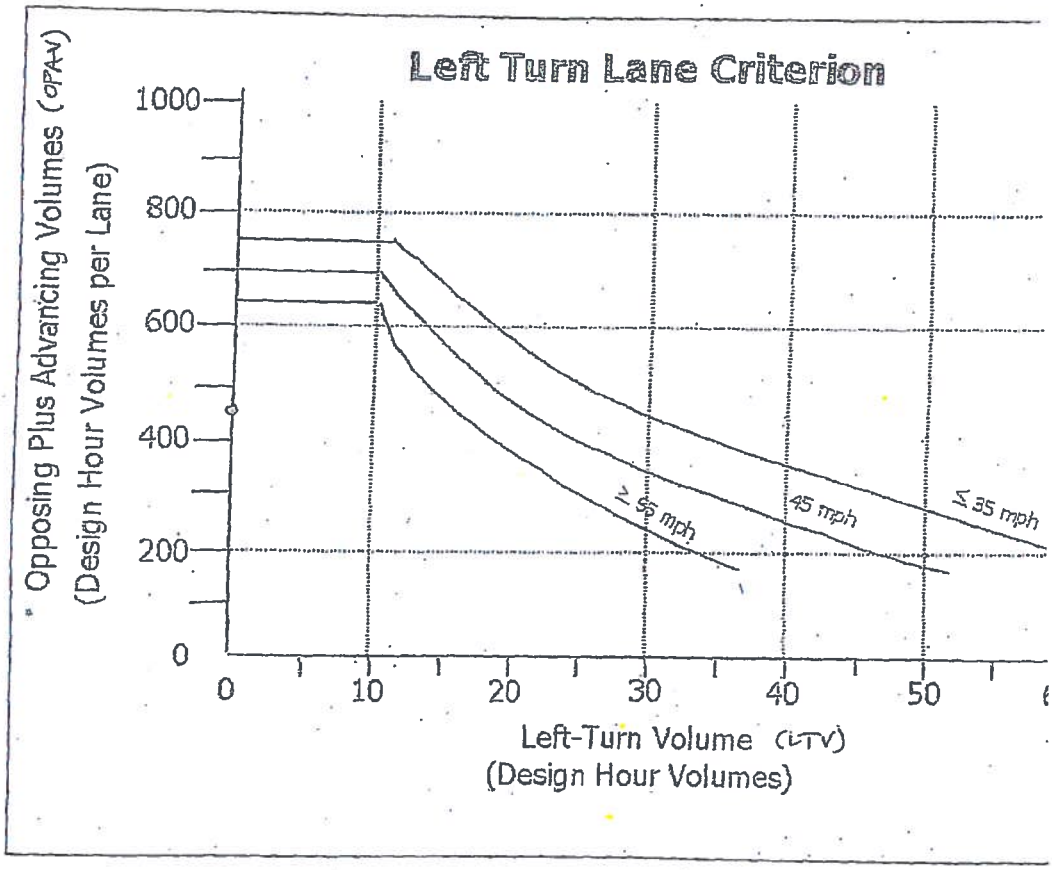
FIGURE 1

MCKINNEY BUTTE ROAD & VISITOR SITE ACCESS

YEAR 2030
WITH PROJECT

OPAV = 452
LTV = 0

• EB LEFT-TURN LANE WARRANT IS NOT MET IN YEAR 2030.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

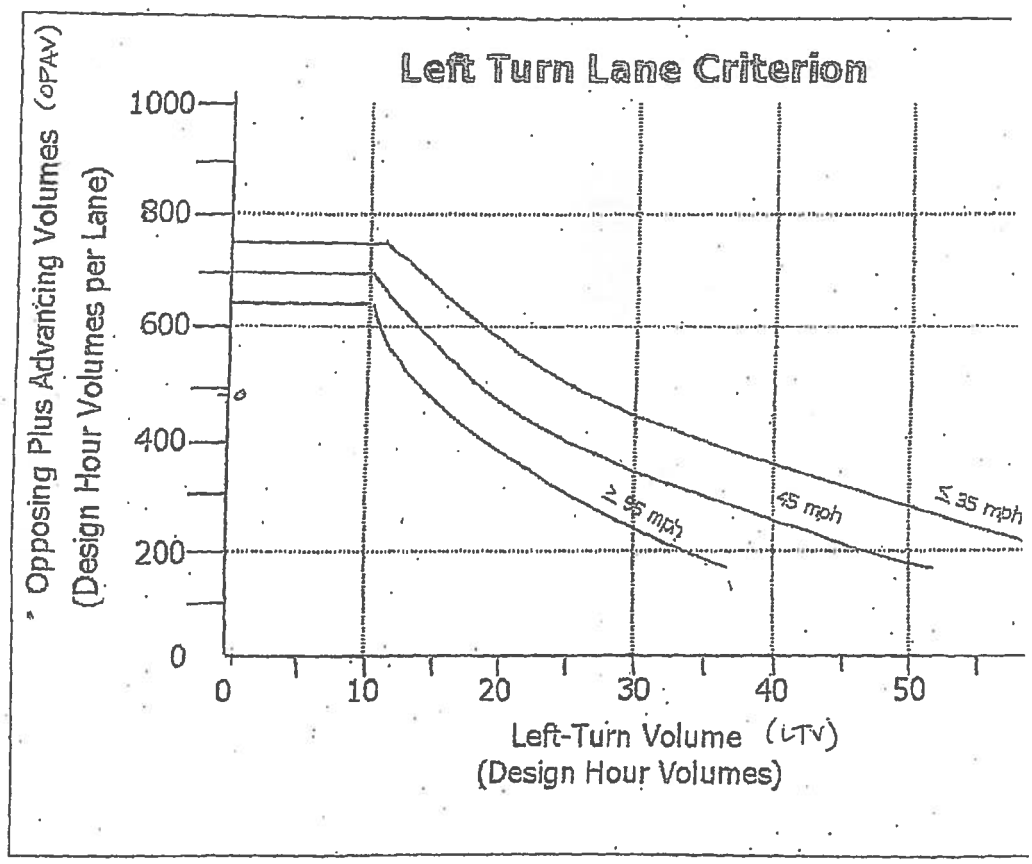
FIGURE 1

MCKINNEY BUTTE ROAD & N. SITE ACCESS

YEAR 2030 WITH PROJECT.

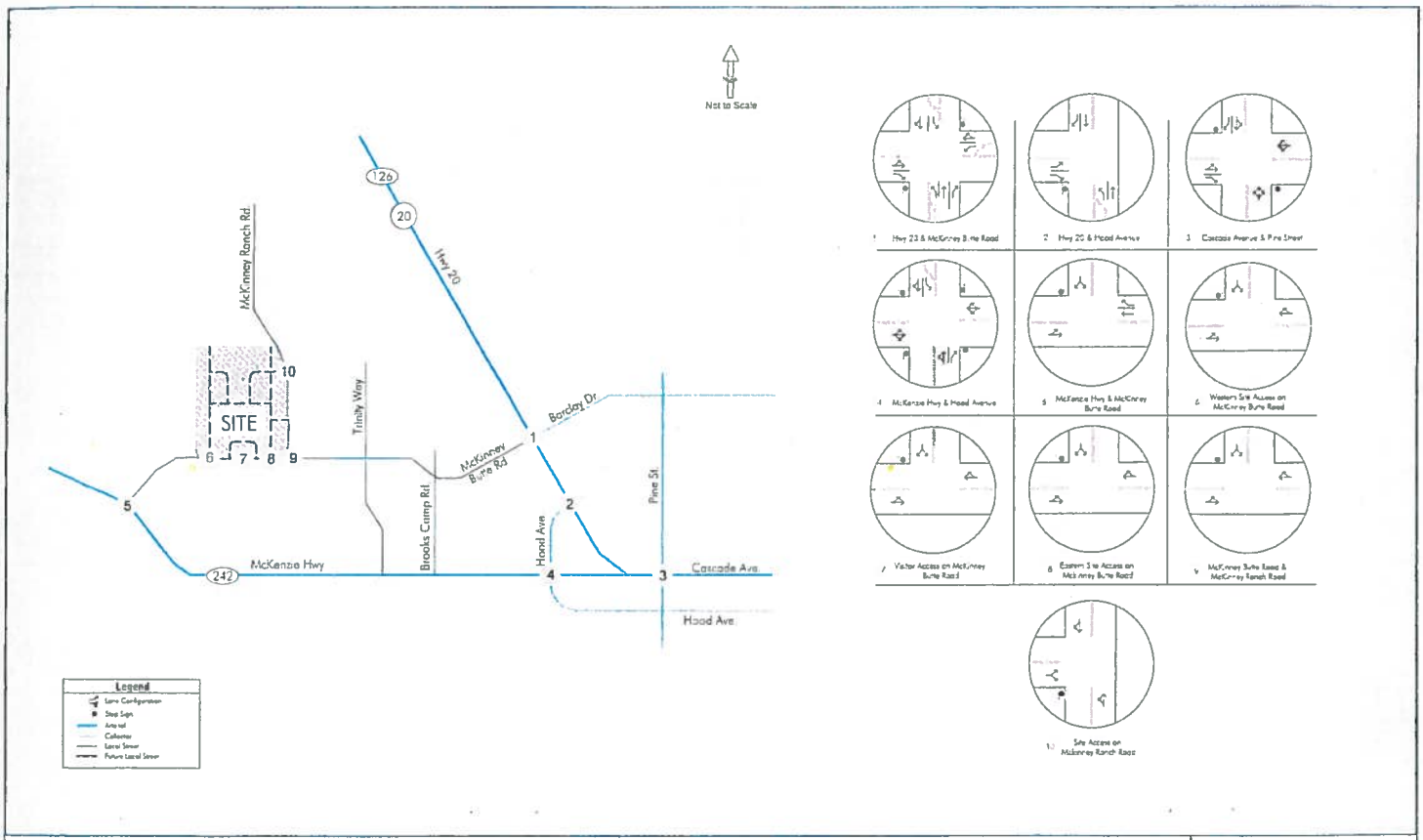
OPAV = 493
LTV = 1

o EB LEFT-TURN LANE WARRANT IS NOT MET IN YEAR 2030.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

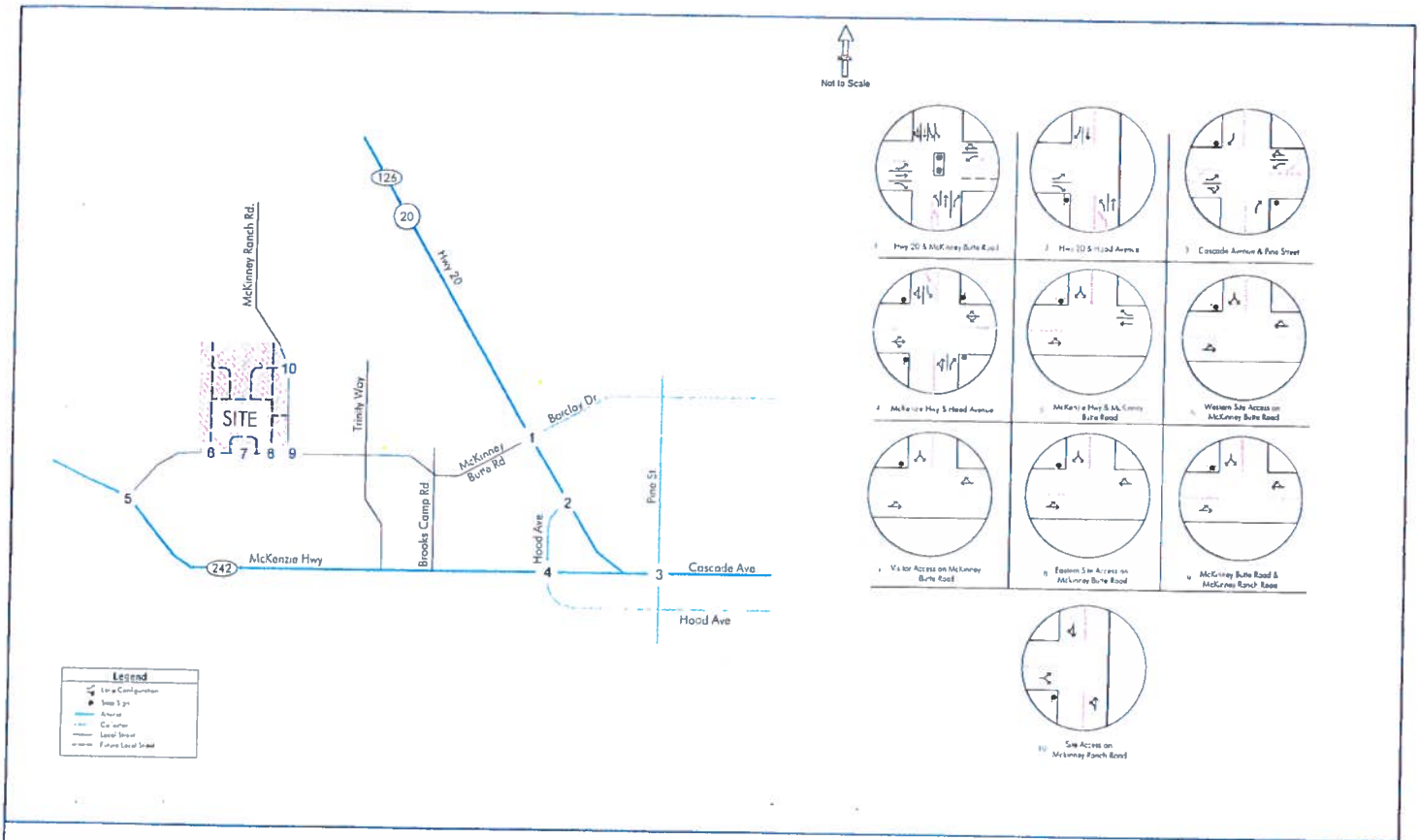


#01186
June 7, 2010

Existing Lane Configurations & Intersection Controls
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 3

Ferguson & Associates, Inc.

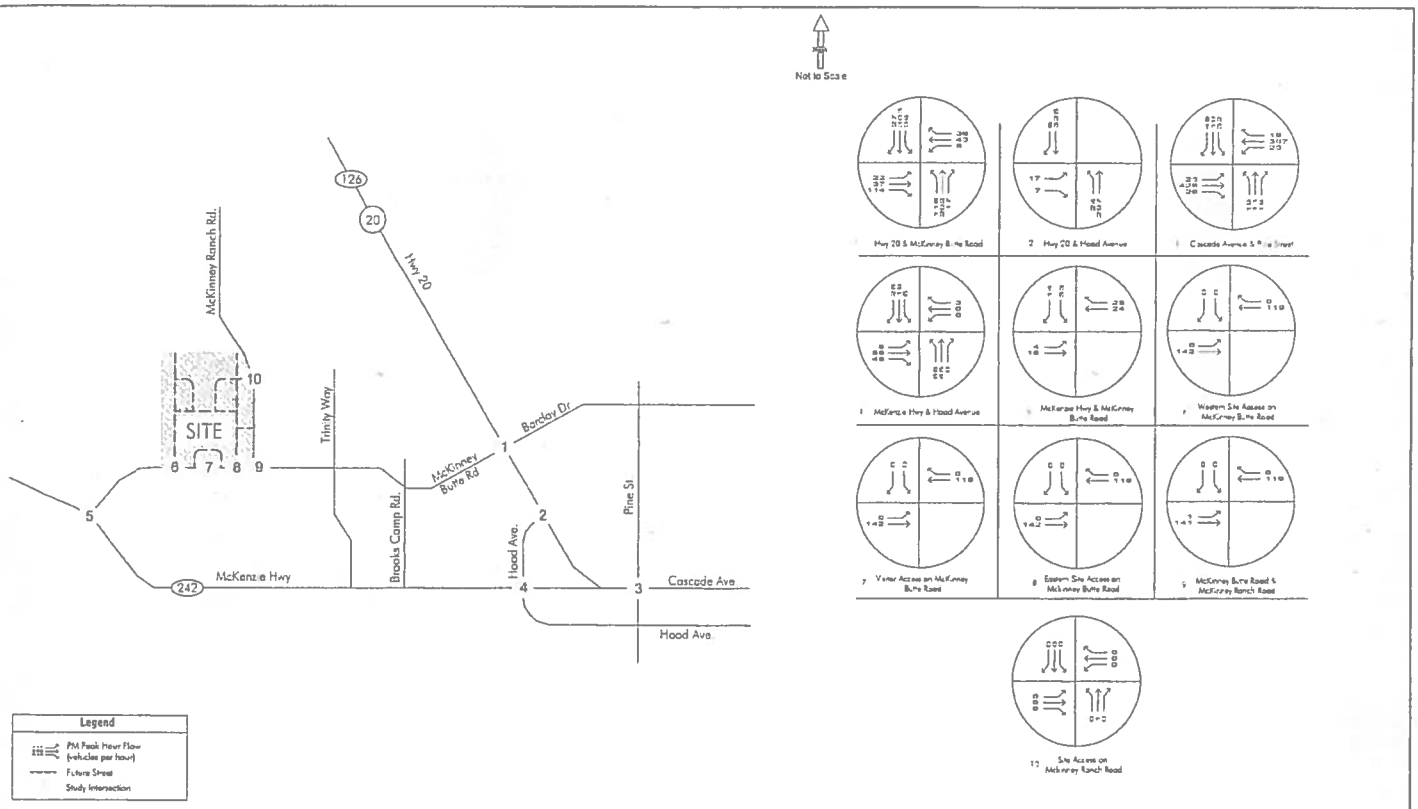


#01186
June 7, 2010

Future Lane Configurations & Intersection Controls (Year 2016 & Year 2030)
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 4

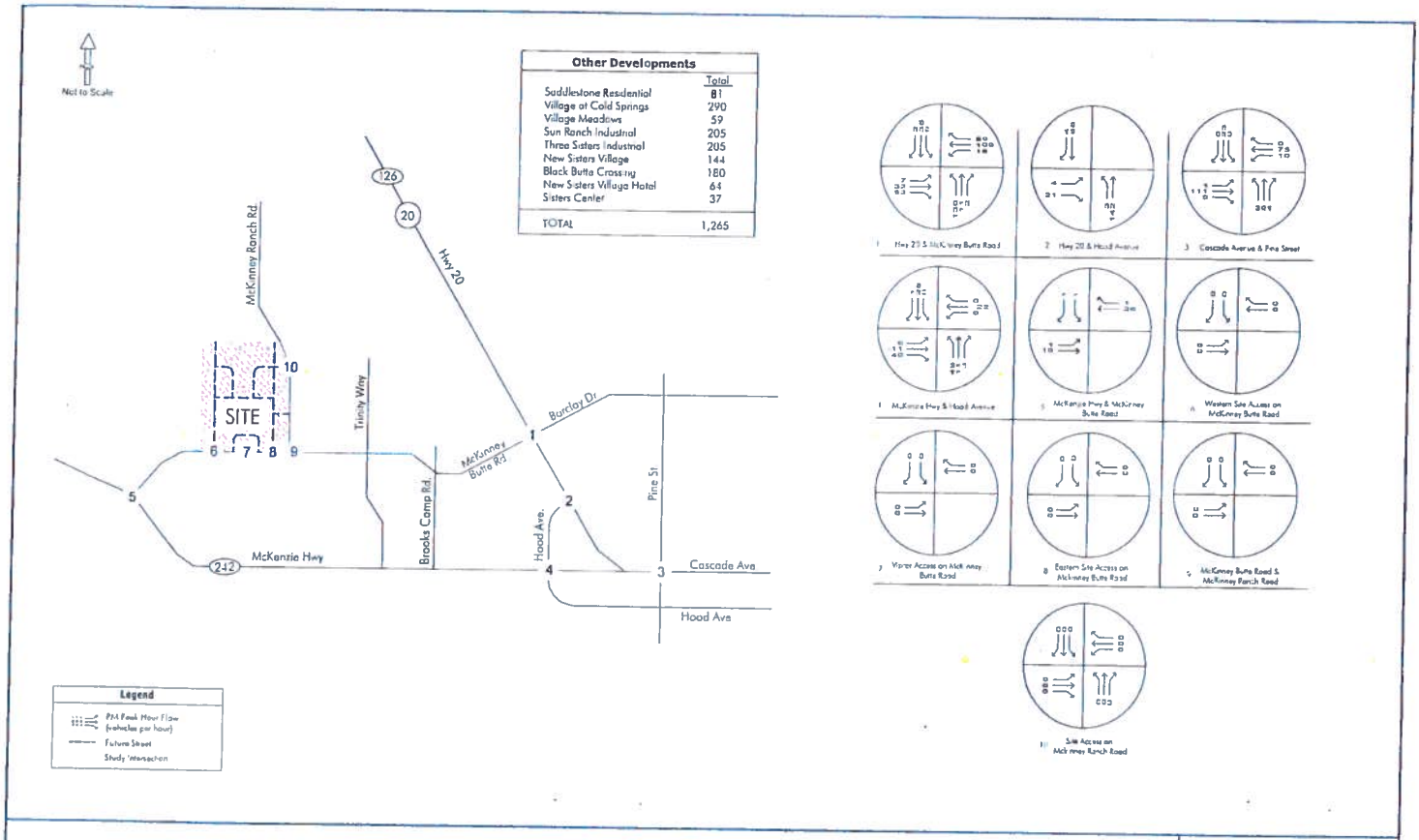
Ferguson & Associates, Inc.



Existing PM Peak Hour Traffic (As Counted)
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#01136
June 7, 2010

Figure 5
Ferguson & Associates, Inc.

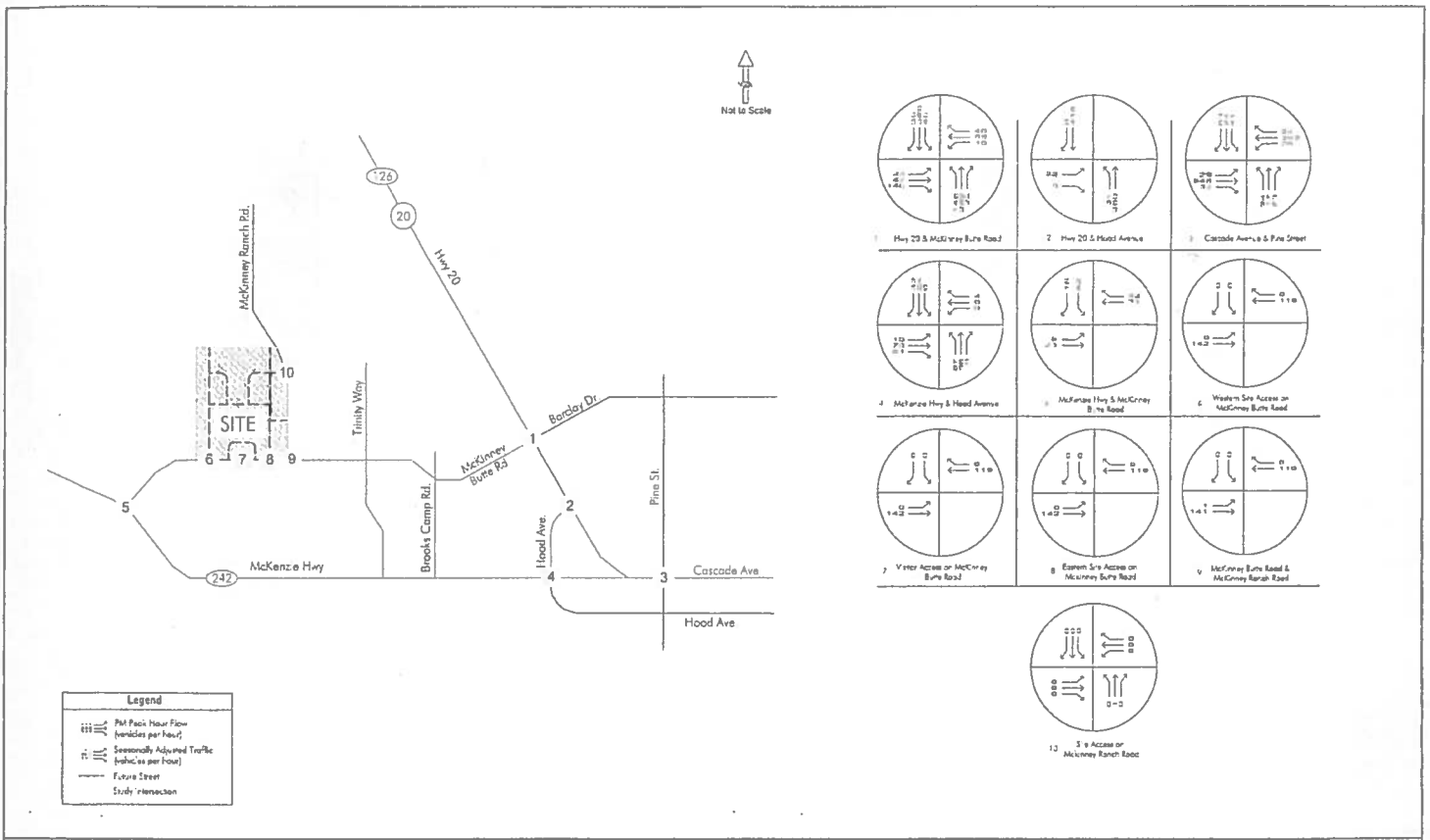


#01186
June 7, 2010

PM Peak Hour Traffic from Approved Other Development
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 6

Ferguson & Associates, Inc.

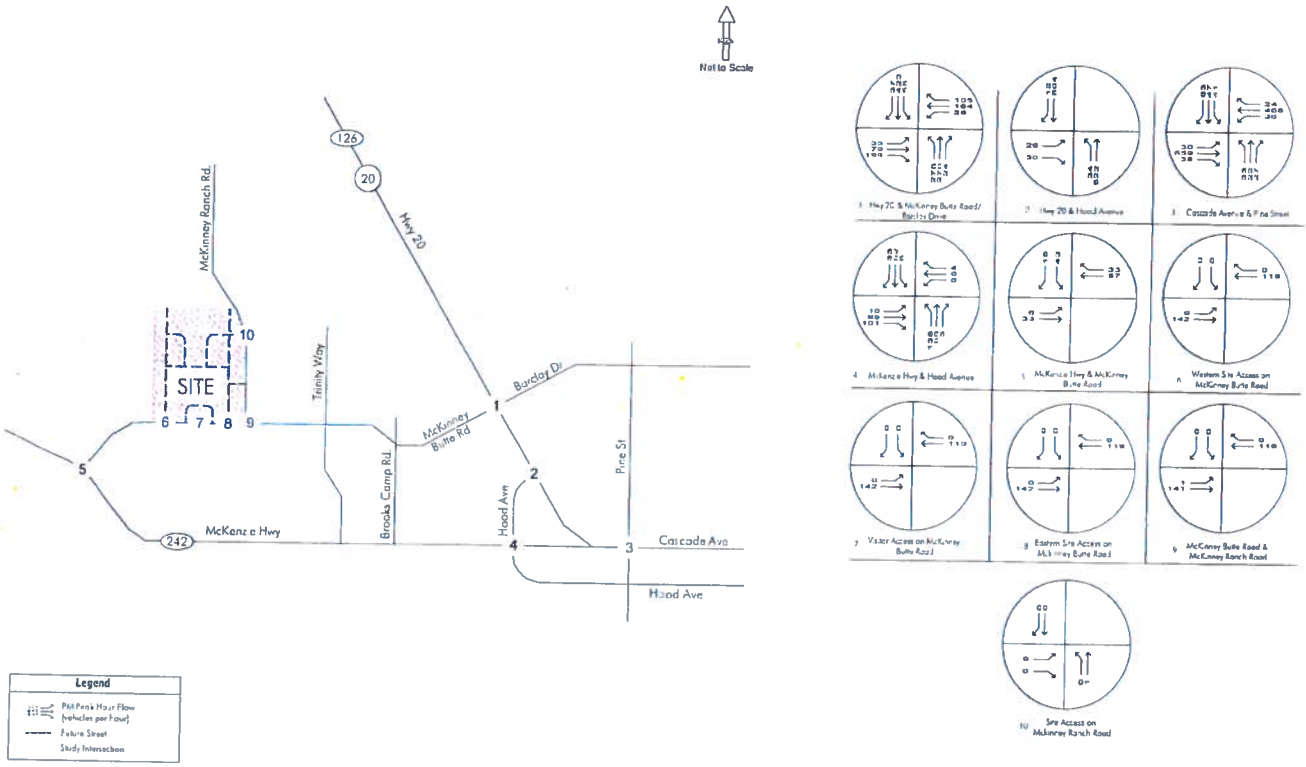


#01186
June 7, 2010

Existing PM Peak Hour Traffic (Seasonally Adjusted)
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 7

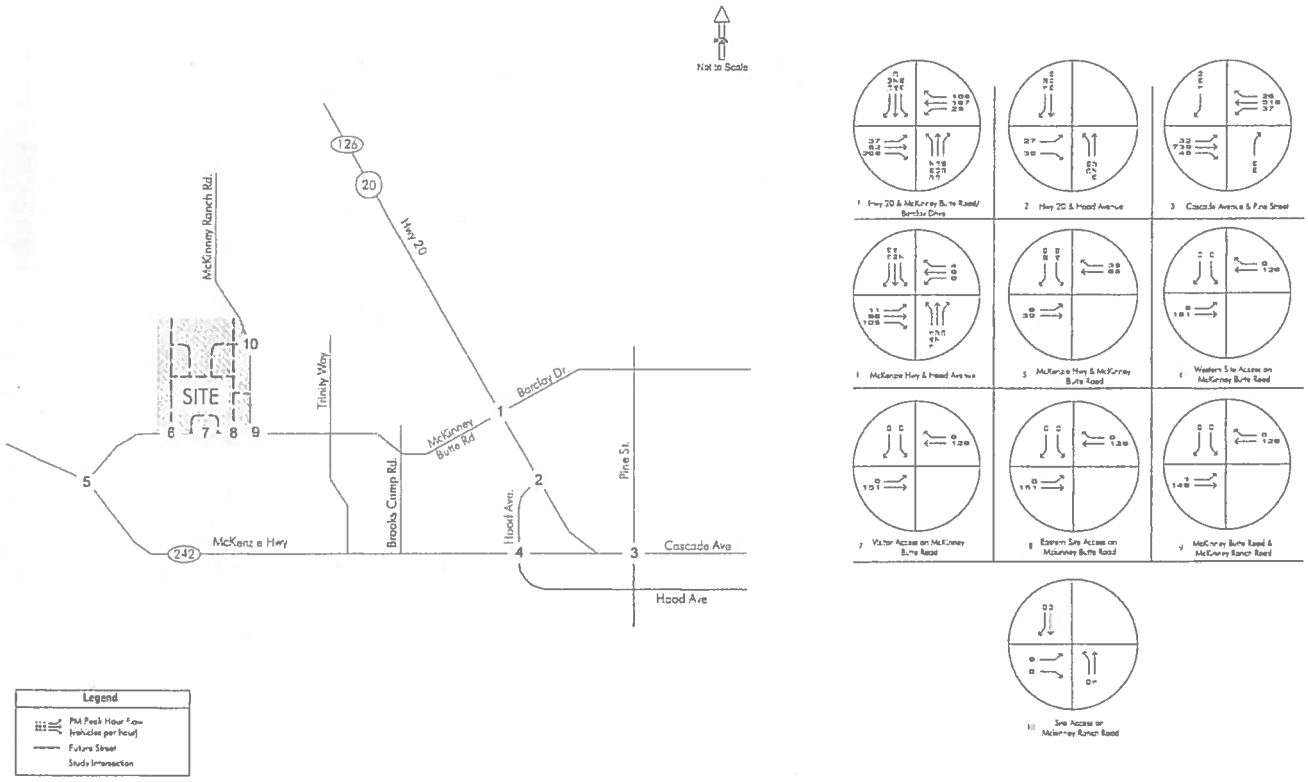
Ferguson & Associates, Inc.



#01186
June 7, 2010

PM Peak Hour Traffic - Year 2010 without Project
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 8
Ferguson & Associates, Inc.

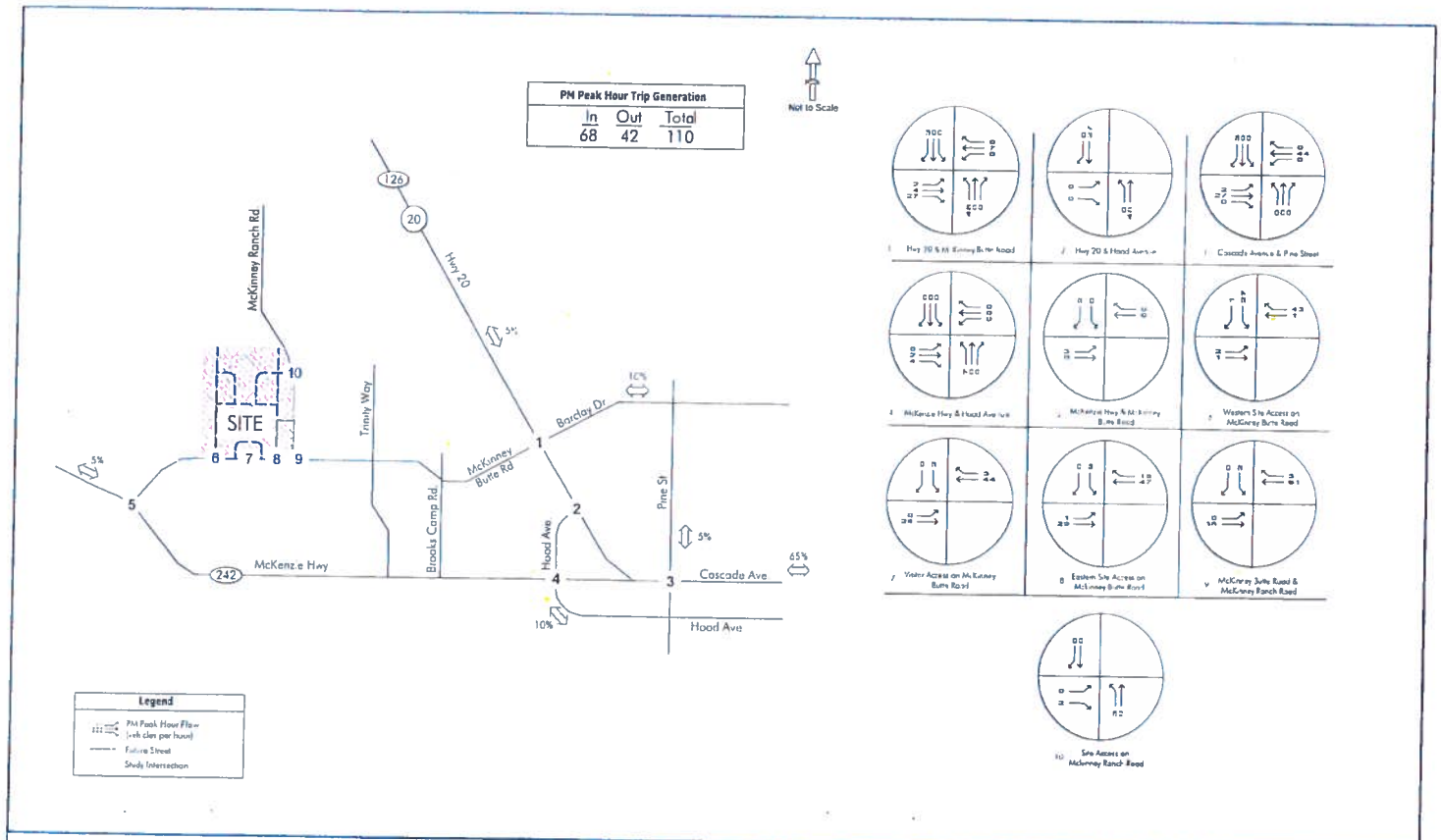


#01186
June 7, 2010

PM Peak Hour Traffic - Year 2016 without Project
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 9

Ferguson & Associates, Inc.

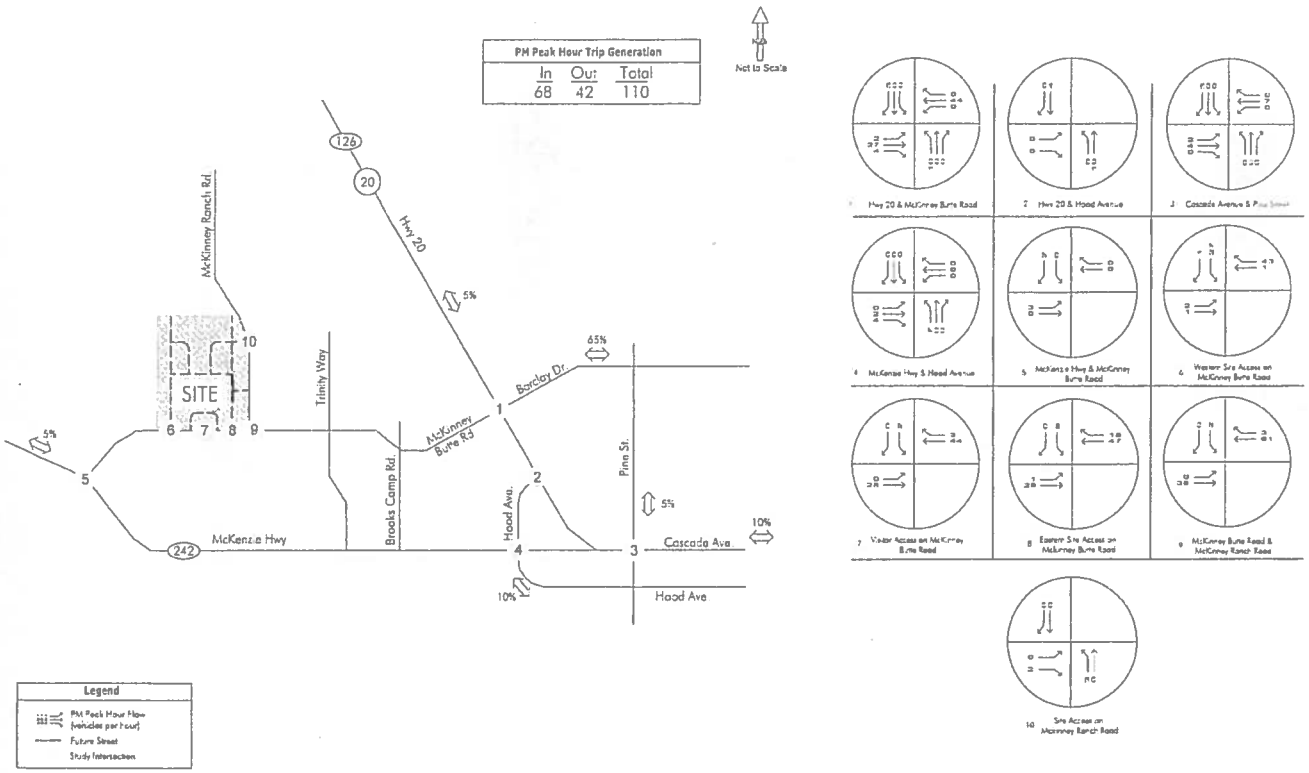


PM Peak Hour Trip Distribution & Assignment (Existing Conditions & Year 2010)
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#01186
June 7, 2010

Figure 10

Ferguson & Associates, Inc.

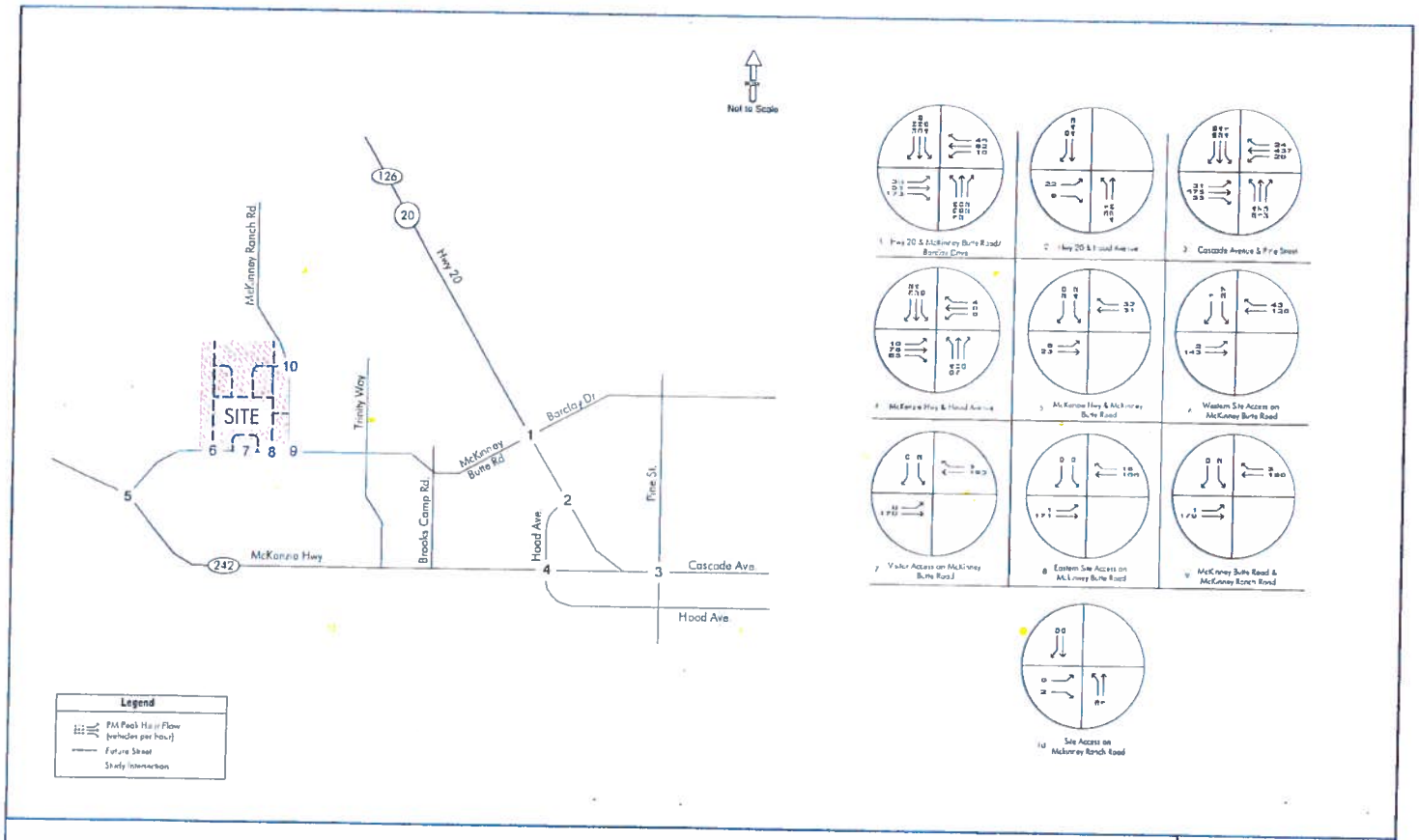


PM Peak Hour Trip Distribution & Assignment (Year 2016 & Year 2030)
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#91186
June 7, 2010

Figure 11

Ferguson & Associates Inc.

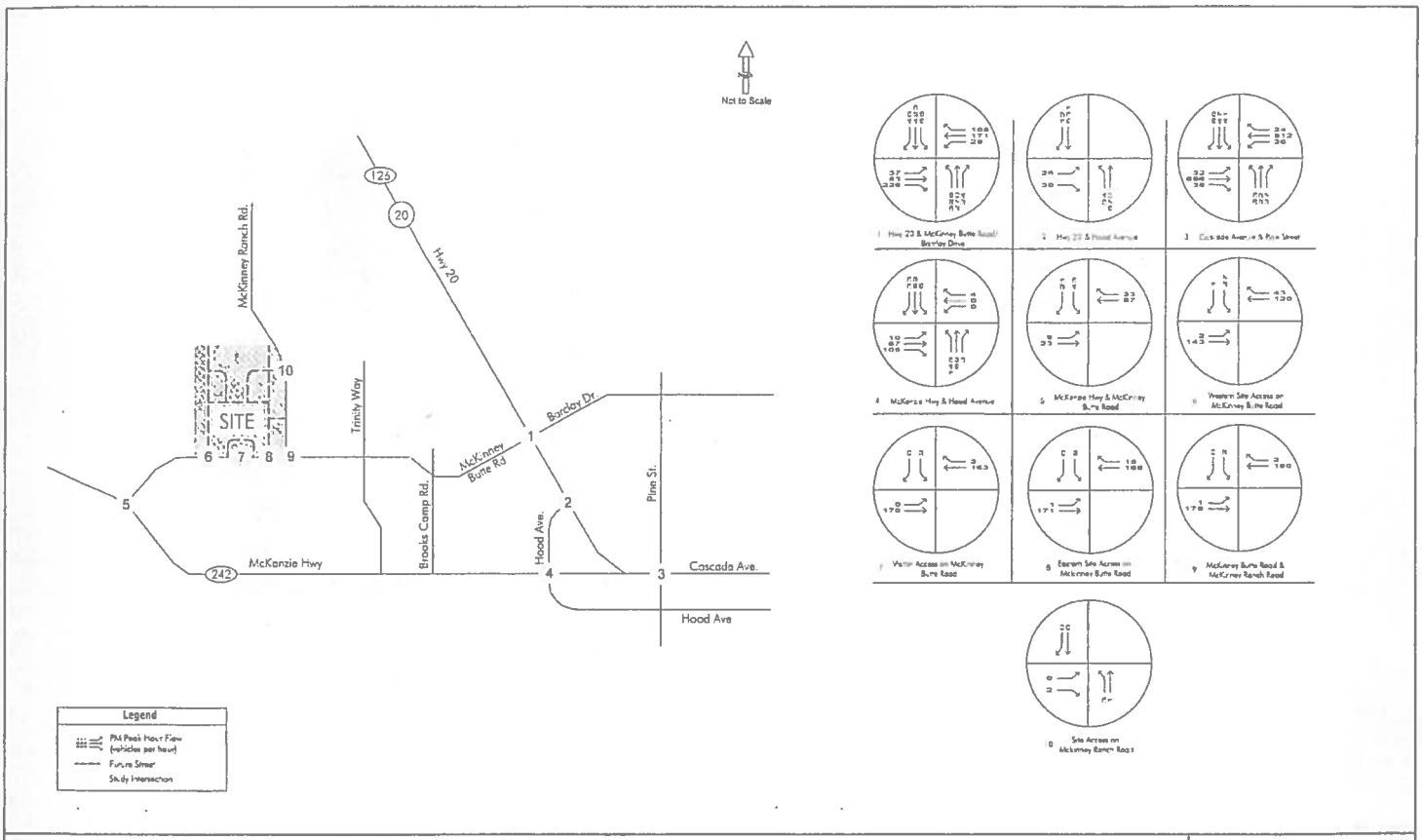


#01186
June 7, 2010

Existing PM Peak Hour Traffic (Seasonaly Adjusted) with Project
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 12

Ferguson & Associates, Inc.

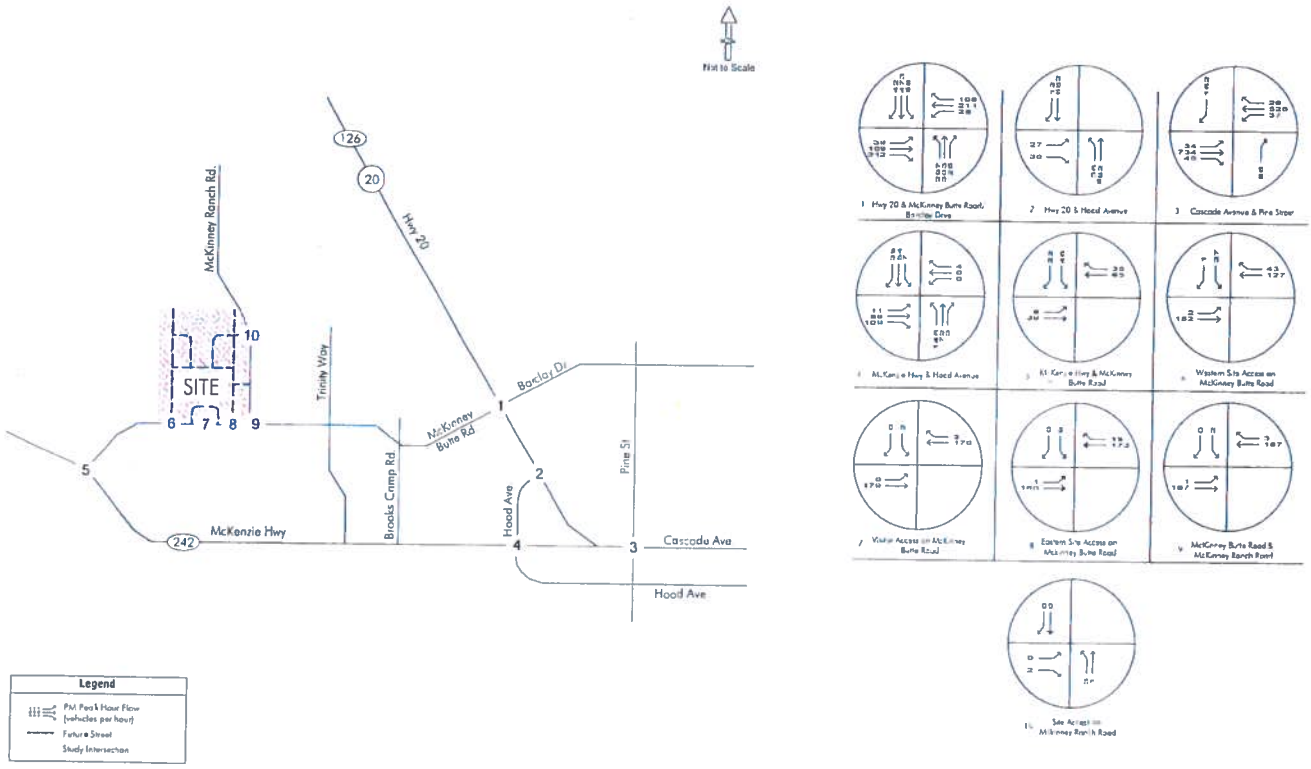


PM Peak Hour Traffic - Year 2010 with Project
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

#01186
June 7, 2010

Figure 13

Ferguson & Associates, Inc.



#01156
June 7, 2010

PM Peak Hour Traffic - Year 2016 with Project
McKenzie Meadow Village Mixed Use Neighborhood - Sisters, Oregon

Figure 14

Ferguson & Associates, Inc.

WEST RIDGE
DEVELOPMENT SERVICES LLC
1180 SW LAKE ROAD, SUITE 204
REDMOND, OR 97759
PH: 541-526-0530, FAX: 541-526-0790

WATER SYSTEM IMPACT STATEMENT

Project: McKenzie Meadow Village, Project No. 06-054

Re: Water System Impacts Statement

Date: June 8, 2010

By: David D. Abbas, P.E.

West Ridge Development Services has prepared this water impact statement in accordance with the City of Sisters requirements. Please refer to the body of this document and the referenced documentation for additional clarification.

The objective of this document is to look at the Water System Capital Facilities Management Plan (prepared by HGE Inc, dated Sept. 2005), existing population the water system is currently serving, existing capacity within the existing water system, and the impacts the McKenzie Meadow Village will have to the existing water system to determine that the system can adequately handle the proposed project.

This Water System Impacts Analysis is divided into the following sections:

- Population and Facility Plan Area
- Water Sources
- Water Storage
- Water Transmission and Distribution
- McKenzie Meadow Village Impacts on Water System
- Conclusion

POPULATION AND FACILITY PLAN AREA:

The existing population of The City of Sisters is approximately 1,925. The estimated population at the time the Water System Capital Facilities Plan (WSCFP) was prepared (Sept. 2005) was 1,768. The City of Sisters experienced rapid growth in the early – mid 2000's. The WSCFP had anticipated growth the City of Sisters would grow over 5% per year between 2005 and 2011 and 3.13% growth rate between 2010 and 2025. The WSCFP therefore anticipated an overall growth over the planning period (2005 – 2025) of 3.8% per year.

The growth rate over recent years has been reflective of the economic downturn that we have experienced. Therefore, we have seen an average annual growth rate of approximately 1.5% since 2005.

It is important to note that the September 2005 WSCFP included the McKenzie Meadow Village property in the planning area as evidence by Figure 1.2 within the planning document. The WSCFP however reflected the McKenzie Meadow Village property as a Residential "R" zone. The McKenzie Meadow Village project however, is requesting Multi-Family Residential "MFR" zoning to enable the senior assisted living aspects of the project. We had previously coordinated with the City that the original "R" zoning correlated to 131 EDU's based on conservative "R" zoning densities. Therefore, 131 EDU's of this project were included into the WSCFP, as also noted in the annexation agreement for this property.

Due to density requirements within the "MFR" zone, the project is master planned to comply with the minimum density requirements within the "MFR" zone of 9 units per acre. The proposed master plan therefore contains 263 units. At full buildout, the entire McKenzie Meadow Village will consume 217 Equivalent Dwelling Units (EDU's), as shown in the following table:

MIXED USE	NO. OF UNITS	EDU / UNIT RATE	TOTAL EDU'S
Senior Lodge (SL-1)	82	0.7	57.4
Senior Lodge (SL-2)	26	0.7	18.2
Senior Lodge (SL-3)	26	0.7	18.2
Senior Independent Living Cottages (C1-C36)	36	0.9	32.4
Cottages C37-C69 (All Ages)	33	1.0	33.0
Health Care Facility (HC-1)	6 exam rooms	1.3 per exam room	7.8
Townhomes (TH1-TH12)	12	1.0	12.0
Apartments	48	0.8	38.4
TOTALS	263		217.4

Therefore, the proposed master plan contains 86 additional EDU's (217-131) in addition to what was accounted for this property in the WSCFP.

At an occupancy rate of 2.2 persons per EDU per the WSCFP, the McKenzie Meadow Village property at full build-out would increase the population by an estimated 477 people (217 edu's x 2.2), resulting in a population base of 2,402. The McKenzie Meadow Village project is a phased project with full build-out occurring likely in the 6-10 year horizon.

WATER SOURCES:

The City of Sisters has three developed well sources: Well No. 1 (City Well), Well No. 2 (High School Well), and the recently constructed Well No. 3 (Sun Ranch Business

Park). Well No. 3 primarily operates during the summer months, during peak demand. The City is working on water rights transfers from Well No. 2 to Well No. 3 to enable additional operating parameters for Well No. 3.

The existing well capacities are summarized in the following table:

WELL SOURCE	WELL CAPACITY
Well No. 1 (City Well)	750 gpm
Well No. 2 (high School Well)	750 gpm
Well No. 3 (Sun Ranch Business Park)	1550 gpm
TOTAL WELL CAPACITY	**3,050 gpm**

The City recently constructed the Well No. 3 as recommended in the WSCFP to improve source capacity and to tremendously improve water system capabilities.

WATER STORAGE:

The City of Sisters has a single 1.6 MG concrete reservoir constructed in 1995. The reservoir is believed to be in excellent condition, and will provide good service through the planning period. While a new additional reservoir will be needed within the 20 planning horizon, the existing storage reservoir and well sources are capable of providing good service to the existing City of Sisters population and the McKenzie Meadow Village project.

WATER TRANSMISSION AND DISTRIBUTION:

The City of Sisters overall has a very good transmission and distribution system consisting of well looped 10" and 12" waterlines forming a distribution gridiron with internal loops. McKenzie Meadow Village is adjacent to McKinney Butte Road which currently has an existing 12" diameter waterline within the right of way. The existing 12" waterline is part of a main loop for this area with additional internal looping. The main loop consist of mostly 12" diameter waterlines with some 10" diameter waterlines and with the loop generally routed along McKinney Butte Road and McKenzie Highway 242 with internal looping. There are two existing water stubs out to the McKenzie Meadow Village property.

West Ridge Development Services contacted the Sisters-Camp Sherman Rural Fire District to research and determine fire flow availability in the area. The most recent fire hydrant test were performed in this area were in 2008 which is prior to the new Well No. 3 being on line. It is believed that the new Well No. 3 improves the fire flow availability within town while in operation. The following table summarizes the available fire flows:

EXTG FIRE HYDRANT AND TEST DATE	LOCATION	STATICE PRESSURE (psi)	RESIDUAL PRESSURE (psi)	OBSERVED FLOW (gpm)	CALCULATED FLOW AT 20 PSI RESIDUAL
208 (2008)	McKinney Butte Road adjacent to MMV	64	53	841	1778
188 (2008)	High School Property West of MMV	51	44	713	1592
96 (2008)	McKinney Butte Road East of MMV	58	46	752	1401

Taking the average of the tests shows that 1590 gpm is available within the water system in this area. Per the Sisters-Camp Sherman Fire District, the minimum fire flow requirement for single family type housing is 1,000 gpm. The fire flow requirements for the senior lodges however, will depend on size, building materials, and internal sprinkler system design to determine if adequate fire flow is available for these structures or if the senior lodges will require supplemented fire flows. This review will occur during the Site Design submittal for the lodges.

MCKENZIE MEADOW VILLAGE IMPACTS ON THE WATER SYSTEM:

WATER SOURCES:

West Ridge Development Service reviewed the WSCFP to apply and relate the methodology used in the plan, to compare and describe the impacts of the McKenzie Meadow Village Project to the City water system. The WSCFP had calculated the water requirements at the time of the plan preparation based on known population and records. The water demands at the time of WSCFP are summarized as:

Water Requirements at Time of WSCFP Planning Document (Sept. 2005)

FLOW PARAMETER	ESTIMATED PRODUCTION FLOW PER CAPITA (gpcd)	RATIO OF DEMAND PARAMETER TO ADD	WSCFP DEMAND (MGD)
ADD: Average Daily Demand	421	1	0.602
MMD: Maximum Monthly Demand	977	2.32	1.396
MDD: Maximum Day Demand	1360	3.23	1.944
PHD: Peak Hour Demand	2442	5.80	3.490

As described in the WSCFP, the 421 gpcd value is a high consumption rate. An overall average for water production on a per capita basis would normally be in the 100-120 GPCD range with a design value of 235 gpcd. The influences of tourists in the City of Sisters are a factor in this high value. Water conservation is an important element described in the WSCFP to limit water useage to aid in protecting a limited resource, such as water. The most important method to achieving water conservation is to address reduction of system losses within the system. Therefore, while anticipating water conservation efforts to reduce system demands in the system, but while also recognizing the impact that tourism has on the system, the WSCFP identifies 346 gpcd as the design basis for per capita demands and water production.

The existing water demands based on the current population are then summarized as follows:

Current Water Requirements Based on Current Population of 1,925

FLOW PARAMETER	ESTIMATED PRODUCTION FLOW PER CAPITA (gpcd)	RATIO OF DEMAND PARAMETER TO ADD	CURRENT DEMAND (MGD)
ADD: Average Daily Demand	346	1	0.666
MMD: Maximum Monthly Demand	803	2.32	1.545
MDD: Maximum Day Demand	1118	3.23	2.151
PHD: Peak Hour Demand	2007	5.80	3.863

Accounting for the McKenzie Meadow Village project by adding 477 people to the population base for a population of 2,402 at buildout, as described above, provides for water demands summarized as follows:

McKenzie Meadow Village Full Buildout Water Requirements Based on Population of 2,402

FLOW PARAMETER	ESTIMATED PRODUCTION FLOW PER CAPITA (gpcd)	RATIO OF DEMAND PARAMETER TO ADD	FUTURE BUILDOUT DEMAND (MGD)
ADD: Average Daily Demand	346	1	0.831
MMD: Maximum Monthly Demand	803	2.32	1.928
MDD: Maximum Day Demand	1118	3.23	2.684
PHD: Peak Hour Demand	2007	5.80	4.820

Therefore, a summary of the water demands and production requirements for the existing served population and with the addition of the McKenzie Meadow Village at full buildout is as follows:

McKenzie Meadow Village Full Build-Out Water Demands and Production Requirements Based on Population of 2,402

FLOW PARAMETER	ESTIMATED PRODUCTION FLOW PER CAPITA (gpcd)	RATIO OF DEMAND PARAMETER TO ADD	WATER PRODUCTION REQUIREMENTS	
			(mgd)	(gpm)
ADD: Average Daily Demand	346	1	0.831	577
MMD: Maximum Monthly Demand	803	2.32	1.928	1,339
MDD: Maximum Day Demand	1118	3.23	2.684	1,865
PHD: Peak Hour Demand	2007	5.80	5.80	3,348

WATER STORAGE:

The WSCFP analyzed the water storage needs for the City of Sisters and determined that based on the extremely high estimated production flow per capita rate of 421 gpcd, that the City's water storage requirement was approximately equal to the existing reservoir capacity. Therefore, the capital improvement recommendations called for a new 2.5 MG reservoir to be SDC funded. The City has since constructed the new Well No. 3 within the system which will be a large benefit to the overall system. WRDS analyzed the water storage needs for the current population of 1925 and for the future population of 2402 people to include the McKenzie Meadow Village project, with an allowance for the new existing well capacity and the update per capita flow production rate.

Results show the city currently has approximately their reservoir capacity needs with the existing 1.6 MG reservoir and well capacity. As growth occurs within the City, the need for additional storage space will increase. West Ridge Development Services suggest that the City continue to plan for the SDC funded new reservoir as detailed in the WSCFP.

The McKenzie Meadow Village project is a phased project with ultimate build-out occurring years down the road. As the initial phases of McKenzie Meadow Village develop, the project will be contributing to the future reservoir and other water capital improvement projects through System Development Charges (SDC) fees.

WATER TRANSMISSION AND DISTRIBUTION:

As previously discussed, there is 1590 gpm available in the system, at 20 psi residual, in the area of the McKenzie Meadow Village project, according to 2008 fire flow test data acquired from the Sister-Camp Sherman Rural Fire District. Note that this flow data is prior to the completion of the new Well No. 3. The following table summarizes the water demands by phase:

McKenzie Meadow Village Phased Water Demand Summary

PHASE	# OF UNITS	# OF EDU's	TOTAL # OF EDU'S BY PHASE	WATER DEMAND GPD	AVERAGE DAILY WATER DEMAND GPM	PEAK HOUR DEMAND GPM
1	76	62.6	62.6	47,651	33	192
2	52	38.8	101.4	29535	21	119
3	13	11.7	113.1	8906	6	36
4	20	17.6	130.7	13397	9	54
5	11	10.7	141.4	8415	6	33
6	12	12	153.4	9134	6	37
7	9	9	162.4	6851	5	28
8	24	19.2	181.6	14615	10	59
9	14	11.6	193.2	8830	6	36
10	26	18.2	211.4	13854	10	56
11	6	6	217.4	4567	3	18
TOTAL	263	217.4	217.4	165485	115	661

Notes: Water demands estimated an average daily demand rate of 346 gpcd.

As previously discussed, the McKenzie Meadow Village property was included in the WSCFP for a total of 131 EDU's. As you can see by the above phasing summary, phases 1 through 4 utilize 130.7 EDU's.

The affordable housing Senior Lodge (SL-2) is anticipated within phase 1 of the project. While all EDU's impact the system, no matter what the project, for clarification, the agreement between the owners and the affordable senior housing developers is that the affordable senior housing phase 1 and 2 projects (SL-1 and SL-2), will be required to coordinate and mitigate with the City for EDU's associated with their projects, separate from the original 131 EDU's identified for this property. I believe the affordable senior housing development has already been in contact with the city regarding this.

Each affordable senior lodge (SL-2 and SL-3) accounts for 18.2 EDU's each for a total of 36.4 EDU's. Phase 1 and phase 2 of the senior affordable housing projects are anticipated in Phase 1 and Phase 10 of the overall masterplan, respectively. To compare the current McKenzie Meadow Village project to the original 131 EDU's accounted for in the WSCFP and to account for the affordable senior housing projects coordinating and mitigating EDU's for their projects, we looked at each of the initial phases.

The WSCFP 131 EDU's for the McKenzie Meadow Village project would be fully utilized within Phase 6 of the project (153.4 EDU's minus 18.2 EDU's for senior affordable housing (SL-1) = 135.2 EDU's). Build-out of phases 1-6 results in calculated average daily water demand of 81 gpm and a peak hour demand of 470 gpm. If phase 1 of senior affordable housing (SL-1) is included in the EDU useage count, the 131 EDU threshold would be fully utilized with phase 4 at 130.7 EDU's. Build-out of phases 1-4

results in calculated average daily water demand of 69 gpm and a peak hour demand of 401 gpm.

Complete build-out of the McKenzie Meadow Village project results in 217.4 EDU's. The full build-out of McKenzie Meadow Village results in a calculated average daily water demand of 115 gpm and a peak hour demand of 667 gpm.

The water system appears to have adequate system pressure and flow capacity available for the McKenzie Meadow Village project.

CONCLUSION:

In summary, with the inclusion of 131 EDU's for the McKenzie Meadow Village property in the current WSCFP and with the recent addition of the new Well No. 3 to the water system, the water system appears adequate to the handle the current McKenzie Meadow Village master plan project. Due to other potential developments and growth which could occur within the City of Sisters, it is important for the City of Sisters to continue pursuing the Water Capital Improvement Plan as outlined in the WSCFP including:

- Water rights transfers to Well No. 3 and continued improvements to Well No's 1 and 2.
- Future reservoir for additional storage capacity
- Continued improvement transmission and distribution system which includes additional internal water line looping in the vicinity of the McKenzie Meadow Village property
- Updating the City of Sisters Water Master Plan

The SDC fees generated from this project, and other projects, will help fund the implementation of the water capital improvement projects and updating the Water Master Plan.

WEST RIDGE
DEVELOPMENT SERVICES LLC
1180 SW LAKE ROAD, SUITE 204
REDMOND, OR 97759
PH: 541-526-0530, FAX: 541-526-0790

SEWER SYSTEM IMPACT STATEMENT

Project: McKenzie Meadow Village, Project No. 06-054

Re: Sewer System Impacts Statement

Date: June 15, 2010

By: David D. Abbas, P.E.

West Ridge Development Services has prepared this sewer impact statement in accordance with the City of Sisters requirements. Please refer to the body of this document and the referenced documentation for additional clarification.

The objective of this document is to look at the Wastewater System Capital Facilities Plan (WSCFP) (prepared by HGE Inc, dated Feb. 2006), the sewer basin area being served in the area of this project, existing capacity within the existing sewer system, and the impacts the McKenzie Meadow Village (MMV) will have to the existing sewer system to determine that the system can adequately handle the proposed project.

This Sewer System Impacts Analysis is divided into the following sections:

- Population and Facility Plan Area
- Sewer Basin Description
- Sewer Basin Flow Estimation
- Existing Sewer Facility and Flow Capacity
- McKenzie Meadow Village Impacts on Sewer System
- Conclusion

POPULATION AND FACILITY PLAN AREA:

The existing population of The City of Sisters is approximately 1,925. The estimated population at the time the Water System Capital Facilities Plan (WSCFP) was prepared (Feb. 2006) was 1,768. The City of Sisters experienced rapid growth in the early – mid 2000's. The WSCFP had anticipated growth the City of Sisters would grow over 5% per year between 2005 and 2011 and 3.13% growth rate between 2010 and 2025. The WSCFP therefore anticipated an overall growth over the planning period (2005 – 2025) of 3.8% per year.

The growth rate over recent years has been reflective of the economic downturn that we have experienced. Therefore, we have seen an average annual growth rate of approximately 1.5% since 2005.

It is important to note that the February 2006 WSCFP included the McKenzie Meadow Village property in the planning area within the document. The WSCFP however envisioned the McKenzie Meadow Village property as a Residential "R" zone. The McKenzie Meadow Village project however, is requesting Multi-Family Residential "MFR" zoning to enable the senior assisted living aspects of the project. We had previously coordinated with the City that the original "R" zoning correlated to 131 EDU's based on conservative "R" zoning densities. Therefore, 131 EDU's of this project were included into the WSCFP, as also noted in the annexation agreement for this property. It is also West Ridge Development Services understanding that the owners of the McKenzie Meadow Village property were a part of the consortium at the time the sewer main was constructed within McKinney Butte Road and had contributed funds to the construction and over sizing of the sewer main.

Due to density requirements within the "MFR" zone, the project is master planned to comply with the minimum density requirements within the "MFR" zone of 9 units per acre. The proposed master plan therefore contains 263 units. At full buildout, the entire McKenzie Meadow Village will utilize 217 Equivalent Dwelling Units (EDU's), as shown in the following table:

MIXED USE	NO. OF UNITS	EDU / UNIT RATE	TOTAL EDU'S
Senior Lodge (SL-1)	82	0.7	57.4
Senior Lodge (SL-2)	26	0.7	18.2
Senior Lodge (SL-3)	26	0.7	18.2
Senior Independent Living Cottages (C1-C36)	36	0.9	32.4
Cottages C37-C69 (All Ages)	33	1.0	33.0
Health Care Facility (HC-1)	6 exam rooms	1.3 per exam room	7.8
Townhomes (TH1-TH12)	12	1.0	12.0
Apartments	48	0.8	38.4
TOTALS	263		217.4

Therefore, the proposed master plan contains 86 additional EDU's (217-131) in addition to what was accounted for this property in the WSCFP.

At an occupancy rate of 2.2 persons per EDU per the WSCFP, the McKenzie Meadow Village property at full build-out would increase the population by an estimated 477 people (217 edu's x 2.2), resulting in a population base of 2,402. The McKenzie Meadow Village project is a phased project with full build-out occurring likely in the 6-10 year horizon.

SEWER BASIN DESCRIPTION:

The McKenzie Meadow Village project is located northwest of Sisters off of McKinney Butte Road and is located in between the existing Sisters High School (to the west) and Village at Cold Springs project (to the east). This area is currently provided sanitary sewer service via an existing 12" pvc (3034) sewer main constructed within the McKinney Butte Road right-of-way. The 12" sewer main transitions to a 15" sewer main at Highway 20 and ultimately to an 18" sewer main, which carries sewage flows to the existing sewer pump station #1.

The sewer basin areas served by this existing 12" sewer main, the zoning descriptions, and the design flow parameters per the WSCFP are summarized in the following table:

ZONE	AREA	DESIGN FLOW PARAMETER
CH: Commercial Highway	1,481,065 SF 34.0 Acres	5,000 SF / EDU
R-MFSD: Residential Multi-Family Sub District	3,671,571 SF 84.3 Acres	5,000 SF / EDU
UAR: Urban Area Reserve	1,470,272 SF 33.8 Acres	10,000 SF / EDU
PF: Public Facilities Schools	6438506 SF 147.8 Acres	10,000 SF / EDU
MFR: Multi Family Residential for M.M.V.	1,214,453 SF 27.88 Acres	5,000 SF / EDU
PF: Public Facilities (Park and Health Clinic)	92347 SF 2.12 Acres	2000 SF / EDU
TOTAL SEWER BASIN AREA	**14,368,214 SF 329.8 Acres**	

SEWER BASIN FLOW ESTIMATION:

Based on the above sewer basin areas and zoning designations, the sewer flows were estimated for full build-out to assess the capacity status of the existing 12" sewer trunk main serving this area. The full build-out estimated sewer flows are summarized in the following table:

ZONE	No. of EDU's	DESIGN FLOW at 125 Gallons per Day
CH: Commercial Highway	296	37,027 gpd
R-MFSD: Residential Multi-Family Sub District	734	91,789 gpd
UAR: Urban Area Reserve	147	18,378 gpd
PF: Public Facilities Schools	644	80,481 gpd
MFR: Multi Family Residential for M.M.V.	243	30361 gpd
PF: Public Facilities (Park and Health Clinic) for M.M.V.	46	5772 gpd
TOTALS	**2110**	**263,809 GPD**

Note that the above table, using the parameters provided for in the WSCFP, estimates the EDU count for the MMV property at 289 EDU's (243 + 46). The actual EDU count for this property based on the master plan is 217.4, as discussed above. These are comparable figures considering that McKenzie Meadow Village master plan is proposed at the lower end of the density range for Multi-Family Residential zone.

The design flow parameter for daily flow of 263,809 GPD from the above table correlates to:

263,809 gallons per day
10,992 gallons per hour
183 gallons per minute
0.408 cubic feet per second

Per the WSCFP, utilizing a peaking factor of 2.4 for a pipeline designed to run no greater than 50% full, the daily peak flows for this sewer basin therefore are:

633,141 gallon per day peak
26,381 gallons per hour peak
440 gallons per minute peak
0.980 cubic feet per second peak

EXISTING SEWER FACILITY AND FLOW CAPACITY:

The capacity of the existing 12" pvc sewer main within McKinney Butte Road was researched to confirm adequate capacity exists for above build-out scenario of the sewer basin.

The 12" sewer trunk main starts at Hwy 20 where it transitions into a larger 15" sewer main. Working from Highway 20 west along Mckinney Butte Road, the existing 12" sewer main design was reviewed for slope and capacity of the sewer main. The slope of the existing sewer main varies from 0.0035 FT/FT (0.35%) through the majority of the line, to 0.01 FT/FT (1.0%) near the Sisters High School. Utilizing the Manning's Equation to calculate the flow capacity of the existing 12" sewer trunk main flowing half full provides:

- Mannings "n" coefficient = 0.009
- Flow Area = 0.3927 SF (flowing half full)
- Wetted Perimeter = 1.5708 FT (flowing half full)
- Hydraulic Radius = 0.25 FT (flowing half full)
- Slope = 0.0035 FT/FT
- **Flow Capacity = 1.5264 CFS**

The existing sewer main therefore has capacity to handle the daily peak flow of 0.98 cubic feet per second for the sewer basin.

Per the WSCFP, the existing sewer pump stations and waste water treatment plant have sufficient capacity to handle the projected influent flows through the planning year

2025, which utilized and estimated population of 3,747 people. Therefore, with the WSCFP already including the McKenzie Meadow Village property in the planning area for 131 EDU's and the slower than anticipated population growth, it is WRDS opinion that the existing sewer facility and flow capacities are able to handle the proposed McKenzie Meadow Village project.

McKenzie Meadow Village Impacts on the Sewer System:

The proposed master plan for McKenzie Meadow Village project, and the corresponding 217 EDU's (217.4), will generate an average daily sewage flow of 27,125 GPD (217 edu's x 125 gpd/edu) or 0.042 CFS, and peak daily flow of 65,100 GPD (27,125 gpd x 2.4 peak factor) or 0.101 CFS. This correlates to 2.8% (daily) and 6.6% (peak) of the existing 12" sewer main capacity.

Conclusion:

In summary, with the inclusion of 131 EDU's for the McKenzie Meadow Village property in the current WSCFP, the sewer system appears adequate to the handle the current McKenzie Meadow Village master plan project.

The SDC fees generated from this project, and other projects, will help fund the implementation of the sewer capital improvement projects and updating the Sewer Master Plan.

CITY OF SISTERS
Public Works Department

520 E. Cascade Ave.
P.O. Box 39
Sisters, OR 97759

(541) 323-5212
Fax (541)549-0561
www.sisters.or.us

TO: Patrick Davenport, Community Development Director

FROM: Erik Huffman, City Engineer

DATE: June 14, 2016

SUBJECT: City Casefile #AP 15-02/MOD 15-05/ SP 15-01 Remand Proceedings (LUBA # 2015-063)

Dear Patrick:

Per your request, I have reviewed the impact study that was performed to support the 2010 Master Plan approval and 2011 Site Plan approval, and the changes proposed in the 2015 Master Plan and Site Plan modification applications, currently on remand from the Oregon Land Use Board of Appeals. Based on my review, I conclude there is no need for an updated impact study in these matters. The City has sufficient public facilities capacity to serve the proposed development, as modified, as discussed more fully below:

Original Approvals and Impact Study: The 2010 impact study reviewed impacts to public facilities from an 82 unit assisted living facility. At the time of the 2010 approval, the City had sufficient public facilities capacity to serve the proposed development and has reserved the required public facilities capacity to serve the development ever since its approval. In other words, because the capacity was reserved at the time of approval, no further impact study should be required because the City has continued to maintain necessary capacity to serve the original proposed development.

Proposed Modifications: The 2010 approval was for an 82 unit assisted living facility. The modified proposal is for 57 units (45 units of assisted living together with 12 units of memory care). I find that the impacts to public facilities from the modified development will actually be lower than the impacts already approved. Accordingly, because the City has reserved sufficient capacity and currently maintains sufficient capacity to serve the original development, the City has sufficient capacity to serve the modified development.

Transportation System: I have reviewed and agree with the statements and conclusions of the May 6, 2016 letter from Ferguson & Associates, Inc. regarding trip generation of the modified development. I find there is sufficient transportation system capacity (including pedestrian ways and bikeways) to serve the development as modified and the conditions of approval adequately address the impacts of the modified development.

Sewer and Water Systems: I have reviewed and agree with the statements and conclusions of the April 26, 2016 letter from Parametrix regarding sewer and water system impacts of the modified

development. I find there is sufficient sewer and water system capacity to serve the development as modified and the conditions of approval adequately address the impacts of the modified development.

Drainage System: Because the impacts from the modified development will actually be less than previously approved and reserved, I find the proposed conditions of approval and current drainage system plan adequately address the impacts of the modified development.

Noise Impacts: After reviewing the original application and the modification, I have concluded that the noise impacts from the modified development will actually be less. Because the impacts from the modified development will actually be less than previously approved, I find the proposed conditions of approval adequately address the noise impacts of the modified development.

Conclusion: There is currently sufficient public facilities capacity to serve the original 2010 approval. Because the modification will result in fewer impacts to public facilities, I find there is also sufficient public facilities capacity to serve the modified development. I see no useful purpose or need to require a new impact study to reach these conclusions.

Please let me know if you have any questions.

Erik Huffman, PE, PLS, CWRE, LEED AP
City Engineer
(541) 633-3140

Oregon
John A. Kitzhaber, MD, Governor

Department of Human Services
Licensing and Regulatory Oversight
Community Based Care Unit
PO Box 14530, Salem, OR 97309
3406 Cherry Ave NE, Salem, OR 97303
Phone: (503) 373-2227
Fax (503) 378-8966

December 11, 2014

Kevin Cox
President and CEO
Ageia Health Services

RE: Market Study *delivered via email to: pres@ageia.net*

Mr. Cox:

The Department has reviewed the market study for Ageia Health Services to build a 12 unit RCF Memory Care Community with a capacity of 20 residents in Sisters, OR. This market study has been approved based on the information provided by Sierra West Realty Advisors, Inc. This report demonstrates that there is a need for Memory Care beds in the Sisters area.

If you should have any questions, please contact me at 503-373-2076, or email Rebecca.Mapes@state.or.us

Sincerely,

Rebecca Mapes

Rebecca Mapes
Operations and Policy Analyst
Office of Licensing & Regulatory Oversight

Cc: Facilities, Planning and Safety

Oregon
Kate Brown, Governor

Department of Human Services
Office of Licensing & Regulatory Oversight
PO Box 14530, Salem, OR 97309
3406 Cherry Ave NE, Salem, OR 97303
Phone: (503) 373-2227
Fax (503) 378-8966

DHS
Oregon Department of Human Services

June 4, 2015

Kevin Cox, Member
McKenzie Meadow Holding Company, LLC
68945 McKinney Butte Road
Sisters, OR 97759

RE: Market Study *delivered via email to: pres@ageia.net*

Mr. Cox:

The Department has reviewed the market study for you to build a 45 unit Assisted Living with a capacity of 48, located at 68945 McKinney Butte Road, Sisters, OR. This market study has been approved based on the information submitted by Sierra West Realty Advisors, Inc., that demonstrates there is a need for assisted living care in Sisters.

Please refer to the following web page for information on changes to Home and Community Based Services per the Centers for Medicare and Medicaid Services:

http://www.oregon.gov/dhs/dhsnews/Pages/hcbs-transitionplan.aspx

You may proceed with the licensing process as described in OAR 411-054-0012 and 411-054-0013. When building designs are completed, please submit them to Facilities Planning and Safety for review. They may be contacted at mailbox.fps@state.dhsoha.or.us

If you should have any questions, please contact me at 503-373-2076, or email Rebecca.Mapes@state.or.us

Sincerely,

Rebecca Mapes

Rebecca Mapes
Operations and Policy Analyst
Office of Licensing & Regulatory Oversight

Cc: Facilities, Planning and Safety

CITY OF SISTERS
Public Works Department

520 E Cascade Ave
P O Box 39
Sisters, OR 97759

(541) 323-5212
Fax (541)549-0561
www.sisters.or.us

TO: Patrick Davenport, Community Development Director

FROM: Erik Huffman, City Engineer

DATE: June 16, 2016

SUBJECT: City Casefile #AP 15-02/MOD 15-05/ SP 15-01 Remand Proceedings (LUBA # 2015-063)

Dear Patrick:

I was asked to evaluate the impacts of the proposed McKenzie Meadow Village Assisted Living Center on the City of Sisters parks system. After reviewing both the 2011 plan and the 2015 draft update, I believe that the existing parks system has sufficient capacity to handle 57 additional residents.

The 2011 Master Plan that was effective at the time of the McKenzie Meadow Village 2015 Master Plan Modification and Site Plan applications projected a deficit of 5.20 acres of parkland in 2015 to meet the Level of Service ("LOS") standard desired by the City. See attached Exhibit A. In 2015, however, the City began work on an updated parks master plan and determined that the City now has a surplus of parkland for its current population. See attached Exhibit B. The surplus is more than sufficient to accommodate 57 additional residents.

This conclusion that the City's parks can handle the additional use from 57 more residents is further bolstered by the fact that these additional residents are likely to be light users of the parks. Given that they need of assistance for everyday life functions, they are likely to have limited mobility. It therefore seems reasonable to conclude that they will have limited visits to the parks, and when they do visit the parks, it's likely that their use will not be intense. Thus, their use, if any, is likely to have less impact on parks than other residents.

Thus, considering the excess capacity of the City's parks and the likely limited use assisted living residents will make of parks, adding these 57 residents will not have any significant impact on the existing parks system.

Please let me know if you have any questions.

Erik Huffman, PE, PLS, CWRE, LEED AP
City Engineer
(541) 633-3140

AGEIA
HEALTH SERVICES

April 26, 2016

City Councilors
City of Sisters
520 E. Cascade Avenue
Sisters, OR 97759

RE: File no. SP 15-01

Dear City Councilors,

The purpose of this letter is to provide information on the impacts that the residents of McKenzie Meadow Assisted Living will have on the City of Sister's parks system. I have managed and owned Assisted Living properties for 22 years and I can say with first hand experience that the residents living in these type of communities utilize the parks systems very little.

The majority of the residents that will be living in McKenzie Meadow ALF will have limited mobility that also require assistance with activities of daily living. We value each resident's need to have outdoor exposure so we designed the facility to have courtyards and walking paths so they can enjoy time outside without having to rely on staff or families for transportation to and from the park facilities. Facility staff or family members may occasionally take residents to the parks, but the use will not be intensive as it would be with more mobile residents who reside in and independent living units such as single family dwellings or apartment complexes. When residents are taken to the parks they are likely to be taken in groups minimizing vehicle and parking issues.

I hope this information gives you clear picture that the residents living at McKenzie Meadow ALF will not have a significant impact on the existing parks system.

Sincerely,

Kevin Cox
President/CEO

205 SE Wilson Avenue, Suite 1 • Bend, OR 97702 • 541.389.8929
www.ageia.net

The Amber, Bridgecreek Memory Care, Moran Vista Senior Living, Solvang Retirement Living, SouthTowne Living Center, Valley View Assisted Living, and Woodway Senior Living

AGENDA ITEM SUMMARY

CITY OF SISTERS
CITY COUNCIL

Meeting Date:	May 26, 2016	**Staff:**	Patrick Davenport
Type:	Public Hearing	**Dept:**	CDD
Subject:	LUBA Remand for File #'s AP 15-02/MOD 15-05/SP 15-01 Remand from LUBA case # 2015-063		

Action Requested: Approve a motion making additional findings per Remand by Oregon Land Use Board of Appeals (LUBA Case # 2015-063)

Report in Brief.

The Oregon Land Use Board of Appeals (LUBA) has remanded an appeal (application AP #15-02) of City land use applications MOD 15-05 and SP 15-01 back to the City Council to make additional findings. The original applications are a modification to an existing master plan for McKenzie Meadow Village to accommodate shifting the location of a proposed assisted living facility and a site plan to entitle the development details associated with the assisted living facility.

Case History Summary:

- 2006: Annexation approved
- 2009: Annexation Agreement approved
  - Land designated for a Senior Living Center/Assisted Living Facility.
- 2010: Master Plan and subdivision approved (MP 10-01, SUB 10-02).
- 2011: Site Plan approved (SP 11-05)
- 2012: Master Plan and subdivision (MP 10-02, SUB 10-02) modification approved (MOD 12-01)
- 2012: Site Plan (SP 11-05) modified by MOD 12-02.
- 2014: Subdivision (SUB 10-2) administratively extended
- June 2015: Modification to Master Plan (MOD 15-05) and new site plan application (SP15-01) approved by Planning Commission and appealed to City Council (AP 15-02)
- July 2015: City Council approves (MOD 15-05 and SP 15-01); appealed to LUBA, remanded to City Council)
- October 2015: Master Plan administratively extended (appealed to LUBA – appeal dismissed)
- November 2015: Extension application (EXT 15-01) for Subdivision (SUB 10-02) extended by Planning Commission (appealed to City Council AP 15-03)
- February 2016: City Council approves extension to Subdivision (SUB 10-02); appealed to LUBA – case active)

Issues on Remand:

Per the remand decision, the LUBA has instructed the City to address the following questions and make findings of fact to support the City's determination. Staff are providing proposed findings of fact for the Council to consider in its review. It should be noted that the code sections at issue on this remand have been removed from the city code.

1. Addressing the Second Assignment of Error. Which staff report did City Council intend to adopt during the hearing?

   a) Although the City Council performed a *de novo* hearing on the modified master plan and site plan applications, staff intended the City Council to use both the staff report presented to the Planning Commission June 18, 2015 hearing and the staff report presented City Council July 2, 2015 hearing.

   Staff will write for the City Council's later approval new findings that incorporate the findings from those two previous staff reports and provide more detail based on the issues remanded by LUBA. The City Council is requested to direct staff to prepare those findings.

2. Addressing the Third Assignment (three sub-assignments) of Error.

   Subassignment of Error #1 - Failure to require an impact study: Did the City err in not requiring the applicant to submit new impact studies for water, sewer and transportation as a result of the application for a major modification to the master plan? The City did not err in not requiring the applicant to submit new impact studies for water, sewer and transportation as a result of the application for a major modification to the master plan.

   a) Sisters Development Code (SDC) 4.1.700.A.7 requires that Type III applications requires impact studies. SDC 4.5.800.D.1.c further requires that if a modification application requests a shift in building location by more than 25' from an area illustrated on the approved master plan the Modification application becomes a major modification. Major Modifications to an approved master plan are processed as a Type III application.

   The master plan for the subject development was approved on September 16, 2010. Several impact studies were submitted by the applicant and referenced in the Conditions of Approval for the approved master plan. Although the shifting of the assisted living facility (ALF) by more than 25' required an application for a major modification to be processed as a Type III application, staff finds that the original impact studies were sufficient and still applicable to the proposed modification and site plan application. Furthermore, Community Development Department staff sent requests for comments on the modification and site plan application to the Public Works Director and City Engineer. No concerns were received from Public Works Director or City Engineer that would have indicated that the impact studies were either outdated or the shifting of the ALF required new impact studies. Finally, the Applicant submitted a letter on May 6, 2016 outlining the issues to be determined on remand. Attached to that letter were additional letters from experts explaining why the proposed facility will have fewer impacts than the previously approved facility.

   The original impact studies are attached to this report and City Council is requested to adopt the studies as part of the findings for this hearing.

Staff also requests the City Council to find that the original impact studies and application review comments from Public Works and the City Engineer are sufficient to comply with the requirements of SDC 4.1.700.A.7. and adopt the recommended findings as provided in 3a through 3i in the Craska Cooper letter to City Council dated May 6, 2016.

Subassignment of Error #2 - Was the application a major modification and did the City process the application as such? The application was a major modification and the City did process the application as a major modification.

a) The applicants originally argued that the application for modification was a minor modification. The modification illustrated a shift in the ALF by more than 25' from its originally approved location on the master plan that was approved on September 26, 2010. Staff determined that SDC 4.5.800.D.1.c provided clear guidance regarding shifting the building by more than 25' and processed the application as a major modification and Type III application. Both the staff reports to the Planning Commission and City Council clearly indicated that application MOD 15-05 was a major modification as was processed as such.

Staff requests that the City Council finds that the application for the Master Plan Modification MOD 15-05 is a major modification and was properly processed as a Type III application.

Subassignment of Error #3 – The Proposal is a Substantially New Proposal: Did the City err by failing to recognize that the proposed modification is a substantially new proposal? No. The City did not err by deciding that the proposed modification is not a substantially new proposal.

a) Regarding the proposed use of an ALF, the approved original annexation agreement dated December 3, 2009 item #4 provided in part: "Owner shall designate no less than 6.3 acres of the Owner property for the purpose of construction and operation of a Senior Living Center". The proposed use in the original master plan application (MP 10-01) approved on September 16, 2010 for the ALF site indicated 82 units of senior assisted living and independent living. The approved Amended Annexation Agreement dated May 2, 2011 Agreement Item #4 provided in part: "Owner shall designate no less than 6.3 acres of the Owner property for the purpose and operation of a Senior Living Center. The Center will provide senior (55 years old and older) assisted and independent living, and non-senior assisted living options."

The master plan modification application (MOD 15-05) proposes 45 units of assisted living and 12 units of memory care in the ALF. The SDC definitions for the terms of reference related to the proposed ALF are as follows:

Assisted Living Facility - A facility that provides a "social model of care", designed to meet the social needs as well as the medical needs of people requiring placement in a supervised care facility. Costs for care are flexible, depending on the level of care necessary for individuals to maintain their independence. Assisted living facilities are considered a type of residential care facility, see also residential care facility.

Residential care facility - A facility that provides, for six or more socially dependent individuals or individuals with physical disabilities, residential care in one or more buildings on contiguous properties.

The definitions as provided above are analogous to the uses proposed in the master plan modification application (MOD 15-05) including the proposed 12 units of memory care. Staff interpreted the proposed

memory care use to be fully consistent with the definitions provided in the SDC. The proposed use as described in the modification application (MOD 15-05) is in compliance with the aforementioned original annexation agreement, originally approved master plan and the amended Annexation Agreement. The attached letter from the proposed ALF developer, Mr. Kevin Cox dated April 4, 2016 provides additional clarity on the proposed use of the ALF site and is entirely consistent with the previously proposed modification application and previous approval. The attached letter dated May 6, 2016 to City Council from Ms. Laura Craska Cooper, one of the project's legal representative, along with Laurie E Craghead, provides additional findings that demonstrates compliance of the modified master plan with the originally approved master plan and the amended annexation agreement.

Staff requests the City Council find that the proposed use as provided in the master plan modification application of 45 units of assisted living and 12 units of memory care in the ALF is a portion of the senior living center required by the annexation agreement and, therefore, entirely consistent with previously approved master plan application, amended annexation agreement, both of which required a senior living center in the first phase of the project's development, and the associated definitions provided in the SDC and, therefore, is not a substantially new proposal.

Staff also requests that the Council finds that the master plan modification is a proposal that accurately implements the entitlements approved for the project and adopts the recommended findings as provided in 1a through 1f and 4.a. through e. in the Craska Cooper letter to City Council dated May 6, 2016.

Subassignment of Error #4: Does the modified master plan (MOD 15-05) accurately implement the requirements of the Amended Annexation Agreement? Yes. The proposed modification is consistent with and accurately implements the requirements of the Amended Annexation Agreement.

a) In the previous response to the Subassignment of Error #3, findings were provided which clearly demonstrates that the proposed use in the master plan modification for 45 units of assisted living units and 12 units of memory care is consistent with the Amended Annexation Agreement. As stated previously, the approved Amended Annexation Agreement dated May 2, 2011 Agreement Item #4 provided in part: "Owner shall designate no less than 6.3 acres of the Owner property for the purpose and operation of a Senior Living Center. The Center will provide senior (55 years old and older) assisted and independent living, and non-senior assisted living options." The aforementioned definitions provided in the SDC for Assisted Living Facility and Residential Care Facility are entirely consistent with the proposed use in the modified master plan. Furthermore, that annexation agreement required that only a portion of the senior living center be constructed in the first phase of the project.

Staff requests the City Council find that the proposed use as provided in the master plan modification application of 45 units of assisted living and 12 units of memory care in the ALF is entirely consistent with previously amended annexation agreement

Suggested Motion by Council: I move to adopt the findings of fact as presented by staff [and as amended by council] on the remand of land use applications AP 15-02/MOD 15-05/SP 15-01 and direct staff to draft the written decision that incorporates the prior two staff reports discussed above and the points in and letters attached to the letter dated May 6, 2016 submitted by Laura Craska Cooper.

//

Attachments:

Exhibit A - LUBA Remand decision: Case 2015-063
Exhibit B - Letter from Laura Craska Cooper/Brix Law dated 05/06/16
Exhibit C - Letter from James E Frost, PE/Parametrix dated 04/26/16 (Exhibit B to Craska Cooper letter dated 05/06/16)
Exhibit D - Letter from Scott Ferguson, PE/Ferguson and Associates dated 05/0616 (Exhibit C to Craska Cooper letter dated 05/06/16)
Exhibit E - Letter from Kevin Cox/Ageia Health Services dated 04/26/16 (Exhibit A to Craska Cooper letter dated 05/06/16)
Exhibit F - Transportation Impact Analysis by Ferguson and Associates dated June 8, 2010
Exhibit G - Water Capacity Analysis by Parametrix dated June 8, 2010
Exhibit H - Waste Capacity analysis by Parametrix dated June 15, 2010

Concurrence: CM: _____ A&F: _____ PW: _____ CDD: PTD

CITY OF SISTERS CITY COUNSEL
FINDINGS AND DECISION
ON REMAND
MCKENZIE MEADOW VILLAGE

File #:	AP 15-02, MOD 15-05, SP 15-01
Applicant:	McKenzie Meadow Village, LLC
Property Owners:	McKenzie Meadow Village, LLC
Request:	On remand from the Oregon Land Use Board of Appeals ("LUBA"), the Applicant requested City Council approval of the modification of the McKenzie Meadows Master Plan, previously approved in File Nos. MP 10-01,MOD 12-01, to accommodate the shifting of the location of the senior living center and its related parking and access by more than 25 feet from where the original location. The Applicant also requested City Council approval of the Site Plan for a Senior Living Center consisting of 45 assisted living units and 12 memory care units.
Hearing Date:	May 26, 2016
Location:	Tax Lot 151005CB05500
Planners:	Darcy Reed, Associate Planner and Patrick Davenport, Director

TABLE OF CONTENTS

I. APPLICABLE CRITERIA, STANDARDS AND PROCEDURES. 4

II. BASIC FINDINGS OF FACTS 4

A. Project Request 4

III. FINDINGS ON APPLICABLE CRITERIA 9

A. APPLICABLE DEFINITIONS PER SISTERS DEVELOPMENT CODE 9

Chapter 1.3 – Definitions 9

Section 1.3.300 Meaning of Specific Words and Terms 9

B. PROCEDURAL CRITERIA 10

Chapter 4.1 - Types of Applications and Review Procedures 10

Section 4.1.200 Description of Permit/Decision-Making Procedures 10

Section 4.1.500 Type III Procedure (Quasi-Judicial) 11

Section 4.1. 700 General Provisions 11

Section 4.1.800 Appeals 20

C. MASTER PLAN CRITERIA 22

Chapter 4.5 – Master Planned Developments 22

Section 4.5.200 Applicability and Uses 22

Section 4.5.300 Review and Approvals Process 23

Section 4.5.400 Property Development Standards 24

Section 4.5.500 Master Plan Submittal Requirements 28

Section 4.5.600 Comprehensive Sign Plan 29

5. *Other Transportation Improvements.* 33

Section 4.5.800 Approval Durations, Extensions and Amendments 36

D. SITE PLAN CRITERIA 41

Chapter 4.2 – Site Plan Review 41

Section 4.2.100 Purpose 41

Section 4.2.200 Applicability 41

Section 4.2.300 Application Procedure 41

Section 4.2.400 Submittal Requirements 42

Section 4.2.500 Approval Criteria 42

Section 4.2.700, Approval Period, Expiration and Extension 44

Chapter 2.3 – Multi-Family Residential District (MFR) 44

Section 2.3.200 - Uses 44

Section 2.3.300 Development Standards 45

Chapter 2.15 Special Provisions 50
Section 2.15.1100 Residential Care Homes and Facilities 50
Chapter 3.1 – Access and Circulation 51
Section 3.1.300 Vehicular Access and Circulation 51
Section 3.1.400 Pedestrian/Bicyclist Access and Circulation 59
Chapter 3.2 - Landscaping and Screening 61
Section 3.2.200 Landscape Requirements: 61
Section 3.2.300 Screening 65
Section 3.2.500 Existing Trees 66
Section 3.2.600 Street Trees 68
Chapter 3.3 Vehicle and Bicycle Parking 71
Section 3.3.100 Purpose. 71
Section 3.3.200 Applicability 71
Section 3.3.300 General Provisions 72
Section 3.3.400 Standards of Off-Street Parking. 73
Section 3.3.500 Off-Street Loading Facility Requirements. 77
Section 3.3.600 Bicycle Parking Requirements 78
IV. SUMMARY AND CONCLUSION 81
A. APPROVAL 81
B. RECORD 81
C. CONDITIONS OF APPROVAL FOR MOD 15-05 81
D. CONDITIONS OF APPROVAL FOR SP 15-01 82

I. APPLICABLE CRITERIA, STANDARDS AND PROCEDURES.

Sisters Development Code:

Chapter 2.3 Multi Family Residential
Chapter 2.15 Special Provisions
Chapter 3.1 Access and Circulation
Chapter 3.2 Landscaping
Chapter 3.3 Vehicle and Bicycle Parking
Chapter 3.4 Signs
Chapter 4.1 Types of Applications and Review
Chapter 4.2 Site Plan Review
Chapter 4.5, Master Plans.

II. BASIC FINDINGS OF FACTS

A. Project Request

Request I: The applicant submitted an application for approval of a Modification to the McKenzie Meadow Village Master Plan ("MOD") to accommodate the final design of a Site Plan for a Senior Living Center ("Center"). The items to be modified include the following:

- One entry access point off of McKinney Butte Road instead of the original two entry access points off of McKinney Butte Road
- A change in the access location to north parking lot from the original access point.
- A change in the building location in the subject lot by more than 25 feet from the original location.

Request II: The applicant submitted an application for approval of a Site Plan for a Center consisting of 45 assisted living units and 12 memory care units. The Center proposed is 46,750 s.f. in which residents will receive assistance and/or services by a licensed care provider. The applicant proposed to operate the 12-unit memory care facility under a State Residential Care Facility with Memory Care Community Endorsement licensure, and to operate the remaining 45 units as a State-licensed Assisted Living Facility.

B. Location: The site of the proposed improvements is situated on a portion of a 25-acre property. The parent property has multiple addresses, 68945 McKinney Ranch Road and 1680 W McKinney Butte Road and is identified as Tax lot 5500 on the Deschutes County Tax Assessor Map 151005CB. The location of the development site is in the Southwest quadrant of the property, a 5-acre area that has tentatively been approved as Lot 14 of the McKenzie Meadow Village subdivision (SUB10-02)[1].

C. Site Description. The development site is generally flat, undeveloped, and contains a number of Ponderosa Pine trees, Juniper trees, and native underbrush. The one exception is the approximately 2700 s.f. senior and school-based health clinic constructed on Tax Lot 151005CB05600. The clinic was built and the lot was partitioned and conveyed to Deschutes County in 2014. That was a requirement of the Amended Annexation Agreement and included in the project's Master Plan approval in 2010.

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[1] The subdivision approval was extended in March, 2016 for one year. That approval is currently on appeal to LUBA in LUBA No. 2016-021

D. **Surrounding Uses and Zoning**. The properties to the west and south of McKenzie Meadow Village are zoned PF – Public Facility. These properties are developed with the Sisters High School and Junior High School. The properties to the east of McKenzie Meadow Village are zoned MFR – Multi-Family Residential. This area is the location of the 'Village at Cold Springs' subdivision. The property to the North of McKenzie Meadow Village is outside the Sisters Urban Growth Boundary and is zoned F2 – Forest.

E. **Land Use History/Background**. Following approval in a public election in 2006, the property was annexed into the Sisters City Limits as UAR 10 zoned property. As part of the annexation agreement, the property owner was required to designate a minimum of 6.3 acres of the property for the construction and operation of a Center. At least a portion, but not all, of the Center was required to be built in the first phase of development of the property.

In 2010, the City approved a Comprehensive Plan Map and Zoning Map Amendment for the property changing the Comprehensive Plan and zoning designation of the property from UAR10 to Multi-Family Residential (MFR), Public Facilities (PF), and Landscape Management (LM). The zoning for the development area of the current proposal is MFR.

Also in 2010, the City approved a Master Plan (MP 10-01) and a Tentative Subdivision Plan (SUB 10-02) on the property. The proposed development is called "McKenzie Meadow Village" ("MMV"). The Master Plan for the MMV was modified in 2012 (MOD 12-01). Additionally, in 2011 the City approved a Site Plan for an 82-unit Assisted Living Facility and a maintenance building on the property (SP 11-05). In 2012, the City approved a modification to the Site Plan (MOD 12-02). None of those approvals were appealed. Although ownership of the property has not changed, the developer for each of these approvals was Pinnacle Alliance Group LLC ("PAG"), whereas the current developer is the owner McKenzie Meadow Village LLC ("MMV LLC") and MMV LLC contracted with Ageia Health Services LLC ("Ageia") to build the Center.

The City approved extensions for both approvals in 2012 and those extensions were not appealed. In 2015, the current developers applied for and received approval for another modification of the Master Plan (MOD 15-05) and a new Site Plan (SP 15-01). PAG appealed approvals to LUBA. LUBA remanded those approvals because of the lack of findings attached to or clearly referenced in the City Council's decision.

Also in 2015, the City approved an extension of the 2010 Master Plan as modified in 2012 (Ext 15-01). PAG also appealed that approval, but LUBA dismissed that appeal on the grounds that PAG had no standing to bring the appeal.

Since the approvals of SP 11-05 and MOD 12-02, the property has remained undeveloped except for the senior and school-based health clinic.

F. **Procedures on Remand**

On May 4, 2016, MMV LLC submitted a letter to the Community Development Department initiating the remand process. The Sisters Development Code ("SDC"), however, has no procedures for applications

remanded by LUBA. The City e-mailed to MMV LLC and PAG, the parties to the LUBA appeal, written notice of the City Council May 26, 2016 hearing on the remand issues.

With regards to the applicable approval criteria for the application, the same SDC criteria apply on remand as applied to the original applications. Thus, pursuant to the applicable chapters found in the Sisters Development Code, these modification and site plan review requests can either be approved, approved with conditions, or denied on the basis of whether the applicable standards and criteria can be satisfied either as submitted, or as mitigated through conditions of approval. As a general finding, the City Council finds that the applicant met the criteria for approval of the modification and site plan applications with the imposition of conditions of approval.

The following discusses the City Council's findings of compliance with the specific applicable Sisters Development Code standards and criteria. Compliance with Oregon Revised Statute 92 is assumed if compliance with the City's development code can be verified.

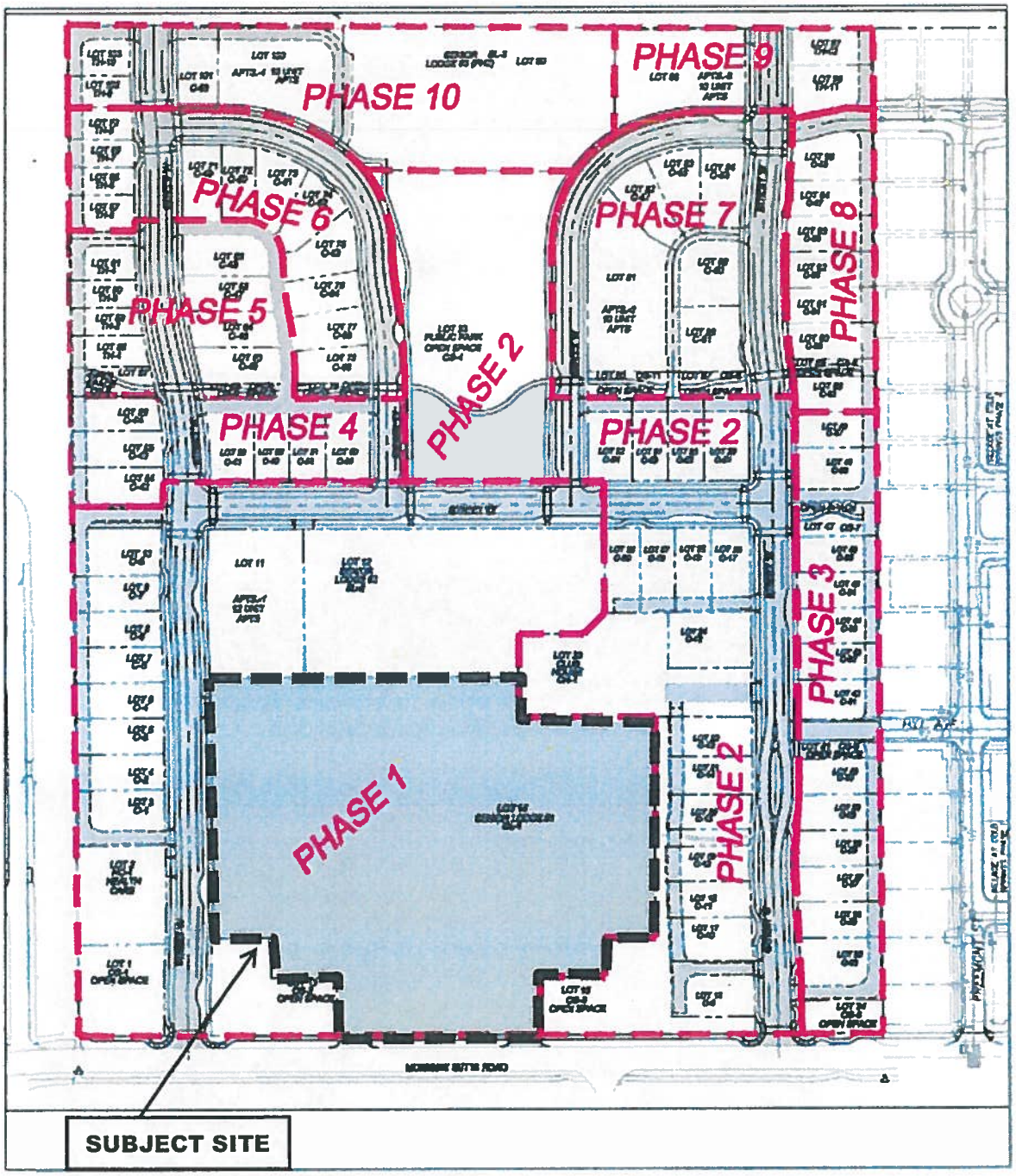
G. Public Comments

On May 6, 2016, MMV LLC submitted a letter outlining the issues on remand from LUBA and requesting specific findings by the City Council. Included with that letter were three letters from experts regarding the impacts and proposed uses of the Center as currently proposed by MMV LLC.

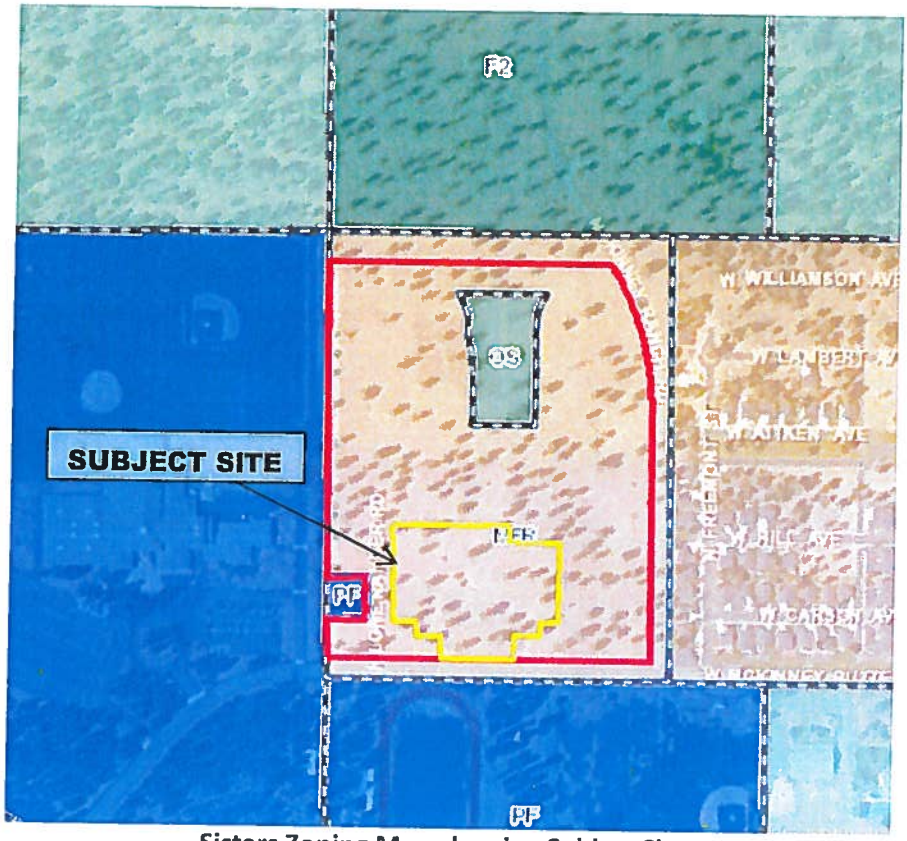
On ??, PAG submitted (finding to be provided upon receipt of any documents or testimony by PAG.)

H. Maps

The following are the various maps to show the property on which the subject Center is to be located per this approval.



Original Phasing Map from McKenzie Meadows Master Planned Development, File No. MP 10-01, SUB 10-02 Showing Location of Subject Site



Sisters Zoning Map showing Subject Site

GIS Aerial View of Tax Lot 151005CB05500

III. FINDINGS ON APPLICABLE CRITERIA

A. APPLICABLE DEFINITIONS PER SISTERS DEVELOPMENT CODE

Chapter 1.3 – Definitions

Section 1.3.300 Meaning of Specific Words and Terms

Adverse Impact - Negative effect of development that can be measured, including but not limited to excessive traffic, noise, air pollution, vibration, light, odors, density, massing, and dust.

FINDINGS: Discussions below under other criteria address this definition and its relationship to the applications.

Assisted Living Facility - A facility that provides a "social model of care", designed to meet the social needs as well as the medical needs of people requiring placement in a supervised care facility. Costs for care are flexible, depending on the level of care necessary for individuals to maintain their independence. Assisted living facilities are considered a type of residential care facility, see also residential care facility.

****

Residential care - Services such as supervision; protection; assistance while bathing, dressing, grooming or eating; management of money; transportation; recreation; and the providing of room and board.

Residential care facility - A facility that provides, for six or more socially dependent individuals or individuals with physical disabilities, residential care in one or more buildings on contiguous properties.

Residential facility - A residential care facility, residential training facility, residential treatment facility, residential training home or residential treatment home.

FINDINGS: As discussed below, the City Council finds that the proposal fall within the above definitions whether it is for "housing with services," state licensed assisted living units, assisted living units that do not require state licensing or memory care units. Although "housing with services" is not defined in the SDC, the May 5, 2015 letter from AGEIA described what that model of care entailed. That description fits the definition of "residential care." Additionally, the City Council adopts the following Staff Response in the Staff Report to the City Council for its January 28, 2016 hearing. That document is entitled "Appeal # 15-02: Appeal of Planning Commission Decision of Approval RE Application MOD #15-05 and SP 15-01 McKenzie Meadows Village Assisted Living Facility Planning Commission Decision Date: June 18, 2015; PC Resolution 2015-13, STAFF REPORT" ("Staff Report 2").

3rd ¶: Is the term "Assisted Living Facility" defined in the SDC and are Residential Care Facilities required to be licensed by the State of Oregon?

"Assisted Living Facility" is defined in SDC as: "Assisted Living Facility - A facility that provides a "social model of care", designed to meet the social needs as well as the medical needs of people requiring placement in a supervised care facility. Costs for care are flexible, depending on the level of care necessary for individuals to maintain their independence. Assisted living facilities are considered a type of residential care facility, see also residential care facility." As stated previously, the applicant's proposed use of "Housing with Services" meets the definition of the SDC and previous land use approvals.

Staff has determined the licensure requirements for the proposed use by requiring the applicant to submit the proposed client care model of "Housing with Services" to the Oregon Department of Human Services for a determination if a State license would be required. Oregon Department of Human Services (ORDHS) responded with a determination (letter dated May 27, 2015) that a license is required for Memory Care units but a license is not required for the Housing with Services model. None of the previously approved land use actions including the original or amended annexation agreements or subsequent land use applications mandate that the Assisted Living Facility ***must*** *be a state-licensed facility with respect to its model of client care and that all clients in this facility* ***must*** *be covered under a regimen of care that is licensed by the State. In other words, staff's determination is that the proposed use may allow a client care model that is not specifically licensed by the State. However, staff will also ensure that any client care models that require a State license will have an issued license prior to the City issuing a certificate of occupancy.*

Again, the "housing with services" is no longer an issue in this case except to the extent the 12 memory care units are considered such. The City Council finds that a condition of approval is included requiring the Applicant obtain all required state licenses prior to the issuance of a certificate of occupancy for the Center.

B. PROCEDURAL CRITERIA

Chapter 4.1 - Types of Applications and Review Procedures

Section 4.1.200 Description of Permit/Decision-Making Procedures

All land use and development permit applications, except building permits, shall be decided by using the procedures contained in this Chapter. General provisions for all permits are contained in Section 4.1.700. Specific procedures for certain types of permits are contained in Section 4.1.200 through 4.1.600. The procedure "type" assigned to each permit governs the decision-making process for that permit. There are four types of permit/decision-making procedures: Type I, II, III, and IV. These procedures are described in subsections A-D below. In addition, Table 4.1.200 lists all of the City's land use and development applications and their required permit procedure(s).

C. <u>Type III Procedure (Quasi-Judicial)</u>. Type III decisions are made by the Planning Commission after a public hearing, with appeals heard by the City Council. Type III decisions generally use discretionary approval criteria;

FINDINGS: Although the Site Plan application could have been processed as a Type II application, for reasons stated below, the Master Plan Modification ("Modification") and Site Plan applications were processed as a Type III quasi-judicial applications. The Modification application, along with the Site Plan

application, were first heard by the Planning Commission on June 18, 2015, which approved the applications. Those approvals were then appealed to the City Council. On July 23, 2015, the City Council held a hearing on the applications and orally approved the applications on July 23, 2015. On August 12, 2015, the final written decision was mailed to all parties who participated in the proceedings before the Planning Commission and the City Council. On August 14, 2015, PAG filed a Notice of Intent to Appeal to LUBA. On April 11, 2016, LUBA remanded the approval back to the City.

The Applicant initiated the remand process May 4, 2016 resulting in the 90-day remand period to end on August 2, 2016. On remand, because the City Council was the final decision maker prior to the appeal to LUBA, the City Council opened the duly noticed hearing on May 26, 2016 on this matter. The City Council then continued the hearing to June 23, 2016. Both parties to the LUBA appeal, PAG (Petitioner) and the Applicant (Intervenor-Respondent) were notified via e-mail on May 12, 2016 of the scheduled May 26, 2016 City Council hearing and both parties were in attendance at that hearing, but neither testified. As of the mailing of this decision, 39 days remain in the remand period.

Section 4.1.500 Type III Procedure (Quasi-Judicial)

FINDINGS: With one exception, no one raised an issue regarding the City's application of the procedures outlined in this section. The one exception was the Planning Commission's failure to either continue the hearing or leave the record open at the request of PAG. That issue was appealed to LUBA. LUBA found that such an error was remedied on appeal to the City Council, which provided a *de novo* hearing on the applications. Therefore, that issue is not before the City Council on remand. If, on appeal it is determined that the City Council must interpret the SDC regarding this issue, see the Findings under Section 4.1.800. Otherwise, the City Council finds that the Type III Procedures were appropriately followed by the City for those procedures prior to the LUBA appeal.

Although there are no specific code provisions regarding procedures on remand from an appellate body, the City generally followed the procedures in this section for conducting the City Council hearing. The difference was that the only parties entitled to notice of the remand proceedings were PAG and the Applicant since they were the only parties besides the City to the proceedings before LUBA and those parties did receive the appropriate hearing notice.

Section 4.1. 700 General Provisions

A. Application Requirements.

1. **Include the information requested on the application form;**
2. **Include electronic copies of all materials submitted {acceptable file types to be determined by the Community Development Director or designee);**
3. **Include a preliminary title report or equivalent printed within 90 days of the date of the application submittal;**
4. **Be filed with a minimum of one (1) copy of a narrative statement that explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making. The Community Development Director or designee may require additional copies to be provided;**
5. **Be filed with the required fee;**

FINDING: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that Master Plans and their modifications as well as Site Plans have specific application requirements in SDC 4.5.500. The Applicant met those requirements as described in the Applicant's Burden of Proof statements for both the MOD and the Site Plan application in the sections that list the exhibits attached to the Burden of Proof statements as well as those responses to the specific application requirements for each application, both of which are incorporated by reference herein.

6. **Land Divisions. Include an impact study for all land division applications. The impact study shall quantify and assess the effect of the development on public facilities and services. The study shall address, at a minimum the following:**
   a. **Drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development;**
   b. **For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users.**
   c. **In situations where this Code requires the dedication of real property to the City, the City shall either (1) include in the written decision evidence that shows that the required property dedication is roughly proportional to the projected impacts of the development on public facilities and services, or (2) delete the dedication as a condition of approval.**

FINDING: The above criterion are not applicable to these applications because this is not a land division.

7. **Type III. Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the City shall either (1) include in the written decision evidence that shows that the required property dedication is roughly proportional to the projected impacts of the development on public facilities and services, or (2) delete the dedication as a condition of approval; and,**

FINDINGS: In the prior proceedings and on appeal to LUBA, PAG argued that new impact studies were required for the modification application because all Type III applications, which the Modification is, require them, and, without them, a decision maker could not determine whether the new facility, although smaller, may have a more intensive use and, therefore, more impacts on the above listed public facility systems. At that time, Staff and the City Council believed that the currently proposed smaller facility would obviously and logically have fewer impacts than the larger facility proposed in 2010 without the need of any further evidence. LUBA, however, determined that the City must provide more details as to how it came to that conclusion and suggested that the original impact studies be included in the record.

Prior to the May 26, 2016 hearing, Staff submitted the original impact studies as part of the record. On May 6, 2016, the legal representatives for the Applicant submitted a letter and attached letters from two experts, Jim Frost, an engineer, and Scott Ferguson, a traffic engineer, who had reviewed the original impact studies and determined that the current proposed senior living facility will have fewer impacts than the 82-unit facility proposed in 2010. Additionally, the City Council finds that the Applicant has sufficiently described the use of the currently proposed 57-unit facility as essentially the same as what was proposed in 2010. Therefore, the smaller size will create fewer impacts on all public facilities and services.

In fact, this modification application is more explicit as to what the facility will be used for than was in the application for the 2010 facility. The 2010 facility never specified whether it was for assisted living or senior independent living. Furthermore, the Staff in the City's Public Works, Building and Fire Departments reviewed this proposal and objected to nothing in the proposal and merely listed conditions of approval that would be required. (LUBA Record at 224.). Those conditions of approval are included in this decision.

In addition to the information submitted by the Applicant on May 6, 2016, the City Engineer, Eric Huffman, submitted two letters, one dated June 14 and one dated June 15, 2016, each incorporated by reference and his conclusions adoptedherein. The first letter explained that, when the Master Plan was first approved in 2010, the City transportation, sewer, water and drainage capacities were reserved for this McKenzie Meadow Village project. In the second letter, Mr. Huffman reviewed the 2011 and the draft 2015 Master Plans and concluded that the City's parks system had capacity to include the proposed 57-unit assisted living center. Additionally, the Applicant submitted a letter from Kevin Cox explaining that the 57 residents will be different that those that would live in the average dwelling unit because their use of the parks would be minimal.

Additionally, all other conditions of approval from the original Master Plan approval as modified in 2012 regarding any required public facility and transportation system improvements remain in effect. Also, the applicant proposed and will be required to provide landscaping and screening that will further mitigate noise, sight and smell impacts as noted in the staff report. Because of the fewer number of units, fewer vehicle trips than the original proposed 82-unit facility and the fact that nothing else will substantially change from the original proposal, the modification will not result in any additional noise impacts. As a result, the City Council finds that this is substantial evidence that the impact studies already in the record since 2010 are sufficient to comply with this criterion and that new studies are not required.

Finally, as the May 6, 2016, letter from Laura Craska Cooper noted, the traffic impact concerns raised in the testimony of members of the public was not related to this particular modification but directed at the impacts upon full build-out of the Village project. Those impacts were already addressed at the time of the original application and cannot be attacked after their approval now. The City Council agrees that any concern regarding wandering memory care residents is mere speculation and assumes that the Center will not perform its job of keeping the residents safe and well cared for. Thus, the testimony is not substantial evidence of a need for new impact studies for these applications that merely reduces the size of the originally proposed structure.

As a result of the above discussion, the City Council finds that the 2010 impact studies and the above mentioned information submitted by the Applicant, Mr. Huffman and Mr. Cox constitute the required impact studies for the application to meets these criteria.

E. Applications.

1. **Initiation of applications:**

   a. **Applications for approval under this chapter may be initiated by:**
      1. **Order of City Council;**
      2. **Resolution of the Planning Commission;**
      3. **The Community Development Director or designee;**
      4. **Recorded owner of property (person(s) whose name is on the most recently recorded deed), or contract purchaser with written permission from the record owner.**
      5. **Any person authorized to submit an application for approval may be represented by an agent authorized in writing to make the application on their behalf.**

FINDINGS: No issue regarding the above criteria was raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant is the record owner of the property and, therefore, complied with the above criterion.

2. **Consolidation of proceedings. When an applicant applies for more than one type of land use or development permit (e.g., Type II and III) for the same one or more parcels of land, the proceedings shall be consolidated for review and decision.**
   a. **If more than one approval authority would be required to decide on the applications if submitted separately, then the decision shall be made by the approval authority having original jurisdiction over one of the applications in the following order of preference: the Council, the Commission, or the Community Development Director.**
   b. **When proceedings are consolidated:**
      1. **The notice shall identify each application to be decided;**
      2. **The decision on a plan map amendment shall precede the decision on a proposed land use district change and other decisions on a proposed development. Similarly, the decision on a zone map amendment shall precede the decision on a proposed development and other actions; and**
      3. **Separate findings and decisions shall be made on each application.**

FINDING: No issue regarding the above criteria was raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Modification and the Site Plan were consolidated and processed together under the Type III proceedings requirements.

3. **Check for acceptance and completeness. In reviewing an application for completeness, the following procedure shall be used:**
   a. **Acceptance. When an application is received by the City, the Community Development Director or designee shall immediately determine whether the following essential items are present. If the following items are not present, the application shall not be accepted and shall be immediately returned to the applicant;**
      1. **The required form;**

2. **The required fee;**
3. **The signature of the applicant on the required form and signed written authorization of the property owner of record if the applicant is not the owner.**

b. **Completeness.**

1. **Review and notification. After the application is accepted, the Community Development Director or designee shall review the application for completeness. If the application is incomplete, the Community Development Director or designee shall notify the applicant in writing of exactly what information is missing within 30 days of receipt of the application and allow the applicant 180 days to submit the missing information;**
2. **When the application is deemed complete for review. In accordance with the application submittal requirements of this chapter, the application shall be deemed complete upon the receipt by the Community Development Director or designee of all required information. The applicant shall have the option of withdrawing the application, or refusing to submit information requested by the Community Development Director or designee in (1), above. For the refusal to be valid, the refusal shall be made in writing and received by the Community Development Director or designee. If the applicant refuses in writing to submit the missing information, the application shall be deemed complete.**
3. **Standards and criteria that apply to the application. Approval or denial of the application shall be based upon the standards and criteria that were applicable at the time the application was first accepted.**
4. **Coordinated Review. The City shall also submit the application for review and comment to City Engineer; ODOT, and other applicable County, State and federal agencies for review.**

FINDINGS: No issue was raised regarding any of the above criteria. Therefore, the City or the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the application was originally filed on January 21, 2015 and deemed complete on June 2, 2015. Approval of these applications is based on the applicable standards and criteria as discussed in this decision. Staff submitted the application to the appropriate agencies for comment. The City's Public Works, Building and Fire departments all provided comments into the record stating no concerns for these applications over the prior 82-unit proposal. Their recommended conditions of approval are included in the conditions of approval for this decision.

4. **Changes or additions to the application during the review period. Once an application is deemed complete:**

a. **All documents and other evidence relied upon by the applicant shall be submitted to the Community Development Department at least seven days before the notice of action or hearing is mailed, if possible. Documents or other evidence submitted after that date shall be received by the Community Development Department, and transmitted to the hearings body, but may be too late to include with the staff report and evaluation;**
b. **When documents or other evidence are submitted by the applicant during the review period, but after the application is deemed complete, the assigned review person or body shall determine whether or not the new documents or other evidence submitted by the applicant significantly change the application;**
c. **If the assigned reviewer determines that the new documents or other evidence significantly change the application, the reviewer shall include a written determination that a significant**

change in the application has occurred as part of the decision. In the alternate, the reviewer may inform the applicant either in writing, or orally at a public hearing, that such changes may constitute a significant change (see "d", below), and allow the applicant to withdraw the new materials submitted, in order to avoid a determination of significant change;

d. If the applicant's new materials are determined to constitute a significant change in an application that was previously deemed complete, the City shall take one of the following actions:

1. **Continue to process the existing application and allow the applicant to submit a new second application with the proposed significant changes. Both the old and the new applications will proceed, but each will be deemed complete on different dates and may therefore be subject to different criteria and standards and different decision dates;**
2. **Suspend the existing application and allow the applicant to submit a new application with the proposed significant changes. Before the existing application can be suspended, the applicant must consent in writing to waive the 120-day rule (Section A, above) on the existing application. If the applicant does not consent, the City shall not select this option**
3. **Reject the new documents or other evidence that has been determined to constitute a significant change, and continue to process the existing application without considering the materials that would constitute a significant change. The City will complete its decision-making process without considering the new evidence;**
4. **If a new application is submitted by the applicant, that application shall be subject to a separate check for acceptance and completeness and will be subject to the standards and criteria in effect at the time the new application is accepted.**

FINDINGS: All documents submitted prior to the LUBA appeal were submitted timely and included in the record. For this remand proceeding, the Applicant submitted its initial document on May 6, 2016 outlining the issues. PAG submitted ??? (To be completed at the time PAG submits written or oral testimony.)

Nothing submitted by the Applicant constituted a significant change from the Modification application. The Modification application said it was for approval of an assisted living facility. Although written and oral testimony by Ageia before the Planning Commission discussed the facility as "housing with services," the description still fell within the SDC definition of "assisted living facility." Additionally, before the City Council prior to the LUBA appeal, Ageia testified that it had the state assisted living facility license for the 45 units that are not the 12 memory care units. Additionally, Ageia presented a letter from the State that stated that those 12 memory care units will be licensed by the State. Thus, at least by the City Council hearing, the testimony of the use of those 45 units was clearly consistent with what was written on the application form. Finally, therefore, the City Council finds that, at all times, what the Applicant proposed was an assisted living facility and any change in the discussion from "housing with services" to "licensed assisted living facility" did not constitute a significant change in the application.

F. The Community Development Director or designee shall:

1. **Prepare application forms based on the criteria and standards in applicable state law, the City's comprehensive plan, and implementing ordinance provisions;**
2. **Accept all development applications which comply with Section 4.1.700;**
3. **Prepare a staff report that summarizes the application(s) and applicable decision criteria, and provides findings of conformance and/or non-conformance with the criteria. The staff report**

should also provide a recommended decision of: approval; denial; or approval with specific conditions that ensure conformance with the approval criteria;

4. **Prepare a notice of the proposal decision:**
   a. **In the case of an application subject to a Type I or II review process, the Community Development Director or designee shall make the staff report and all case-file materials available at the time that the notice of the decision is issued;**
   b. **In the case of an application subject to a hearing (Type III or IV process), the Community Development Director or designee shall make the staff report available to the public at least seven days prior to the scheduled hearing date, and make the case-file materials available when notice of the hearing is mailed, as provided by Sections 4.1.400.B (Type II), 4.1.500.B (Type III), or 4.1.600.C (Type IV);**

FINDINGS: The only issue raised regarding the above criteria was one raised before the Planning Commission and not before the City Council and was based on the Applicant filing for a Type II application and focusing the Burden of Proof Statement on the Type II criteria. PAG then claimed that the City should not have accepted the application and required the Applicant to refile the application as a Type III application. The application, however, was processed as a Type III application. Any injury to PAG was remedied by those procedures. Whether the City exacted the appropriate fee from the Applicant would be a matter of injury to the City for not collecting enough funds as opposed to an injury to PAG. Thus, it is not a basis for an appeal.

The City Council finds that the City complied with the above criteria. At each step in this process, both prior to the LUBA appeal and for these remand proceedings, Staff complied with the above criterion or remedied any procedural error such that the application was not appealed due to any alleged failure to meet these criteria. For these remand proceedings, the Staff report was submitted to the City Council on May 19, 2016, which is consistent with SDC 4.1.700.F.3. and 4.b.

5. **Administer the hearings process;**
6. **File notice of the final decision in the City's records and mail a copy of the notice of the final decision to the applicant; all persons who provided comments or testimony; persons who requested copies of the notice; and any other persons entitled to notice by law, and in the case of Type II decisions by staff also email the final decision to the Planning Commission on the date the notice is mailed to the Applicant and in the case of Type II and Type III decision by the Planning Commission, email the final decision to the City Council on the date the Decision is mailed to the Applicant;**
7. **Maintain and preserve the file for each application for the time period required by law. The file shall include, as applicable, a list of persons required to be given notice and a copy of the notice given; the affidavits of notice; the application and all supporting information; the staff report; the final decision including the findings, conclusions and conditions, if any; all correspondence; minutes of any meeting at which the application was considered; and any other exhibit, information or documentation which was considered by the decision-maker(s) on the application; and**
8. **Administer the appeals and review process.**

FINDINGS: No issue was raised on the above criterion. Therefore, the City or the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine

that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the City complied with the above criteria. At all hearings, prior to the LUBA appeal and on remand from LUBA, the Community Development Director or Planner Darcy Reed administered the hearings and appeals processes. They also complied with the requirements to file the prior City Council final decision in the City records and to mail it and will do so with this final decision.

J. Major Modification.

FINDING: The City Council adopts the "Staff's Response" under this general heading on Page 8 of the Staff Report to the Planning Commission for its June 18, 2015 hearing ("Staff Report 1"). That response said that Staff determined the application for the Master Plan Modification to be a major modification because the structure, parking and other features will be shifted by more than the 25-foot limit in SDC 4.5.800.D.2.

1. **An applicant may apply to modify an approval at any time after a period of 60 days has elapsed from the time a development approval has become final.**

FINDING: No issue was raised regarding this criteria. Therefore, the City or the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that adopts "Staff's Response" to this criterion in the Staff Report 1. That Staff Response incorporates the Applicant's response to this criterion. That response said that the Applicant met this criterion. The last City land use approval related to the Master Plan was in 2012, well before the 60 days prior to this application.

2. **Unless otherwise specified in this Code and is not considered a minor modification, the grounds for filing a modification shall be that a change of circumstances since the issuance of the approval makes it desirable to make changes to the proposal, as approved. A modification shall not be filed as a substitute for an appeal or to apply for a substantially new proposal or one that would have significant additional impacts on surrounding properties.**

FINDING: The City Council adopts "Staff's Response" to this criterion in the Staff Report 1. That response determined that the modification is not a substitute for an appeal nor is it a substantially new proposal. Also, as discussed above and below, the application is not a minor modification.

As described below under SDC 4.5.800, the City Council adds that the modification is not a substitute for an appeal because it is a request for a modification in the design of the structure as opposed to rehashing the conditions of approval for a prior requested structure.

Also, the application is not for a substantially new proposal because, as stated in the May 6, 2016, letter from Laura Craska Cooper and its attachments incorporated by reference herein,

a. *This modification application is still for a structure to be built in phase 1 out of 10 phases under the McKenzie Meadow Village Master Plan resulting in only 1/10th of the entire Master Planned project being modified.*
b. *The proposed use of the structure with this modification is still for a senior living center in Phase 1.*

c. *Nothing in the 82-unit approval specified the types of living units for that facility, although it was also called a senior living center.*
d. *The current proposal is for 57 units of both senior and non-senior assisted living.*
e. *The modification will merely be for fewer units than what were planned to be built under the prior approval.*

The change in circumstances to meet the criterion in SDC 4.1.700.J.2 is the separation between the Applicant and its builder since the 2010 application for the 82-unit facility. The new builder, Ageia, has a different model for assisted living centers. Also, with more hindsight, the Applicant is more cautious since the 2010 application and desires to build only a portion of the Center at this time. The record includes the site plan with a grayed outline of an additional wing demonstrating the Applicant's intentions to expand the Center in the near future and that the area has sufficient land for that to happen. Nothing in the criterion prohibits a change in the Applicant's circumstances as the means to qualify for a modification. Therefore, the City Council finds these to be sufficient changes in circumstances to warrant approving this modification.

As discussed under SDC 4.1.700.A.7 and 4.5.800.D.2, this modification will have no significant impacts over the prior approval. In fact, it will have fewer.

3. **An application to modify an approval shall be directed to one or more discrete aspects of the approval, the modification of which would not amount to approval of a substantially new proposal or one that would have significant additional impacts on surrounding properties. Any proposed modification, as defined in this section, shall be reviewed only under the criteria applicable to that particular aspect of the proposal. Proposals that would modify an approval in a scope**

FINDINGS: The City Council adopts "Staff's Response" to this criterion in the Staff Report 1. The City Council adds that it finds that the modification is to only a few discrete aspects of the prior Master Plan approval in that this modification application seeks to modify only the Center and related areas, namely, the structure's shape, the number of units, the access point and the parking location. As discussed above and below, this application will not only have no significant additional impacts on the surrounding properties, it will have fewer impacts because of the smaller size and fewer access points.

4. **An application for a modification of a Type I approval shall be processed as a Type I application. An application for a modification of a Type II approval shall be processed as a Type II application. An application for a Type III approval shall be processed as a Type III application. The Communication Development Director shall have the discretion to forward any Type I or Type II modification to the Planning Commission for review.**

FINDINGS: The City Council adopts "Staff's Response" to this criterion in the Staff Report 1. That response said that the application was a Major Modification subject to the Type III procedures requiring the application to be heard by the Planning Commission with any appeal being heard by the City Council. The application, along with the Site Plan application, was heard by the Planning Commission and PAG appealed that decision to the City Council. The City Council is now hearing this again on remand from LUBA.

5. **The effect, if any, of a modification upon the original approval time limitation shall be established in the modification decision.**

FINDINGS: The Applicant did not request an extension of the Master Plan with this modification application.

Section 4.1.800 Appeals

A. Purpose

The purpose of this Section is to establish uniform procedures for the appeal of land use and development and policy decisions provided in Chapter 4 of this Code.

B. Appeal Authority

1. **Decisions reached by the following review authorities pursuant to Chapter 4 shall be subject to appeal to the authority shown:**
   a. **Community Development Department/Community Development Director/Planner - Decision may be appealed to the Planning Commission.**
   b. **Planning Commission - Decision may be appealed to the City Council City Council - Decision may be appealed to the Land Use Board of Appeals (LUBA).**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Staff Response in Staff Report 2. That response says that PAG properly appealed to the City Council the Planning Commission decision in this matter.

2. **Any request for modification or removal of conditions of approval shall be subject to review by the approving body. The approving body shall grant such request or portions thereof, only upon finding that the application of the condition or conditions would impose an undue or unnecessary hardship on the applicant, and that the condition causing the difficulty was not created by the applicant.**

FINDINGS: This subsection is not applicable to this appeal because the Planning Decision appeal was by an opponent and not by an application requesting relief from a condition of approval imposed by the Planning Commission. Additionally, the applications appealed are for modifying the previously modified Master Plan to allow for a smaller Center. The MOD and new site plan applications were not for the purpose of modifying or removing any conditions of approval. The Applicant assured that it understands and the City and the City Council believes that the Applicant fully understands that all prior conditions of approval are applicable to these applications. In fact, additional conditions of approval are imposed with this approval. Therefore, this subsection is not applicable to these applications.

C. Standing to Appeal

To have standing to appeal, persons must participate either orally or in writing at the public hearing.

D. Initiation of Appeal

A decision of a review authority pursuant to Chapter 4 shall be appealed by a party with standing within the time limits prescribed. The filing of a Notice of Appeal shall be accompanied by the fee prescribed by Resolution of the City Council. Except as otherwise required, the notice

of appeal and appeal fee must be received by the Community Development Department no later than 5 p.m. on the fourteenth calendar day following mailing of the decision. Notices of Appeals may not be filed by facsimile machine. The Notice of Appeal shall be submitted upon the form provided by the Community Development Department, shall include any such information as listed on the application submittal checklist and shall contain the following:

1. **A concise description of the land use decision sought to be reviewed, including the date of decision.**

2. **A statement of the interest of the appellant seeking review and, that the appellant was a party to the initial proceedings.**

3. **The grounds relied upon for review.**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council agrees with the Staff Responses in the Staff Report 2 that PAG had standing to appeal the Planning Commission decision on the MOD and Site Plan applications and PAG complied with the appeal application requirements.

E. Scope of Review on Appeal
All appeals to the Planning Commission or City Council shall include a de novo evidentiary hearing.

F. Review of the Record

1. **When an appeal is scheduled for hearing by the Planning Commission or City Council, the Community Development Department shall prepare and transmit the Record, which shall include:**
   a. **Findings prepared by the Community Development Department and the Resolution adopted by the Planning Commission.**
   b. **All exhibits, materials, pleadings, memoranda, stipulations and motions submitted by any party and received or considered in reaching the decision under review.**
   c. **Minutes of any hearing or meeting during which the matter was discussed.**

2. **The appeal authority shall make its decision based upon the Record and the testimony received during the hearing.**

G. Notice of Appeal Hearing
Notice of the hearing held by an appeal authority shall be of the same type as that required for the original hearing. Notice shall be mailed to the appellant, to all persons originally notified, and to parties to the hearing who may not have been on the original notification list.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires

findings now, the City Council agrees with the Staff Responses in the Staff Report 2 that the City complied with the criteria in subsections E through G. The City Council adds that, on remand, the City duly noticed a May 26, 2016 *de novo* hearing to all parties. On May 26, 2016, the City Council opened the hearing but announced that it would continue the hearing until June 23, 2016 to allow new interim staff and legal counsel time to become familiar with the case. Neither party chose to present testimony at the May 26, 2016 hearing and presented testimony at the continued *de novo* hearing.

H. Appeal Authority Decision

1. **Upon review, the appeal authority may by Resolution remand, affirm, reverse, or modify a determination or requirement of the decision that is under review. When the appeal authority renders a decision that reverses or modifies a decision of the hearing body, the appeal authority, in its Resolution, shall set forth its findings and state its reasons for taking the action encompassed in the Resolution. When the appeal authority elects to remand the matter to the hearing body for further consideration, it shall include a statement explaining the errors or omissions found to have materially affected the outcome of the original decision and the action necessary to rectify such.**

FINDINGS: Prior to the appeal to LUBA, PAG appealed the Planning Commission's decision asking the City Council to remand the decision to the Planning Commission. The City Council did not then and does not now remand the decision to the Planning Commission. This document constitutes the findings and reasons for approving the subject application in compliance with this subsection.

2. **Action by the appeal authority shall be decided by a majority vote of a quorum of the hearing body. The appeal authority shall render its decision no later than thirty (30) days from the date at which review was made. Decision, Findings of Fact and Resolution shall be prepared in accordance with Chapter 4.**

FINDINGS: The City Council's decision and these findings are adopted on June 23, 2016, the same day as it reviewed this matter. Therefore, the City complied with this subsection.

C. MASTER PLAN CRITERIA

Chapter 4.5 – Master Planned Developments

Section 4.5.200 Applicability and Uses

A. Applicability. The Master Planned development designation may be combined with any of the City's land use districts. An applicant may develop a project as a Master Planned Development. A Master Planned development shall be used for any property or combination of contiguous properties of ten (10) acres or larger in the Residential District and of five (5) acres or larger in the Residential Multi-Family, Industrial or the Commercial Districts, and for all Major Retail Developments.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires

findings now, the City Council finds that the applications are related to the original Master Plan as modified in 2012, for which this section is applicable.

B. Uses.

1. **Master Planned development (MP) in the Residential I and Multi-Family Residential (MFR) Districts shall include uses in accordance with the underlying zoning districts. Master Plans are encouraged to have a mix of residential uses.**

2. **MP in other Districts shall have a mix of appropriate uses in accordance with the underlying zoning district.**

3. **Use(s) not permitted in the underlying zone may be permitted and approved to occupy up to 20% of the gross area of the MP. Said use(s) shall be considered to be a conditional use and may be approved subject to compliance with the conditional use permit criteria in Chapter 4.4.**

C. Accessory Uses. Accessory uses such as laundry rooms, recreational vehicle storage areas, storage and maintenance facilities and similar uses may be permitted. All accessory buildings/uses shall be approved per the Master Plan.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that these criteria were addressed with the original Master Plan application. The proposed Center is just one portion of that master plan and a residential facility allowed in the MFR zone but not subject to many of the dimensional and other criteria in the zone.

Section 4.5.300 Review and Approvals Process

A. Submittal requirements as required by Site Plan Review, Chapter 4.2, may be processed as part of the Master Plan Approval. When the submittal requirements including elevations and floor plans are not included as part of the Master Plan application, then subsequent Site Plan Review applications and approvals shall be required as a condition of approval of the Master Plan. All Site Plan Review applications shall be submitted prior to the expiration of the Master Plan approval.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Site Plan was processed as part of the Modification approval as is allowed by ORS 227.175(2). Elevation and floor plans were submitted with the application (LUBA Rec. at 501-504). The Site Plan application was submitted prior to the expiration of the Master Plan approval that was extended to October 2016.

B. The Master Planned development and all other concurrent applications shall be reviewed using the Type III procedure in Chapter 4.1, the submittal requirements in Section 4.5.500, and the approval criteria in Section 4.5.700.

FINDING: As stated previously, the applications were and are being reviewed using the Type III procedures in SDC Chapter 4.1.

C. As a condition of approval, the applicant shall record a deed restriction on the subject property and all future lots and parcels created, noting inclusion in the approved Master Planned Development.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that this was a condition of approval in the original 2010 approval and the Applicant did not apply for a change in that condition. Therefore, the condition remains effective.

D. Land Use District map designation. After the Master Plan has been approved, the Land Use District Map shall be amended to indicate the approved Master Planned Development (MPD) designation for the subject development site.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the city changed the Land Use District Map in 2010 when the original Master Plan was approved and, therefore, this criterion is not applicable to these applications.

Section 4.5.400 Property Development Standards

A. If the continuous horizontal distance (i.e., as measured from end-wall to end-wall) of an individual multi-family building shall incorporate five of the following features on all elevations;

1. **Upper story setbacks, provided one or more of the upper stories are set back from the face of the building at least six feet.**
2. **Dormers**
3. **Gables**
4. **Recessed entries**
5. **Covered porch entries**
6. **Cupolas or towers**
7. **Pillars or posts**
8. **Eaves (min. 12-inch projection)**
9. **Window trim (minimum 4-inches wide)**
10. **Bay or oriel windows**
11. **Balconies**
12. **Decorative patterns on exterior finish (e.g., scales/shingles, wainscoting, ornamentation, and similar features)**
13. **Decorative cornices and roof lines (e.g., for flat roofs)**
14. **An alternative feature providing visual relief, similar to options 1-13.**

FINDING: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an

appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that, although the Center is a residential facility and not a multi-family building, the plans submitted by the Applicant show that Center includes gables, covered porch entries, pillars, eaves, window trims, and decorative patterns on the exterior finish.

B. Development standards, except for density, landscape and open space, may be modified by up to 20 percent of the required standard of the underlying Zone District. Dimensional standards include lot area, lot width, setbacks, lot coverage, lot depth, and access spacing on local streets. These development standards may be modified upon a finding by the Planning Commission that such modification will not be detrimental to the general welfare, health or safety of the City of Sisters and will enhance the visual characteristics of the neighborhood.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant is not requesting modifications to any applicable dimensional standards.

C. Except for residential uses, parking space requirements may be modified up to 20 percent of the required standard upon a finding by the Planning Commission that such modification will not be detrimental to the general welfare, health or safety of the City of Sisters and will enhance the visual characteristics of the neighborhood. All other vehicle and bicycle parking standards shall be per City Standards and shall be provided for in the submitted plan.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant is requesting, along with the related Site Plan application, modifications to the parking and access design. The Applicant is not, however, requesting modifications to any applicable parking standards. The vehicle and bicycle parking areas shown on the Applicant's submitted plans meet the City standards in Section 3.3 for the reasons stated below.

D. Public and private streets and alleys shall comply with the Public Works Construction Standards, latest edition. See also Access and Circulation, Chapter 3.1.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that application complies with the Public Works Construction Standards. The original application included conditions of approval that assure such compliance and, other than reducing the access points to the Center from two to one access point, the Applicant is not requesting to amend those conditions. The reduction in access points meets the standards in in SDC Chapter 3.1 for the reasons stated in that section.

E. Landscaping. A landscaping plan in accordance to Chapter 3.2 showing all fences, walls, hedges, screen plantings and trees shall be provided for in the submitted plan.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that Applicant submitted plans showing the above landscaping features that comply with the standards in SDC Chapter 3.2. (LUBA Rec. at 200.)

F. **Laundry Facilities. All dwelling units shall be provided with internal laundry facilities or an accessory laundry building shall be provided on site.**

G. **Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas shall be oriented away from the street and adjacent properties. Trash enclosures shall be constructed of solid, durable and attractive walls/fences, a minimum of six (6) feet in height, with solid doors, and shall be visually consistent with project architecture. Trash receptacles for pedestrian use are exempt. Trash enclosures shall be compliant with all applicable fire codes.**

H. **Open Space. The net acreage of the development site shall be used to calculate the minimum required open space of 15%. Net acres shall be determined by subtracting land dedicated to the public for rights-of- way or private streets and alleys.**

Usable open spaces may be provided in the form of natural areas, tree preservation areas, playgrounds, active or passive recreational areas, and similar areas. Portions of the right-of-ways that include tree preservation or parkway strips 10-feet or greater may also be counted as open space. Usable open space area shall not include: drainage swales with slopes steeper than a 3: 1 slope, right-of-ways for public or private streets and alleys, parkway strips less than 10-feet, vehicle parking areas, areas adjacent to or between any structures less than ten (10) feet apart, setbacks, patios and private yards.

Open space area calculations and dimensions shall be provided for in the plan submitted. Open space must be readily accessible to all lots and uses within the Master Plan development, and be generally accessible to the public (using a public access easement). Access to private recreational buildings can be restricted to residents within the Master Plan development.

Open space shall be designated as a common area on the Master Plan and on all plats, as applicable. Open space may be dedicated to the public, if approved by a public agency with responsibility for open space, recreation, or park facilities. If the open space is privately owned, it shall be maintained by a homeowners association, property owner, or other legal entity.

I. **Amenities. All residential planned developments shall provide recreational amenities which may include: a swimming pool, spa, clubhouse, tot-lot with play equipment, picnic area, gazebo, barbecue area, day care facilities, and court-game facilities. The minimum number of amenities required shall be according to the following schedule.**

1 to 11 units	**1 amenity**
12 to 40 units	**2 amenities**

41 to 100 units	**3 amenities**
More than 100 units	**4 amenities**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria are not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant provided site plan and floor plan maps showing the location of laundry and garbage collection facilities for the Center. For the remainder criteria, the Applicant met the criteria in the original and 2012 modified Master Plan either directly or by way of conditions of approval that carry forward to this application and, therefore, need not be addressed here.

J. **Public Improvements Needed for Development. Development shall not occur unless the public improvements serving the development comply with the Public Works Construction Standards, latest edition,**

K. **Conditions of Development Approval. No development may occur unless required public facilities are in place or are guaranteed in conformance with the provisions of this Code and the Public Works Construction Standards, latest edition. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.**

FINDINGS: Although issues regarding the need for impacts studies related to public improvements were raised, issues regarding these specific criteria were not raised, and, therefore, are not before the City Council. To the extent, however, an appellate body finds that raising the issues related to the impact studies is sufficiently related to also put the decision maker on notice that these criteria were at issue, the City Council finds that, again, the original 2010 Master Plan, along with the 2012 modification, provided a design for the needed public improvements. Those approvals also included conditions of approval that carry forward such that these applications are subject to those conditions of approval as well. Additionally, with the May 6, 2016 submittal, the Applicant submitted letters from experts stating the proposed Center will have fewer impacts than the original 82-unit Center. The City also submitted letters from its City Engineer explaining that the new proposal will not have additional and, in fact, fewer, impacts than the originally proposed facility. Furthermore, the Site Plan submitted shows the required public improvements. (LUBA Rec. at491). Therefore, the Applicant, at all times, met these criteria with no need for any additional public improvements in order to build the Center.

L. **Mixed-use Development Requirement**
   1. **The Master Plan process may be used to transfer ground-floor commercial and residential uses between parcels in the same development, which may result in standalone residential structures or ground-floor residential uses fronting the street, provided that a minimum of 50 percent of the ground floor shall be commercial uses.**
   2. **Mixed use developments may be mixed "vertically" – meaning that a residential use is developed above the commercial use or may be mixed "horizontally"- meaning commercial and residential uses both occupy ground floor space, provided that a minimum of 50 percent of the ground floor shall be commercial uses .**

3. **Mixed use developments may be modified as allowed by Section a and b upon a finding by the Planning Commission that such modification will not be detrimental to the general welfare, health or safety of the City of Sisters and will enhance the visual characteristics of the neighborhood.**
4. **Mixed use developments may be modified as allowed by Section a and b upon a finding by the Planning Commission that such modification will create an attractive mixed-use environment through the use and inter-relationship of open spaces, building locations, building scale, and design, and pedestrian amenities**

M. **Gated communities may be permitted upon a finding by the Planning Commission that such modification will not be detrimental to the general welfare, health and safety of the City of Sisters and will enhance the visual characteristics of the neighborhood.**

FINDING: The above criteria are not applicable to these applications.

N. **Front lot lines do not need to abut a street.**

FINDING: The front lot line for the lot containing the Center does front a street.

Section 4.5.500 Master Plan Submittal Requirements

A. **Submittal requirements. The applicant shall submit an application containing all of the general information required for a Type III procedure, as governed by Chapter 4.1. In addition, the applicant shall submit the following:**
   1. **A detailed project description by the applicant;-This statement should include a description of the character of the proposed development and the rationale behind the assumptions and choices made by the applicant;**
   2. **Burden of Proof documenting compliance with all applicable approval criteria;**
   3. **Complete application form with fee;**
   4. **Electronic copies of all materials submitted (acceptable file types to be determined by the Community Development Director or designee); and,**
   5. **Preliminary title report or equivalent printed within 90 days of the date of the application submittal.**
   6. **Existing Conditions Site Plan**
   7. **Topographic Map at appropriate contour intervals to be determined by the Community Development Director**
   8. **Access and Circulation Map**
   9. **Site Plan – proposed**
   10. **Landscape/Open Space Plan**
   11. **Utility Plan**
   12. **Conceptual Drainage Plan (to include benchmarks and elevations at staffs discretion)**
   13. **Elevations and floor plans of all proposed buildings, unless reviewed during subsequent Site Plan Review applications.**
   14. **Sign Plan if applicable**
   15. **Tentative Plat if applicable**
   16. **Development Schedule**

17. **Copy of all existing covenants and restrictions, and general description of proposed restrictions or covenants (e.g., for common areas, access, parking, etc.).**
18. **Special studies prepared by qualified professionals may be required by the Community Development Director, Planning Commission or City Council to determine potential traffic, geologic, noise, environmental, natural resource and other impacts, and required mitigation.**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant submitted all the required information to meet this criteria an no more is required.

Section 4.5.600 Comprehensive Sign Plan

A. **Comprehensive Sign Plan is intended to integrate the signs proposed for a development project with the design of the structures, into a unified architectural statement. A Comprehensive Sign Plan provides a means for defining common sign regulations for multi-tenant projects, to encourage maximum incentives in the design and display of multiple signs and to achieve, not circumvent the intent of this Ordinance.**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant's comprehensive sign plan was approved with the original Master Plan and the Applicant is not modifying any signage requirements. Development in accordance with these applications will be subject to the signage requirements of those previous approvals. Thus, the applications comply with these criteria.

Section 4.5.700 Master Plan Approval Criteria

The City shall make findings that all of the following criteria are satisfied when approving, or approving with conditions, the Master Planned development. The City shall make findings that at least one of the criteria is not satisfied when denying an application:

A. **Comprehensive Plan. All relevant provisions of the Comprehensive Plan are met;**

FINDINGS: The only applicability of this criterion to these applications is because of the issue raised by PAG questioning whether the Applicant's discussion regarding the facility being for "housing with services" was consistent with the amended annexation agreement. Because the City Council found above that, whether the Center is "housing with services" or a stated licensed assisted living facility, the described use fits within the SDC definition of an assisted living facility, which is what was stated on the application was the purpose of these applications. Assisted living facilities are also one type of residential facilities under the SDC. Support for this is the May 6, 2016 letter from Laura Craska Cooper and the attached letter from Kevin Cox, both of which are incorporated by reference herein. All other comprehensive plan provisions were determined to have been met at the time of the 2010 master plan and the 2012 modification approvals.

Additionally, the City Council agrees with and adopts the following statements in Ms. Cooper's letter that show that the new design of the Center is consistent with the amended annexation agreement and, therefore, the comprehensive plan.

1) *Not all three types of living units must be provide in the same building or in the same phase.*
2) *Nothing in the amended annexation agreement requires that all the components be included in the same structure.*
3) *The independent living units can be built in a later phase.*
4) *The amended annexation agreement specifically allows for the construction of a "senior apartment complex and the medical facility" prior to the completion of the entire Senior Assisted Living Center.*
5) *The senior apartment complex, 26-unit affordable senior lodge and the 8 senior cottages will constitute the "senior independent living" component of the Senior Living Center.*
6) *The Phase map on page 3 of the staff report to the Planning Commission for the June 18, 2015 hearing shows that sufficient space is available in the area marked for Phase 1 for the required senior independent living.*
7) *The site plan at page 500 of the record for LUBA No. 2015-063 shows that there is additional space on the lot for the construction of an additional wing to be added to the senior living facility that could be for any of the three required types of living units.*

e. *Nothing in the Burden of Proof statement for this modification application or in any subsequent applicant submittals limits the units to seniors.*
   1) *The only limit is for the 12 memory care units, and that limit does not relate to age, but rather to a need for living assistance as a result of memory impairment.*
   2) *Non-seniors can live in either the assisted living or the memory care units.*

Furthermore, the City Council adopts the following statements from the Staff Report 2 in support of its finding that these applications met all relevant provisions of the Comprehensive Plan. Where the following says that the staff made a finding or determination, that finding or determination is the finding of the City Council.

1st ¶: Does the MMV project comply with associated annexation agreements, MP 10-01 as amended by MOD 12-01 and MOD 12-02, Comprehensive Plan Amendment CP 10-02, Zone Change ZC 10-01, SUB 10-02 and SP 11-05 approvals?

Staff demonstrated to the Planning Commission that MOD 15-05, SP 15-01was consistent with all previous land use approvals. None of the conditions from CP 10-02, ZC 10-01 have been compromised by the recently approved MOD 15-05, SP 15-01. The appellant does not provide specific evidence in its claim to the contrary.

Compliance with Annexation agreements: *As seen on pages 1,3 and 4 of the amended agreement, the language varies from "Senior Living Center" to "Senior Assisted Living Center". No definition exists in the City's code for these exact facilities. Staff applied the most appropriate definitions in*

the current SOC to the proposed use and determined it complied with the underlying zoning and is consistent with the annexation agreement ***(Attachments H and 1).***

Sister's Development Code definitions:
Assisted Living Facility *- A facility that provides a "social model of care", designed to meet the social needs as well as the medical needs of people requiring placement in a supervised care facility. Costs for care are flexible, depend ng on the level of care necessary for individuals to maintain their independence. Assisted living facilities are considered a type of residential care facility, see also residential ca re facility.*

Residential facility - *A residential care facility, residential training facility, residential treatment facility, residential training home or residential treatment home.*

Residential care facility - *A facility that provides, for six or more socially dependent individuals or individuals with physical disabilities, residential care in one or more buildings on contiguous properties.*

Relevant Annexation Agreement text:

Original Annexation Agreement (09/19/2010) *- #4 Senior Assisted Living Center: Owner shall designate no less than 6.3 acres of the Owner Property for the purpose of construction and operation of a Senior Living Center. The Senior Living Center will provide senior (55 years old and older) assisted and independent living, and non-senior living assisted living options....*

Amended Annexation Agreement (09/19/14) *- #4 Senior Assisted Living Center:*
Owner shall designate no less than 6.3 acres of the Owner Property for the purpose of construction and operation of a Senior Living Center. The Senior Living Center will provide senior {55 years old and older) assisted and independent living, and nonsenior living assisted living options....

Compliance with Comprehensive Plan Amendment CP 10-02, Zone Change ZC 10-01:
The Conditions of Approval for this land use decision are attached {Attachment J}. Condition #3 states: "All future uses of the property shall comply with the revised Annexation Agreement for McKenzie Meadows Village property dated May 27, 2010." The current application is in compliance with these land use approvals. The definition of proposed use of Housing with Services as submitted by the applicant is congruent with the definitions of "Assisted Living Facility", "Residential Facility" and "Residential Care Facility" in the Sisters Development Code and the annexation agreement terminology of "Senior Assisted Living Center" or "Senior Living Center".

Compliance with Subdivision Plan SUB 10-02: *The current application MOD 15-05 and SP 15-01 are proposed in a manner that is consistent with approved application SUB 10- 02. The applicant will demonstrate full compliance with application SUB 10-02 when applying for a final plat. The appellant has not offered any evidence to prove any inconsistencies.*

Compliance with Site Plan 11-05: *SP 15-01 is a new standalone site plan and is not subject to the conditions of SP 11-05. Additionally, SP 11-05 expired on June 30, 2015 per Ordinance 455. Furthermore, The applicant who is a party to this appeal was originally the applicant for SP 11-05. It*

would be entirely unreasonable to require the current applicants to remain vested to a {now expired) application (SP 11-05) with whom a former associate is now an opponent of the same project.

Compliance with MOD 12-02: *was a modification of the previously approved SP 11-05, and therefore is also irrelevant to the new standalone site plan SP 15-01. Additionally, MOD 12-02 expired along with SP 11-05 on June 30, 2015 per Ordinance 455. Staff has reviewed the underlying conditions of approval attached to MP 10-01,SUB 10-02* ***(Attachment K)****, MOD 12-01* ***(Attachment L)*** *and has carried forward the following condition as part of MOD 15-05 making all conditions still relevant. MOD 15-05, COA#2 states: "All conditions of approval specified in previously approved applications (MP 10-01,SUB 10-02, MOD 12-01), not modified by this application, remain in effect."*

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2nd ¶: Does the applicant propose a use that is consistent to all prior land use approvals with respect to the requirements of constructing a "Senior Assisted Living Facility" and is the applicant required to construct all 82 units within the "Senior Assisted Living Facility"?

As stated in the previous response to the 1st paragraph, the proposed use of "Housing with Services" model of client care is congruent to the annexation agreements and the MOD 15-05, SP 15-01 applications complies with the requirements set forth in the annexation agreement and MP 10-01,SUB 10-02 decision. The proposal is part of the first phase, consistent with the annexation agreement, item 4: "The Senior Living Center {or phase of it) shall be built in the first phase of construction." Neither the Master Plan approval for MP 10-01nor the annexation agreement requires the entire facility to be constructed in one phase. The Master Plan application MP 10-01allows up to 82 units in the Assisted Living Facility. Applicant has also demonstrated there is room for additional units to be constructed in future phases to enable up to 82 units are constructed on the property.

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Does the applicant fail to include important previous land use requirements contained in MP 10-01, MOD 12-01,MOD 12-02, SUB 10-02 and SP 11-05? Do the Conditions of Approval fail to include the below listed requirements?

Responses to appellant's example:

(1) The applicant complete a final subdivision plat of the portion of MMV's property upon which the Senior Assisted Living Facility is to be constructed before issuance of a building permit

Staff response: *This condition references MP 10-01and SUB 10-02 as amended by MOD 12-01, affecting files no. MPl0-01, SUB 10-02 Hearing Date: October 18, 2012 Page 13 of 17 Phase I. The final plat for Phase I of this development shall be recorded within two (2) years of the date of this approval. The Phase I area was amended administratively to include the lot containing the 'Grange Hall', and shall be considered as the approved preliminary plat for phase I. The Central Electric Cooperative (CEC) utility easement shall be vacated, and proof of vacation shall occur prior to recording the final plat for Phase I. Public improvements and dedications within Phase I shall include the following and shall be completed or bonded where permitted, inspected and accepted prior to the final plat being recorded for phase I. No other building permits shall be issued for Phase I*

(exceptions are the Medical Clinic and the Assisted Living Facility) until the plat for Phase I is recorded, and all necessary public improvements are completed, inspected and accepted by the City of Sisters.

The appellant has misstated the actual condition of approval in the first example. This condition excepts the Medical Clinic and Assisted Living Facility from being issued a building permit prior to recordation of a final plat. Currently, a parcel has been subdivided to host the Medical Clinic site.

(2) Negotiate and execute a Memorandum of Understanding with the City of Sisters concerning a whole variety of land use matters prior to recording the final subdivision plat of the portion of MMV's property upon which the Senior Assisted Living Facility is to be constructed before issuance of a building permit.

Staff response: *This condition references MP 10-01and SUB 10-02 as amended by MOD 12-0 , affecting files no. MP10-01, SUB 10-02 Hearing Date: October 18, 2012. The text in the Conditions of Approval referred to in the appellant's example are provided below. There are three instances of references to a Memorandum of Understanding:*

5. *Other Transportation Improvements.*
   a. *Impact Fee. The developer shall pay a pro-rata share of installing an EB left-hand turn lane at the western intersection of McKinney Butte Road at the time of receiving each building permit. The value of this improvement fee is a fixed fee based on Equivalent Dwelling Unit (EDU) p.m. peak hour trip count of 1.00 trips per EDU, which equals a full 'share' of the pro- rata fee for each EDU. The fee for the Assisted Living units, which are eligible for reduced EDU consideration based on anticipated impacts, shall be adjusted downward to a rate of 0.7 EDU per dwelling unit (up to 82 total units). <u>The value of the improvement, and the total number of contributing lots. shall be determined prior to recording the first fifth phase as stated in 'e', next page</u>. The City and Developer may agree through the Memorandum of Understanding ('e' next page) to front load the pro-rata costs; the specific methodology will be determined prior to recording phase IV.*

   e. *Memorandum of Understanding. Prior to recording the plat for phase IV, the City and Developer shall enter into a written agreement via Memorandum of Understanding (MOU) that identifies the interim intersection improvement project parameters, the total number of lots that will be subject to paying a 'pro rata fee' as they develop, the actual per-lot fee to be assessed to this developer based on the EDU rate established in 'a' herein, and the project cost in 2010 dollars. The City and Developer may agree that the MOU be crafted in a manner that allows the average pro-rata fee to be 'front loaded' such that most or all monies may be collected prior to platting phase ~~IV~~ V.*

   Alternatively, the City and Developer may agree to an alternative means of recapturing the monetary differential in improvement versus pro-rata share monies identified within 'a'; this however must be done by written agreement between City and Developer.

5. *Memorandum of Understanding. Regarding a 'per EDU' payment for interim mitigation measures to the intersection of McKinney Butte / Highway 20; see condition no. 1.5, pages 40 a Ra U of within this report.*

The conditions of approval for MOD 15-05 and SP 15-01 specify that all previous conditions in MP 10-01, SUB 10-02, and MOD 12-01 not modified by the approval remain in effect. The conditions of approval of now expired application SP 11-05 and MOD 12-02 are not applicable to MOD 15-05 and SP 15-01.

(3) ;prepare, obtain necessary City of Sisters approvals, and record a Declaration of Covenants, Conditions and restrictions for the entirety of applicant's property;

Staff response: *This condition references MP 10-01and SUB 10-02*
Condition #14. Revised CC&Rs.

a. *The CC&Rs shall be revised as follows, and shall be recorded prior to the final plat being recorded for any phase. A Home Owners Association (HOA) shall be established to serve this subdivision to maintain the private roads and alleys, pathways and landscaping. The developer shall provide all necessary documents and pay all costs associated with formation and incorporation of the HOA, and the CC&Rs shall be reviewed and approved by the City before any final plat is signed by the City. The CC&Rs shall be recorded concurrently with the County Recorder at the time that the final plat for Phase I is recorded. A recorded copy of the CC&Rs shall be provided to the City prior to issuance of a building permit.*

b. *Disclosures through the CC&R's shall be made to all prospective buyers in the project and included in all property deeds shall state the following. Covenants, Conditions and*

Restrictions (CC&R's) shall be reviewed and approved by the City before recordation of the final plat for Phase I.

   i. *All dwelling units with the exception of the Assisted Living Facility are part of a Homeowners Association. The Affordable Senior Housing units may be exempted from HOA inclusion upon written agreement by the City, Developer of the Affordable Housing Facility and Developer of McKenzie Meadow Village.*

   ii. *Snow removal shall be the responsibility of the Homeowners Association*

   iii. *That the private roads and alleys, pathways and landscaping shall be maintained by the Homeowners Association*

   iv. *The Homeowners Association is responsible for the maintenance of all common areas other than the lots listed in 'i' above, and the portions of land dedicated to either the City or the School District.*

c. *City as a Party. The City shall be a signatory on the CC&Rs, so that any changes to this document will be evaluated for compliance with this decision, as well as with City regulations that apply to this development.*

d. *Maintenance of all common areas, including (but not limited to) private streets and pathways shall be clearly stated within the CC&Rs as being the exclusive obligation of the Homeowner's Association.*

e. *A statement indicating that this development shall be in compliance with the Annexation Agreement, the Master Plan, and all applicable Development Codes shall be added.*

f. *All architectural features shall be consistent with all applicable Fire and Building Codes.*

The conditions of approval for MOD 15-05 and SP 15-01 specify that all previous conditions in MP 10-01, SUB 10-02, and MOD 12-01 not modified by the approval remain in effect.

(4) complete final subdivision platting of the remainder of the applicant's property following approval of the master plan as modified.

Staff response: *The applicant is required to complete the final subdivision platting. References to final platting exist in the decision for MP 10-01 and SUB 10-02. Some of these terms were modified in MOD 12-01. The conditions associated with final platting can be found in the attachments. The conditions of approval for MOD 15-05 and SP 15-01 specify that all previous conditions in MP 10-01,SUB 10-02, and MOD 12-01 not modified by the approval remain in effect.*

(5) prepare and submit for the City of Sister's approval a revised detailed site plan showing multiple detailed components of the project plan prior to the issuance of any building permits

Staff response: *The applicant has submitted an application for City review (SP 15-01) and is under appeal by this appellant.*

The above Staff findings, now City Council findings, mentions "housing with services," which is no longer an issue since the Applicant has proven that it will have the appropriate state assisted living facility license for all units. Nonetheless, as the City Council finds below, the City Council agrees with the staff that, whether the Center is "housing with services" or a state-licensed, assisted living facility, the application complies with the City Code as an assisted living facility, residential facility and residential care facility and, therefore, in compliance with the Comprehensive Plan, all prior land use approvals and the amended annexation agreement.

B. Land Division Chapter. All of the requirements for land divisions, as applicable, shall be met (Chapter 4.3);

FINDINGS: This criterion is not applicable to these applications.

C. Chapter 2 Land Use and Chapter 3 Design Standards. Land use and design standards contained in Chapter 2 and 3 are met, except as modified by Section 4.5.400.

FINDING: The findings below discussing Chapters 2 and 3 demonstrate that this criterion is met.

D. Property Development Standards. Land use and design standards contained in Section 4.5.400 are met.

E. Architectural Features. The Master Plan includes architectural features that complement and enhance positive characteristics of the site and surrounding area. Setbacks from streets shall be staggered or buildings otherwise provided with architectural features that assure variety and interest along the street. Master Plans in the Commercial Districts shall comply with the 1880's Western Frontier Design Theme;

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the findings below related to SDC Chapters 2 and 3 demonstrate compliance with subsection D. The drawings provided by the applicant of the exterior (LUBA Rec. at 499) of the building show that the building will fit in with the 1880's Western Frontier Design Theme.

F. Compliance with Purpose of Master Planned Development Chapter. The Master Plan substantially meets the purpose of Section 4.5.100; and

G. Comprehensive Sign Plan. The Master Plan is in compliance with Section 4.5.600, Comprehensive Sign Plan.

FINDING: The discussion above under SDC Sections 4.5.100 and .600 demonstrate compliance with these criteria.

H. Conformance with applicable public works, building and fire code standards.

FINDINGS: The record includes a March 19, 2015, e-mail from Eric Huffman, the City's public works contractor, that says that Mr. Huffman had no concerns regarding the application being able to meet any public works standards. Notice was given to the City's building official and the fire department with no comments. Additionally, the discussion below under SDC chapters 2 and 3 demonstrates that the application complies with these standards.

Section 4.5.800 Approval Durations, Extensions and Amendments

FINDINGS: The City Council adopts the initial findings in the Staff Report to the Planning Commission for its June 18, 2015 hearing.

Subsections A through C are not applicable to this modification application. On October 19, 2015, in File No. EXT 15-02, the City approved an extension of MP 10-01, MOD 12-01. LUBA dismissed PAG's appeal of that approval, which now expires October 19, 2016. The applicant did not request an extension with this modification. Therefore, no extension beyond what was granted in EXT 15-02 is approved with this application.

D. Modifications to Master Plan.

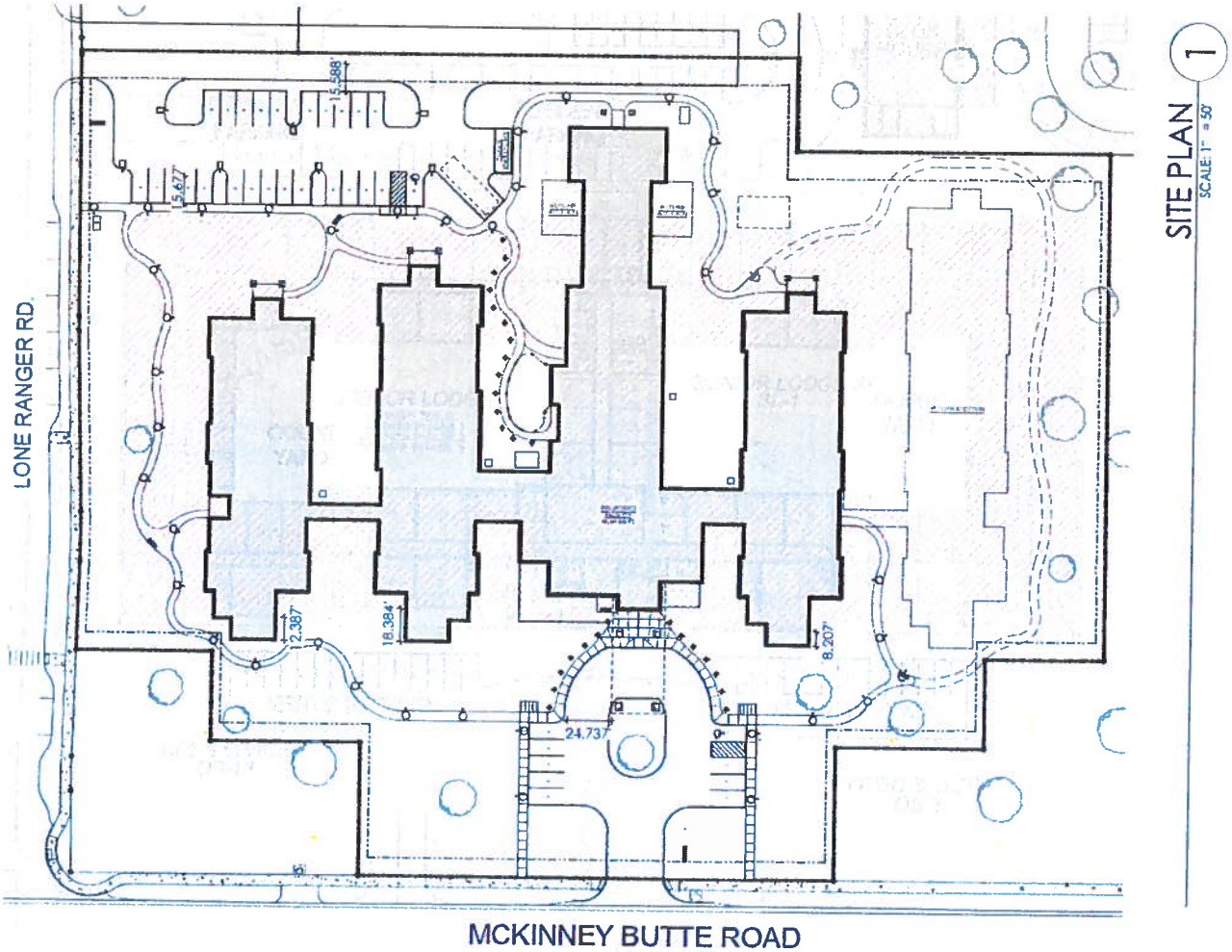
1. **The following minor modification examples may be approved administratively by the Community Development Director;**

    a. **An increase to the amount of open space or landscaping;**

    b. **Changes to dimensional standards identified in Section 4.5.400 B as long as the minimum requirements are satisfied. Changes to dimensional standards approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions.**

    c. **The location of buildings, proposed streets, parking and landscaping or other site improvements shall be as proposed, or as modified through conditions of approval. Changes in the location or alignment of these features by 25 feet or less or other changes of similar magnitude may be approved administratively. Changes to locations approved as part of a land division shall be reviewed using Chapter 4.3 Land Divisions**

FINDINGS: The proposed Master Plan modifications are to accommodate a specific, new Site Plan for a smaller Center than was proposed in 2010. The differences between the 2010 and the 2015 site plans include changing the access points from one to two for the north parking lot on the back side of the Center. The only access point to that parking area would be from Lone Ranger Road. The current proposal also includes reducing the number of parking spaces, reducing the number of units to be constructed first to 57 and changing the design of the building such that the exterior footprint is different between the prior approval and the current proposal. Below is the 2015 proposal overlaid on the 2010 proposal.



Proposed Site Plan Overlay Showing Changes to Previous Approved Master Plan and Site Plan

The City Council agrees with the following statements of the Applicant related to the above and found in the Staff Report to the Planning Commission for its June 18 hearing.

The proposed modifications to access, parking and building locations result in an increase to the amount of open space and landscaping.

The proposal does not modify any of the Master Plan dimensional standards established for the Master Plan under Section 4.5.400.B.

Building Location –
The building location and design result in fewer large expanses of building walls, providing opportunities for more detailed design, additional articulation, and improved orientation, enhancing the conformity to SDC 2.3.300.H.

Parking –
As detailed in the associated Site Plan Application, the proposal provides adequate parking to meet the needs of the building and the requirements of the Sisters Development Code. Furthermore, the proposed design reduced the number of spaces that will be placed between the primary building façade and the abutting McKinney Butte Road; the original Master Plan exhibit identified spaces along the majority of the primary façade, whereas the modified plan reduces this area of impact to a small area immediately in front of the primary building. The proposal therefore provides enhanced conformance with 2.3.300.H.2.b

Access –
As detailed in the Site Plan Application, the proposal provides access in conformance with all development code standards, including block length, perimeter and access spacing. Reducing the number of access points onto McKinney Butte Road and relocating the access on to Lone Ranger Road, provides better access spacing, reduces the need for a cross access easement, and provides additional options for future development.

Ultimately all of the proposed changes, reduce or lessen code conflicts, thus are not significant and are minor in magnitude.

The City Council also agrees with the May 6, 2016 letter from Laura Craska Cooper, incorporated by reference herein, that the fact that the Center will be smaller than the 2010 facility and is an assisted living facility does not constitute a modification of the Master Plan.

Thus, the City Council agrees all of the requested modifications are minor in impact, in fact, have less of an impact than the prior 82-unit Center. Because, however, the building, parking and access locations changes are changes of more than 25 feet, the City Council agrees with the Staff findings in the Staff Report 1 that the application is for a major modification requiring a Type III process regardless of how the City handled such a modification process in the past. Thus, the application was correctly processed under the Type III procedures.

2. **Other modifications are major modifications. See Chapter 4.1.**

FINDINGS: The City Council's findings under SDC 4.5.800.D.1. are incorporated by reference herein.

3. **The Community Development Director or the applicant shall have the right to refer a proposed amendment directly to the Planning Commission for their determination of whether or not the amendment creates a substantial adverse impact to the approved Master Plan.**

FINDINGS: The Director consolidated the proceedings and processed the Site Plan with the MOD application and referred both applications to the Planning Commission. Such a consolidation, however, was not on the basis of either application having a "substantial adverse impact" but merely because the MOD was required to be processed as a Type III application to be reviewed by the Planning Commission. Consolidating the Site Plan application with the MOD was merely for efficiency purposes.

The City Council finds that the MOD and the Site Plan will not have a substantial adverse impact over the prior approved larger Center and adopts the following from the Staff Report 2 in support of this finding.

PAG has not demonstrated how the modifications requested as part of MOD 15-05 are substantially adverse. Staff has determined no additional traffic is anticipated as the facility has shown the majority of residents will not drive; no additional noise anticipated from the original design of the facility in the MP 10-02, SUB 10-01design; no additional air pollution, vibration, light, odors anticipated; the density is well within the allowed range; the massing of the building is reduced; no anticipated additional dust as the site will be required to be landscaped.

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As previously stated, the proposed use of "Housing with Services" and Memory Care is in compliance with the annexation agreement, CP 10-02 and ZC 10-01. The modification of MP 10-01, SUB 10-02 was all that was required in order to bring the applicant's specific site plan design into conformance per the "25 foot rule" per SDC 4.5. None of the conditions from CP 10-02, ZC 10-01 have been compromised by the recently approved MOD 15-05, SP 15-01. SP 15-01 is a new standalone site plan and is not subject to the conditions of the now expired SP 11-05 and MOD 12-02.

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It should also be noted that the appellant has failed to address any actual impacts the modification is causing on adjoining properties.

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1st ¶: Does the previously approved master plan (MP 10-01, and SUB 10-02) clearly state that that "a shift greater than 25-feet in the location of buildings, proposed streets, parking lot configurations and landscaping or other site improvements" constitute "substantial adverse impact" requiring a new Master Plan for the entire subject property?

The appellant has provided an inaccurate analysis of the decision for MP 10-01 and SUB 10-02. Staff has reviewed the conditions of approval from the MP 10-01, SUB 10-02 file and this criteria was not included as a condition of approval. The language being cited by PAG references the SDC requirements for Section 4.5.800, adopted on May 13, 2010, not a condition of approval for the referenced applications. The SOC Section 4.5.800.D, adopted on May 13, 2010 states:

D. Amendments to Master Plan. Once adopted, amendments that create substantial adverse impacts to an approved Master Plan shall be processed as a new Master Plan for the entire subject property, except as provided for in the original Master Plan approval.

1. *Examples of substantial adverse impacts may include;*
   a. *An increase to lot coverage by buildings or residential densities by more than 10 percent;*
   b. *A reduction greater than permissible to the dimensional standards identified in Section 4.5.130.B;*
   c. *A reduction to open space;*
   d. *A significant change to circulation;*

E. Any change that com m its land to development which is environmentally sensitive or subject to a potential hazard; and

F. A shift greater than 25-feet in the location of buildings, proposed streets, parking lot configuration and landscaping or other site improvements.

*Subsection Section D.1 states: **"Examples...may include:"** ... The word **"may"** is used to express a possibility and is not mandatory requirement such as the words "shall" or "must". Additionally, using the appellant's argument in taking subsection D.1.f literally, a building that **reduces** its building footprint and parking lot configuration by more than 25-feet also creates a "substantia l adverse im act".*

The SDC section has been updated (4.5.800.D) and was the criteria used for reviewing the modification request.

D. SITE PLAN CRITERIA

Chapter 4.2 – Site Plan Review

Section 4.2.100 Purpose

The purpose of Site Plan Review is intended to ensure that structures and necessary utilities, and site improvements such as parking areas, walkways, refuse containers, landscaped areas, lighting, vehicle ways and any necessary public improvements are properly related to their sites and to surrounding sites and structures; to protect natural features; and to encourage originality in site design and development in a manner which will enhance the physical appearance and attractiveness of the community.

Section 4.2.200 Applicability

A. Any new development, structure, building, or substantial alteration of an existing structure or use shall require Site Plan Review in accordance with Chapter 4.1 and 4.2.

FINDINGS: The City Council agrees with the Staff Report 1 that this section applies to the subject Site Plan because a new building is proposed. The City Council also finds that Subsections B. and C. do not apply to this application.

Section 4.2.300 Application Procedure

A. Application Review. Site Plan Review shall be conducted as a Type II procedure using the procedures in Chapter 4.1, and using the approval criteria contained in Section 4.2.500.

B. The Community Development Director shall have discretion to forward any site plan submitted for administrative approval to the Planning Commission for review.

FINDINGS4: As stated above and in the Staff Report 1, the Site Plan application was consolidated with the Modification application and processed using the Type III procedures.

Section 4.2.400 Submittal Requirements

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, without relisting here all the requirements, the City Council adopts the Applicant and Staff statements in the Staff Report 1 and the Applicant's statements in its May 21, 2015 revised Burden of Proof Statement for the Site Plan ("BOP") that the Applicant complied with these criteria.

Section 4.2.500 Approval Criteria

Prior to issuance of building permits, the Community Development Director or designee shall approve, approve with conditions or disapprove the proposed site plan. In approving the plan, the Community Development Director or designee shall find that all provisions of the Development Code are met. The following criteria shall be considered:

A. Conformance with applicable Design Standards in Chapter 3.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's response to this code found in the Applicant's May 21, 2015 revised BOP and reiterated in the Staff Report 1. That response states that compliance with Chapter 3 is addressed below.

B. Adequacy of public and private facilities.

FINDINGS: The City Council adopts the Applicant's response to this criterion as stated in the Applicant's May 21, 2015 revised Burden of Proof and in the Staff Report to the Planning Commission for this June 18, 2015 hearing. That response says:

> *Adequacy of public and private facilities refers to the adequacy of water, sewer, streets and power. Utility improvements and connections are shown on Drawing Sheet C301. McKinney Butte Road to the South is a paved road. The shared driveway / access road (future Lone Ranger Road) will be extended to this project's North parking lot and fire access lane. The public improvement details have been studied extensively and planned in accordance with the McKenzie Meadow Village Master Plan. Phased improvements will be needed for development of the site, however, through the Master Plan approval and the subsequent Modification thereto (MOD12-01), it has been established that additional improvements are not required for the Senior Living Center. Compliance with the Conditions of Approval for the McKenzie Meadows Master Plan will therefore ensure the adequacy of public and private facilities.*

The City Council also adopts the Staff Response in that same Staff Report that all conditions of approval not amended by the these current applications continue to apply to these applications. Those conditions of approval required various public facility improvements that the Applicant will have to complete at various stages in the development of the project.

Therefore, the City Council finds that public and private facilities will be adequately provided for with this Site Plan.

C. Traffic safety, internal circulation and parking, including pedestrian and bicycle safety;

FINDINGS: The City Council adopts the following Applicant's response to this criterion as stated in the Applicant's May 21, 2015 revised Burden of Proof and in the Staff Report to the Planning Commission for this June 18, 2015 hearing.

> *Traffic impacts for the site have been studied in association with the McKenzie Meadows Master Plan (MP10-01). Pursuant to the MP10-01 decision and subsequent modification (MOD12-01), project is generally consistent with the circulation plan and anticipated traffic impacts. Thus, it will not meet the threshold for triggering an updated traffic study. On-site vehicle circulation includes a 9-stall parking lot off McKinney Butte Road and a 25-stall lot, plus a loading berth located on the north side of the property. The internal plan is generally consistent with the approved Master Plan layout and meets this approval criterion.*

Additionally, with the May 6, 2016 submittal, the Applicant submitted a letter from Scott Ferguson stating that the current, smaller Center will have fewer impacts than the previously approved Center. Furthermore, the City Council agrees with Staff's statement in the above referenced Staff Report that all prior Master Plan conditions of approval not amended by the MOD application remain in effect.

Therefore, the Applicant sufficiently provided for traffic safety and appropriate internal circulation and parking.

D. Provision for adequate noise and/or visual buffering from non-compatible uses.

FINDINGS: The City Council adopts the Applicant and the Staff's responses found in the Applicant's May 21, 2015 revised BOP and the Staff Report 1. Those responses are:

> ***Applicant Response:*** *The proposed use will primarily be conducted indoors. Outdoor activities are similar to those of the surrounding housing uses: sitting outdoors and walking around the grounds and garden areas. Given the compatibility of uses, the applicant believes that no noise or visual buffering will be needed or warranted from neighboring uses.*
> ***Staff Response:*** *The proposed use is part of a master planned development. Further, there are no obvious reasons to provide for noise and/or visual buffering from neighboring uses. The assisted living facility exhibits many of the same traits that a residential neighborhood would offer. It seems unlikely that noise or glare from the facility would adversely affect the residents to the east, and this facility must meet the 'dark skies' lighting ordinance found within the Development Code.*

E. Conformance with applicable public works, building and fire code standards.

FINDINGS: The City Council agrees with the Applicant's May 21, 2015 revised BOP that:

The plans have been developed by qualified professionals who are familiar with Code requirements, after consultation with City Staff. The development team includes a licensed architectural firm, a civil engineering firm, and a landscape design firm, all based in Bend, Oregon. The civil engineer has reviewed the proposal for compliance with public works and fire codes requirements and the architect has performed a code analysis to determine that the building meets these standards.

Additionally, The City Council finds that the application was reviewed by the City's Public Works, Building and Fire Department staff and contractors and none raised any concerns regarding the application. Furthermore, as stated previously, with its May 6, 2016 submittal, the Applicant submitted letters from experts that state that the current proposal will have fewer public works impacts than the previously approved 82-unit Center.

F. Conformance with development requirements of the underlying zone.

FINDINGS: The City Council finds that the discussion below regarding the criteria in Chapter 2.3 – Multi-Family Residential District (MFR) demonstrates the Applicant's compliance with the underlying zone development requirements with the imposition of conditions of approval.

Section 4.2.700, Approval Period, Expiration and Extension

FINDINGS: As stated in the Staff Report 1, this section discusses the approval time period for a Site Plan Review approval. Without restating all the criteria here, the City Council adopts the Staff's response in that same Staff Report, which is as follows:

The project is submitted as a single phase development and the approval is effective for a period of two years from the date of approval. The applicant has indicated in the burden of proof that 57 units are proposed at this time, with sufficient space on the site for an additional 25 units. However, the applicant is not proposing multiple phases at this time, and any future addition would be subject to undergoing a separate Site Plan Review subject to separate approval periods.

Chapter 2.3 – Multi-Family Residential District (MFR)

The Multi-Family Residential District is intended to accommodate a range of housing types and lot sizes and to make efficient use of land and public facilities by establishing minimum and maximum density standards for housing. Multi-Family Residential District design standards ensure compatible building and site design at an appropriate neighborhood scale.

FINDING: The above is merely a purpose statement and not approval criteria for any application in the MFR zone.

Section 2.3.200 - Uses

<u>Permitted uses</u>. Uses permitted in the Multi-Family Residential District are listed in Table 2.3.1 with a "P". These are allowed if they comply with the development standards and other regulations of this Code.

Special Provisions. Uses that are either permitted or conditionally permitted in the Multi-family Residential District subject to special provisions for that particular use are listed in Table 2.3.1 with an "SP". Uses subject to an SP shall comply with the applicable special use standards included in Chapter 2.15.

Table 2.3.1 Use Table for the Multi-Family Residential District

Residential	
Residential Home / Residential Facility	**P / SP**

FINDINGS: The City Council finds that the Applicant proposed a Center that includes 45 units that will be licensed by the state as assisted living units. The Center will also include 12 memory care units that will not be licensed by the state as assisted living units, but, as stated above under the Master Plan Modification criteria, still fall under the SDC definition of assisted living. Therefore, the Applicant's proposed use is a Residential Facility subject to special provisions according to the above table. Those special provisions eliminate most of the criteria applicable to most uses in the MFR zone.

In the prior proceedings PAG claimed that Ageia's statements regarding "housing with services" demonstrated that the Center did not comply with Amended Annexation Agreement requiring assisted living units. The application, however, stated that the MOD and the Site Plan applications were for an assisted living facility. Additionally, by the time of the de novo hearing before the City Council prior to the appeal to LUBA, Ageia clarified that it had its state license for the 45 units as assisted living units and the 12 memory care units. Those letters were resubmitted into the record by the Applicant for the June 23, 2016 hearing. Thus, the entire proposed Center is a residential facility allowed in the MFR zone. The facility constitutes a Center as required by the Amended Annexation Agreement. While this particular proposal does not have all the requirements of that agreement for a Center, it has at least a portion of the Center and the agreement does not require the entire Center to be built in the first stage of the development.

Section 2.3.300 Development Standards.

The following property development standards shall apply to all land, buildings and uses in the Multi-Family Residential District:

A. Lot Area, lot width, lot depth, setbacks, floor area ratio, lot coverage and building height. See Table 2.3.2'

Table 2.3.2 Development Standards in the Multi-Family Residential District

Development Standard	MFR District	Comments/Other Requirements
Minimum lot area: Residential Facility	None	
Lot width at front of property: Residential Facility	None	
Lot Depth	No maximum lot depth for Residential Facility	

Development Standard	MFR District	Comments/Other Requirements
Floor Area Ratio	Building construction may not exceed .60 FAR (60%) of the total lot area.	The areas of building subject to this development standard shall include the following: A. Areas within the building footprint considered to be habitable space. B. Individual garages exceeding 500 sf in size. Exceptions to FAR: Accessory structures less than 10-ft in height and 200 sf in area; Residential Facility, public and institutional uses and childcare centers.
Lot Coverage	Maximum of 60-percent, except Child Care Center, Public and Institutional uses and Residential Facility shall be 80-percent.	
Building Height	30- for all residential uses 35' for all non-residential uses.	Compliance with other sections of the Code (landscaping, parking, pedestrian circulation, etc.) may preclude 100 percent lot coverage for certain uses -
Front Setbacks: Primary Building	10-ft minimum	
Interior Side Yard Setbacks: Primary Building	5-ft. minimum	
Rear Yard Setback: Primary Building	15-ft. minimum	

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1 that the Applicant complied with these criteria.

As detailed in Table 2.3.2, minimum lot area, lot width at front of property, lot depth and FAR do not apply to Residential Facilities within the MFR zone. As detail on the plan set and referred to below, the proposed structure conforms to all other standards of this section.

Proposed Lot Coverage: 22% (80% max)
46,750 bldg sf / 217,855 site sf

Including Future Lot Coverage (anticipated): 60,909 bldg sf / 217,855 site sf = 28%

Proposed Maximum Building Height: 25'-0"

The City Council adds that the structure is set between 18'-1" and 194'-8" from the front property lines, 70'-3" on the west and 145'-6" one the east from the side property lines and between 42'-11" and 77'-2" from the rear property lines.

With the above information, the City Council agrees with the Staff's finding in that same staff report that the Applicant's proposal complies with the criteria in this section.

B. General Exceptions to Setbacks and Building Height.

C. Fences and walls. Fences and walls may be placed on property lines, subject to the standards in Chapter 3.2.

D. Special Yards. Distance Between Buildings on the Same Lot Distance between buildings on the same lot. To provide usable yard area and allow air circulation and light, the distance between buildings on the same lot shall be a minimum of six feet.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1 and agrees with Staff that these criteria are not applicable to this application. The applicant is not requesting setback or building heights exceptions, is not placing a fence on the property lines and is not requesting more than one building for which Subsection D would apply.

E. Garage Requirements- (for single-family detached dwelling, manufactured dwelling on individual lot, zero lot line dwelling, town home, duplex and triplex dwelling, and multi-family dwellings.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1.

The proposal is for a Residential Facility within the McKenzie Meadow Village Master Planned Area. The planned use and proposal is consistent with the Master Plan Approval; the Master Plan Approval

explicitly noted that "the Assisted Living Facility is technically not a multi-family dwelling – staff regards it as a commercial building in terms of the application of garages / carports. As such, the assisted living facility is exempt from garage and carport standards" (Pg. 23 Exhibit A of the Planning Commission Decision / September 21, 2010). Condition of Approval #22 further noted "...Affordable multi-family dwelling units and the Assisted Living Facility are exempt from the garage and carport requirements." Because the proposal is not a single family home and it is not a multi-family development, garages are not required, and the standards of this section do not apply; this interpretation is supported by past findings for the subject property (MP10-01).

Therefore, the City Council agrees with the Staff Response in that same Staff Report that the above statements accurately demonstrate that this subsection does not apply to this application.

F. Gated Communities. Gated communities are prohibited except as may be permitted by Chapter 4.5 Master Plans.

FINDINGS: No issues were raised regarding any of the above criterion. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1. That statement is, "The proposal does not include a gated community; therefore it complies with this standard." Therefore, the City Council agrees with the Staff Response in that same Staff Report that this subsection is not applicable.

G. Residential Density Standards. The following residential density standards apply to all land divisions in the Multi-Family Residential District and to multi-family housing on individual lots.

1. **The density range for the Multi-Family Residential District shall be 9 units per gross acre minimum and 20 units per gross acre maximum.**

2. **Minimum and maximum residential densities are calculated by multiplying the gross acres by the applicable density standard. For example, if the parcel size is 5 acres, the minimum density is 45 units and the maximum is 100 units. When calculating minimum and maximum densities, figures are rounded down to the closest whole number.**

3. **Accessory dwelling units are exempt from the minimum density standards.**

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1. Those statements are:

The development is within the McKenzie Meadow Village Master Planned area. Density for the development was established in MP 10-01. Findings for that decision note,

The applicant is proposing a total of 257 dwelling units. The gross acreage under

consideration equals the parent lot (30 acres), minus the park (1.8 acres) and minus the Medical Clinic (.32 acres). The total density required is 251 units (27.88 times 9 units per acre). The total density proposed is 257 units, which meets the density requirement for the MFR zone.

The total 257-unit count was based upon 82 units on the subject property. The applicant is proposing 57 of the units at this time, and there is sufficient space on the site where the remaining 25 units could be placed. There is nothing in the Master Plan approval that requires the Facility be constructed in one phase, and the annexation agreement explicitly states that the " Senior Living Center (or a phase of it) shall be built in the first phase..." Given the proposed location and size of the site, there is adequate space for the remaining units to be placed in the future.
Based upon the plan, the proposal complies with the applicable density standards of the approved Master Plan. The application complies with this section to the extent applicable at this time.

The City Council, then, adopts the Staff's response in the same staff report that the Applicant meets the above criteria because:

The applicant's response is accurate. The current Site Plan Review for 57 units to be located on 5 acres equals 11.4 units per gross acre. This is consistent with the density requirements of the MFR District.

H. Design Standards

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, without listing all the criteria here, the City Council agrees with the Staff Response in the Staff Report 1 and finds that this subsection is not applicable to this application because the Center is not one of the uses listed in H.1. The City Council also adopts the Applications statements in its May 21, 2015 Revised BOP as restated in that same Staff Report. Those statements are:

Although this section does not apply, the applicant has designed a site plan that conforms to these standards to the greatest extent practical. The proposal places the primary building entrance oriented toward McKinney Butte Road, in conformance with this standard. Also, the proposal limits the amount of parking area between the primary building entrance to balance the need of the residence and the intent of this section. Furthermore, all elevations contain a mix of doors and windows, and the design includes dormers, gables, recessed entries, eaves, offsets, and decorative finishes, in compliance with the Detailed Design standards of this section. Thus, although this section does not apply, the design complies with these standards to the greatest extent possible.

I. **Garbage and Recycling Collection Areas**. An exterior garbage and recycling collection area is required and shall be oriented away from the street.

J. **Mechanical Equipment.** Mechanical equipment located on the ground, such as heating or cooling equipment, pumps or generators, must be screened from the street by walls, fences, or vegetation. Landscaping and screening shall be tall enough to screen the equipment. Mechanical equipment is not permitted to be placed on roofs. Screening shall be compliant with all applicable fire codes.

FINDINGS: No issues were raised regarding any of the above criteria. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its May 21, 2015 revised BOP and restated in the Staff Report 1. Those statements are:

> *As detailed on the Site Plan, the proposed garbage location is at the north side of the building, east of the parking area. This area oriented away from all nearby streets and thus conforms to this standard. All mechanical equipment is proposed to be screened and will not be placed on any rooftop; therefore the proposal complies with this section.*

Therefore, the City Council agrees with the Staff Response in that same Staff Report that the application met these criteria.

K. Additional Design Standards for Multi-Family Housing.

FINDING: Without relisting here all the criteria in this subsection, the City Council agrees with the Applicant's statement in its May 21, 2015 Revised BOP as restated in the Staff Report 1 and with the Staff's conclusion in that same Staff Report that this subsection does not apply to this proposal because the Center is a residential facility and not multifamily housing.

Chapter 2.15 Special Provisions

Section 2.15.1100 Residential Care Homes and Facilities

Residential care homes and facilities as defined shall comply with the following special use standards, consistent with ORS.

A. <u>Licensing</u>. All residential care homes and facilities shall be duly licensed by the State of Oregon.

FINDINGS: The City Council interprets this provision to mean that residential care homes and facilities are to be licensed if a license is required. If the facility is a type, such as housing with services or one with memory care units, that is not licensed by the state, this provision does not require the license. As stated previously, those types of units still meet the definition of "assisted living facility" and, therefore, meet the definition of "residential facility." In this case, as noted previously, the Applicant will be licensed by the state for the 45 assisted living units and the 12 memory-care units to meet this criterion.

The City Council adopts the following Applicant statements from its May 21, 2015 revised BOP, also restated in the Staff Report 1.

> *The proposal is for Senior Living Center as conceptualized and approved in MP 10-01. In MP 10-01, the use was approved as a Residential Facility, and the findings explicitly determined that the planned use was not a multi-family dwelling. That decision did not make a reference to Section 2.15.1100 and did not specifically require any state licensing for the use to be approved on the site. The past Site Plan decision on this property (SP11-05) determined that "Since the City does not*

regulate state licensing, reference to 'A' above is advisory. Given that the applicant has applied for a Site Plan, the procedure of Item B has also been addressed".

*****

As shown on the architectural plans and the referenced letter, this housing option include small units without full kitchens, along with nurses' stations, facilities, an office, and supportive services in the building. Caregiver services will be available 24 hours a day and the majority of the residents will need extensive assistance with activities of daily living. All services will be provided by a state licensed agency. Because the applicant has applied for a Site Plan review and because the applicant will obtain all necessary state licenses to operate the facility prior to occupying the building, the proposal complies with the provisions of this section as applicable and enforceable by the City of Sisters.

The City Council also adopts the following Staff Response in Staff Report 2.

Further, staff has determined Chapter 2.15.1100.A of the SDC does not dictate the timing of licensure to be tied to the site plan or modification to the master plan. Staff's reliance on the State's determination letter is satisfactory to meet the SDC criteria.

Therefore, the City Council agrees with the Staff Report 1 that the application meets this criterion.

B. <u>Site Design Review</u>. Site Design Review shall be required for new structures or conversions of existing structures to be used for residential care facilities, to ensure compliance with the licensing, parking and other requirements of this Code. Residential care homes are exempt from this requirement.

FINDINGS: The City Council adopts the following Staff Response in the Staff Report 1.

The applicant has also complied with the requirement to obtain Site Design Review as the applicant has submitted a Site Plan for review and approval. Staff notes the number of beds is technically different than the number of units for which the applicant has achieved licensure for. Prior to occupancy, the applicant shall provide the City verification from the State of Oregon that the proposed uses, included number of beds, are duly licensed.

Chapter 3.1 – Access and Circulation

Section 3.1.300 Vehicular Access and Circulation

A. Traffic Study and Control Requirements.

1. The City or other agency with access jurisdiction may require a traffic study prepared at applicant/developers expense by a qualified professional to determine access, circulation and other transportation requirements. A Traffic Impact Study shall be required for all development applications that will result in a traffic impact or increase in traffic impact of 200 or more average daily trips (ADT).

FINDINGS: As the BOP said, which is reiterated in the Staff Report 1, a traffic impact study was submitted with

the original Master Plan (MP 10-01) application. That impact study included 134 living units with 82 assisted living units and two separate 26-unit low income housing facilities. That impact study, however, assumed 42 of the assisted living units would be built in the first phase, but the 2010 application included a site plan for all 82 units (Although the site plan did not specify that the then proposed Center was to be all assisted living units, the assumption by all for all these years has been that it would be.)

With its May 6, 2016, submittal, the Applicant submitted a letter from Scott Ferguson, a traffic engineer stating that, not only would the current proposed 57-unit facility not have more traffic impacts than the original 82-unit facility, it would have fewer. The City Council finds here as it did above with the MOD criteria that this is sufficient evidence that a new traffic impact study is not necessary to meet this Site Plan criteria and agrees with the Staff Response in the Staff Report 1 that the 2010 traffic impact study meets this criterion.

2. **Traffic control devices, subject to the approval of the Hearings Body, shall be required with development when traffic signal warrants are met, in conformance with the Oregon State Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic control devices shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal or other traffic control device, a device meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.**

FINDINGS: The City Council finds that traffic control conditions of approval were included in the original Master Plan approval that continue to bind the development of the McKenzie Meadow Village project. As stated by the Applicant in the BOP and the Staff Report 1, none of those traffic control conditions apply to this Site Plan application. Furthermore, the Applicant submitted a Site Plan showing what traffic control improvements would be required as the project development progresses. Thus, the Applicant assures the City and the City believes that the Applicant is aware of what traffic control improvements it will have to make in the future, but not at this stage. Thus, the City Council agrees with the Applicant's statement in the BOP and in the Staff Report 1 and with the Staff Response that this subsection is not applicable to this Site Plan approval.

3. **Traffic-calming features, such as curb extensions, narrow residential streets, and special paving shall be required where appropriate and in accordance with the Transportation System Plan and Public Works' Standards and Specifications, latest edition, in order to slow traffic in neighborhoods and areas with high pedestrian traffic and to maximize a pedestrian friendly environment.**

FINDINGS: For the same reasons stated for SDC 3.1.300.A.2 above, no traffic calming features are required with this Site Plan approval.

B. **Access Management: The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.**

FINDINGS: The City Council finds that the prior approved Site Plan provided for two access points to and from the structure on McKinney Butte Road, along the south property line of the subject site. The Applicant is now proposing one access point for this new Site Plan approval. As the BOP states and is restated in the

Staff Report 1, providing this one access point is consistent with Site Plan Approval (SP11-05). The City Council adopts the following statements from the Applicant's BOP, restated in the Staff Report 1.

> *. . .Site Plan Approval (SP11-05) [ ] was found to sufficiently meet this standard and conform to the approved Master Plan. Also, a shared driveway / access road (future Lone Ranger Road) is proposed to be extended to this project's north parking lot and fire access lane. This access too, is consistent with a prior Site Plan Approval (SP11-05) that was found to sufficiently meet this standard and conform to the approved Master Plan. No additional rights of way are proposed or needed at this time; the applicant understands that this shared driveway/ access road will be converted to Lone Ranger Road with future phases of the McKenzie Meadow Village development. The closing or consolidating of additional existing curb cuts, other vehicle access points, a frontage street, traffic control devices, and/or other mitigation therefore is neither needed nor warranted at this time.*

C. **Fire Access and Turnarounds. When required under the Oregon Fire Code, fire access lanes with turnarounds shall be provided. Except as waived in writing by the Fire Marshal, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed adequate aisle width (20 feet) and turn-around area for emergency vehicles. The Fire Marshal may require that fire lanes be marked as "No Stopping/No Parking."**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statement in its BOP and restated in the Staff Report 1 as support for the Council agreement with the Staff Response in the Staff Report 1 that the proposal meets these criteria.

> *After consultation with the Fire Department, the applicant has proposed 2 fire access areas: one at the South parking lot and one at the North parking lot. Both of the proposed fire access aisles are located in close proximity to the building and meet the 150' spacing maximum requirements of the Fire District for fire suppression and mitigation. Thus the design detailed on the proposed plan conforms to these standards.*

D. **Vertical Clearances. Vertical Clearances of 13'-6" shall be maintained for all driveways, private streets, aisles, turn-around areas and ramps for their entire length and width.**

E. **Vision Clearance. Vision clearance areas that are free of obstructions between heights of three (3) feet and eight (8) feet shall be maintained, particularly at intersections between driveways and streets, and at any other points of potential vehicle / bicycle / pedestrian conflict. Any future signs shall comply with the vision clearance regulations set forth in this Code.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its BOP and restated in the Staff Report 1 that the Applicant's proposal does not include any obstructions

into the vertical or vision clearance areas. Therefore, the proposal complies with these criteria.

F. **Surface Options. Required driveways, aprons, parking areas, aisles and turn-arounds shall be paved with asphalt, concrete or comparable durable surfacing, subject to review and approval by the Community Development Director.**

FINDINGS: No issues regarding the above criterion were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statements in its BOP and restated in the Staff Report 1 that the Applicant's proposal conforms to this criterion because the Applicant proposes to use asphalt for all driveways, apron, parking areas, aisles and turn-arounds.

G. **Surface Water Management. All driveways, parking areas, aisles, and turn-arounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public ROWs and abutting property. Surface water facilities shall be constructed in conformance with City standards.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant's proposal meets these criteria because, as the Applicant says in its BOP and as restated in the Staff Report 1:

> *The project proposes using drywells to manage surface water. As detailed on Drawing Sheet C301 the drywell capacity is sufficient to accommodate surface water from the proposed improvements to the site including parking areas, roofs, walkways and other impervious areas. As detailed on the plans, the proposed surface water management system will eliminate sheet flow of waters onto public ROW and/or neighboring properties.*

H. **Private Streets and Alleys. Private streets and alleys shall conform to the standards in the City of Sisters Public Works Construction Standards, latest edition. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 20 feet.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that these criterion are not applicable to the Applicant's proposal because, as the Applicant says in its BOP and as restated in the Staff Report 1, "The proposal does not include any private streets or alleys."

I. Access Standards

1. **Access spacing standards. Street intersection and driveway spacing shall comply with the table below (Figure 3.1.300.A):**

Figure 3.1.300.A. Access Spacing Standards

Street Facility	Maximum spacing* of roadways	Minimum spacing* of roadways	Minimum spacing* of roadway to driveway	Minimum Spacing* driveway to driveway
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector:	600 feet	330 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet	10 feet

Notes: *Measured centerline to centerline
TSP January 2010

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that Center fronts onto McKinney Butte Road, local street that runs along the southern edge of the subject property. Additionally, project includes the construction of another local street, Lone Ranger, to run North and South along the western property line of the lot on which the Center will be located (see map on page 24 above) and intersecting with McKinney Butte Road. Lone Ranger will provide access to the Center's parking lot at the rear of the building. Lone Ranger will be approximately 215' on center from the high school driveway to the west and approximately 754' on center from the other local road to the east (there is no other master planned road to the west) that is included in the Master Plan concept. The driveway for the front access to the structure off of McKinney Butte Road is 342' on center from the proposed Lone Ranger to the west of the driveway and approximately 412' on center from the intersection of Freemont Street and McKinney Butte Road. The driveway off Lone Ranger for the rear parking lot will be 450'-9" on center from the intersection of Lone Ranger and McKinney Butte Road.

No other development is proposed at this time that would require measurements of distances between roadways and driveways. As noted by the Applicant in its BOP and as restated in the Staff Report 1, the proposed roadways, driveways and access points for this new site plan are consistent with the prior site plan approval with the exception of the reduction from two to one front driveway. Therefore, the application complies with the above criteria. Any future development of the project will have to conform to this criteria at the time of the application for that future development, but those developments are not

before the City Council now.

2. **Properties with Multiple Frontages. Where a property has frontage on more than one street, access shall be limited to the street with lesser classification.**

FINDINGS: No issues regarding the above criterion were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the proposed development will have two street frontages once the Lone Ranger road is constructed. Both McKinney Butte Road and the Lone Ranger Road, however, will have the same classification. Therefore, nothing in this code criterion prohibits the Center from having the front access onto McKinney Butte Road and the side access onto Lone Ranger Road. Even if this code provision is interpreted as limiting the number of access points when the roads have the same classification, as the Applicant stated in its BOP and as restated in the Staff Report 1, subsection 7 allows for exceptions to this standard. As the Applicant said, the front and side access points were approved with the Master Plan approval and with the prior Site Plan approval. Additionally, an exception to this standard was specifically granted with the prior 82-unit Center. Therefore, this criterion is met with the approval of an exception under Subsection 7.

3. **Alley Access. If a property has access to an alley or lane, direct access to a public street is not permitted.**

FINDING: No issues regarding the above criterion were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criterion is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that this criterion does not apply because no ally access is included in this site plan.

4. **Closure of Existing Accesses. Existing accesses that are not used as part of development or redevelopment of a property shall be closed and replaced with curbing, sidewalks/pathways, and landscaping, as appropriate.**

FINDING: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that, although the current proposal will reduce the number of proposed front access points from one to two, those access points do not yet exist. Therefore, this criterion is not applicable to this Site Plan application.

5. **Shared Driveways on Arterial Streets.**

6. **Frontage Streets and Alleys. The hearing body for a design review or subdivision may require construction of a frontage street to provide access to properties fronting an arterial or collector street.**

FINDING: No issues regarding the above criteria were raised at any time during the land use proceedings in

this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that, without reiterating all the criteria under these subsections, these subsections are not applicable because this Site Plan application does not include any shared driveways, frontage on arterial or collector streets or any alleys.

7. **Exceptions**

   a. **The Community Development Director or designee may allow exceptions to the access standards above in any of the following circumstances:**

      1. **Where existing and planned future development patterns or physical constraints, such as topography, parcel configuration, and similar conditions, prevent access in accordance with the above standards.**

      2. **Where the proposal is to relocate an existing access for existing development, where the relocated access is closer to conformance with the standards above and does not increase the type or volume of access.**

      3. **Where the proposed access results in safer access, less congestion, a better level of service, and more functional circulation, both on-street and on-site, than access otherwise allowed under these standards.**

      4. **When access requirements are divided by one or more multi-use pathway(s), in conformance with the provisions of Section 3.1.400. Multi-use pathways shall be located to minimize out-of-direction travel by pedestrians and bicycles and shall be 10-feet wide and located within an easement whose width is specified by the Fire Marshal.**

   b. **Where an exception is approved, the access shall be as safe and functional as practical in the particular circumstance. The City may allow construction of an access connection at a distance less than required from an intersection, provided the access is as far away from the intersection as possible. In such cases, the City may impose turning restrictions (i.e., right in/out, right in only, or right out only) and may also require that the applicant submit a traffic study by a registered engineer to show the proposed access meets these criteria.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that subsection 7.a.3. is applicable to this Site Plan application. Having the primary public access to the Center along McKinney Butte Road provides such access away from the residential lots, thereby lessening any conflicts with the residential lots. The rear parking will be primarily for those that work at or provide services to the care facility. The rear parking lot will also be overflow parking for visitors to the Center, but will not be used as often by visitors as the front parking.

Additionally, such an exception was granted for the original MP 10-01 application and having the two frontage accesses is in keeping with that prior exception. Therefore, the City Council finds that allowing an exception to the two frontage access prohibition in SDC 3.1.300.I.2 is warranted for this Site Plan application.

8. **Access Management Plan. In addition, all requests for an access spacing exception shall be required to complete an access management plan for review and approval by the Public Works Director or City Engineer, which should include at a minimum the following items:**

FINDINGS: As the Applicant said in its BOP and is restated in the Staff Report 1, without restating all the criteria in this subsection, the City Council finds that this subsection is not applicable to these applications because the Applicant is not asking for an exception to the access spacing requirements. Also, the Applicant submitted a traffic impact study and access management plan with the original Master Plan application, MP 10-01. Because these applications are consistent with the original approval, those studies are still applicable to these applications.

J. **Driveways, Access Connections and Driveway Design**

1. **Driveway Openings. Driveway openings (or curb cuts) shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet minimum width for each travel lane). The following standards are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians (as measured where the front property line meets the sidewalk or right- of-way):**

   c. **Other Uses. Access widths for all other uses shall be based on 10 feet of width for every travel lane. These dimensions may be increased subject to the City Engineer approval. Driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 3.3, Vehicle and Bicycle Parking. Properties located in the Light Industrial (LI) District shall refer to Chapter 2.6.**

2. **Driveway Approaches. Driveway approaches shall be designed and located to provide exiting vehicles with an unobstructed view of other vehicles and pedestrians, and to prevent vehicles from backing into the flow of traffic on the public street or causing conflicts with on-site circulation. Construction of driveway accesses along acceleration or deceleration lanes or tapers should be avoided due to the potential for vehicular conflicts. Driveways should be located to allow for safe maneuvering in and around loading areas.**

3. **Driveway Construction. Driveway aprons (when required) shall be installed between the street right-of-way and the private drive, as shown in Figure 3.1.300.B. Driveway aprons shall conform to ADA requirements for sidewalks and pathways,**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1.

The applicant has proposed driveways that are 30 feet wide. The proposed driveway widths exceeds 10 feet per travels lane, but have been proposed at this width to provide sufficient space for the types of vehicles that are anticipated to utilize the site. According to these standards, the City can approve the proposed widths. Furthermore, as detailed on the submitted plans, the driveways have been designed to provide an unobstructed view of vehicles and pedestrians, and they are proposed to be constructed of City required materials and to ADA standards. Based upon the submitted plans, the proposal conforms to these standards.

Additionally, the City Council adopts the Staff Response in the Staff Report 1.

. . .the access width may be increased subject to the City Engineer approval. Prior to issuance of Building Permits, the City Engineer shall work with applicant to determine an appropriate width for the anticipated vehicles utilizing the driveways.

K. No development may occur unless required public facilities are in place or are guaranteed in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact. All public improvements shall be in conformance with the City of Sisters Public Works Construction Standards, latest edition.

FINDINGS: In addition to providing the driveways and access points in compliance with the SDC, the sewer, water and drainage impact studies submitted with the original master plans demonstrate that the private and public improvements proposed by the Applicant are sufficient for the proposed development and well within the City's capacity to provide those services. The letters from the experts submitted by the Applicant with its May 6, 2016 letter show that this new Site Plan for fewer units than originally proposed will have fewer impacts than originally proposed. Additionally, the City's engineer provided an additional statement in an e-mail dated March 19, 2015 that the City's public works facilities have sufficient capacity to serve this development because it was reserved for this development in 2010 and all subsequent development in the City must take into account this project when determining public facility capacities. On June 14, 2016, the City Engineer submitted a letter saying that the original Master Plan reserved City transportation and public facility capacities and that the current proposal will not further tax and will, in fact, decrease the use of those facilities because of the fewer numbers of units. Thus, Applicant demonstrated compliance with this criteria. Because the Applicant voluntarily accepts the conditions of approval, the City need not demonstrate any rough proportionality of the required improvements.

Section 3.1.400 Pedestrian/Bicyclist Access and Circulation

A. Site Layout and Design. To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards in subsections 1-3, below:

1. Continuous Access and Circulation System. The pedestrian/bicycle circulation system shall extend throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent trails, public parks, and open space areas to the greatest

extent practicable. The developer may also be required to connect or stub pathways or multi-use paths to adjacent streets and to private property with a previously reserved public access easement for this purpose.

2. **Safe, Direct, and Convenient. Pathways and multi-use paths within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets.**

3. **Pathway Connections within Development. Connections within developments shall conform to the following standards:**

   a. **Pathways shall connect all building entrances to one another to the extent feasible;**

   b. **Pathways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site to the extent feasible. Topographic or existing development constraints may be cause for not making certain pathway connections, as generally shown in Figure 3.1.400A; and**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1.

As detailed on the submitted plans, the proposal includes a pathway system that extends throughout the site, to courtyards, to open areas, to a planned future phases and to both the McKinney Butte and the Lone Ranger rights of way. The plan is consistent with the MP10-01 Master Plan, which by approval, was found to conform to these standards. The paths have been proposed as meandering paths; they are safe, reasonably direct, and connect all entrances and rights of way to one another. Furthermore the pathways connect to parking areas and recreation areas, and they conform to the standards of this section. As detailed on the plans, the pathways conform to the standards of these sections.

Therefore, the City Council agrees with the Staff Response in the Staff Report 1 that these criteria are met.

B. **Pathways Design and Construction. Pathways and multi-use paths shall conform to the following standards:**

1. **Vehicle/ Pathway and Multi-use Path Separation. Except for crosswalks (subsection 2) and for properties in the Light Industrial Zone, where a pathway or multi-use path abuts a driveway or street, it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a pathway or multi-use path abutting a driveway at the same grade as the driveway if the pathway or multi-use path is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians and bicyclists.**

2. **Crosswalks. Where pathways and multi-use paths cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.**

3. **Pathway and Multi-use Path Width and Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the Public Works Director or designee, at least 6 feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 10 feet wide and shall conform to ADA requirements.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1.

As detailed on the plan set, the planned walkways do not abut any driveway or street. Furthermore the design does not contain any crosswalks. The surface has been proposed to be a mix of concrete and asphalt, and the widths have been proposed to be 5 feet at the primary entrance and 4 feet in the surrounding areas.

The City Council also agrees with the Staff Response in the Staff Report 1 that, he planned walkways shall conform to the minimum width of 6 feet. This shall be a condition of approval.

Chapter 3.2 - Landscaping and Screening

Section 3.2.100 Purpose

The purpose of this chapter is to promote community health, safety and welfare by protecting existing trees and setting development standards for landscaping, street trees, fences and walls. Landscaped areas should help to control surface water drainage and can improve water quality.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the above is an aspirational statement only and does not create any applicable approval criteria.

Section 3.2.200 Landscape Requirements:

A. **Requirements by Zone. In the following designated districts, not less than the stipulated percent of gross site area shall be occupied by landscaping.**

2. **Residential Multiple Family (RMF), twenty (20%) percent.**

B. **Determination of Landscaped Area. In determining landscaped area setbacks, private patios and all other areas not occupied by buildings, parking lots, vehicle storage areas, or driveways may be included.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1 and agrees with the Staff Response in that Staff Report 1 that the application exceeds this standard.

The proposed Landscape equates to over 70% of site area (and 64% of the planned future site), as calculated below. See Drawing Sheets L-1 and L-2.

Current proposal 70% landscape = (46,750 bldg sf + 16,973 sf parking lot sf)

Future Facility Landscape (anticipated): 64% landscape (60,909 bldg sf + 16,973 sf parking)

The proposed landscaping exceeds 20% if the site, thus conforming to the standards of these sections.

C. **Development Standards**

1. **All landscaping within the City shall comply with the requirements of the Oregon Forestland-Urban Interface Fire Protection Act, also known as Senate Bill 360.**

2. **Areas occupied by clubhouses, recreation buildings, pools, saunas, interior walkways and similar amenities may be also included as landscaped areas, up to fifty (50) percent of the required landscape area.**

3. **A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed twenty-five (25) percent of the minimum landscaping requirement, and shall be comprised of the following:**
   a. **Any permeable surface such as brick pavers, or stone, scored, or colored concrete; and,**
   b. **One (1) tree having a minimum mature height of at least twenty (20) feet for every three hundred (300) square feet of plaza square footage; and,**
   c. **Street furniture including but not limited to benches, tables, and chairs; and,**
   d. **Pedestrian scale lighting consistent with the City's Dark Skies Standards; and,**
   e. **Public trash receptacles.**

4. **Bark dust, chips, aggregate and other non-plant ground covers may be used, but shall cover no more than 25 percent of the area to be landscaped.**

5. **Street trees shall be planted in accordance with the provisions of Street Tree Section 3.2.600 of this Code.**

6. **Any landscaping area provided in front of building(s) in the Downtown Commercial or Light Industrial zoning district shall be counted as double toward meeting the total landscape requirements.**

7. **A landscape strip, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall screen parking lots from adjacent streets to a height of three (3') feet. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other ground cover.**

8. **All mechanical equipment, refuse area, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and Residential districts.**

9. **Landscaping shall also be provided where practical in areas within a parking lot not used for the parking of vehicles, drives or turning area.**

10. **Parking Areas. All parking areas containing more than 10 spaces and all parking areas in conjunction with an off-street loading facility shall provide landscaping and screening in accordance with the following standard;**

11. **Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five (5) foot - wide perimeter landscaping buffer shall be provided around parking areas; and a minimum ten (10) foot-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or landscape buffers shall be increased in width by three (3) feet.**

12. **When a commercial or industrial site adjoins a Residential District, where fences are required, such fencing shall be landscaped as appropriate.**

13. **All required building setbacks shall be incorporated in the landscape design, unless these areas are utilized in driveways, etc.**

14. **A combination of trees, shrubs and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, drought-tolerance, water availability, and drainage conditions; ground covers alone are not acceptable. As necessary, soils shall be amended to allow for healthy plant growth. The Community Development Director or designee may require the substitution of any plant material which they have reason to believe will not survive successfully under the particular conditions of the site in question.**

15. **Planted trees shall have a minimum caliper size of two (2) inches and shall conform to the standards described by the ANSI A300 standards for nursery stock, latest edition.**

16. **Detention facilities, such as ponds, shall be graded so that the sides of the facilities are no steeper than 3:1. Additionally, the facilities shall be landscaped with plant materials that provide erosion control and bio filtration.**

17. **Plans for the development of required landscaping shall be submitted to the Community Development Department for review and approval prior to the issuance of any building permit. When special conditions of design warrant, changes may be submitted for consideration.**

18. **All required landscaping shall be installed by the developer and approved by Community Development Department, prior to occupancy of any building, unless other arrangements are agreed to by the Community Development Director.**

19. **The use of drought-tolerant plant species is encouraged, and may be required when irrigation is not available. If the plantings fail to survive, the property owner shall replace them in kind or in consultation with the Community Development Director or designee. All other landscape features required by this Code shall be maintained in good condition, or otherwise replaced by the owner. Irrigation systems connected to the City water system shall have a back-flow prevention device installed as required by Public Works' Standards and Specifications, latest edition.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1 and agrees with the Staff Response in that Staff Report 1 that the application meets these criteria.

``Landscaping Plans are included as Drawing Sheets L-1 and L-2. As detailed on the submitted plans, the landscaping plan conforms to all of the Development Standards of this section.

D. Landscaping in Right-of-Way

1. **Landscaping in Right-of-Way -- Any landscaped area within the public right-of- way shall not be used when determining required percentage of landscaping provided on-site.**

2. **Design -- The design of the landscaping of the public right-of-way shall be included in the Landscape Plan and meet the requirements as specified in this section. Adequate space shall be provided in the landscape area to allow free, unrestricted growth and development of the landscaping and street trees.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's

statements in its BOP and in the Staff Report 1 and agrees with the Staff Response in that Staff Report 1 that the application meets these criteria.

The proposal includes street trees and landscaping within the right-of-way. The right-of-way areas are not included in the landscaping calculations, and the design has been developed in accordance with the requirements of this section.

E. **All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning, fertilizing, and regular watering. Whenever necessary, planting shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that the Applicant stated in its BOP, which was restated in the Staff Report 1, that the Applicant "plans to have all landscaping professionally maintained, and will assure the maintenance of all plantings in accordance with this section." In order to continue attracting residents to the Center, the Applicant will have to maintain the landscaping. A condition of approval is not necessary to assure adherence to these criteria because the Applicant will be subject to this code provision at all times.

Section 3.2.300 Screening

Screening refers to a wall, fence, hedge, informal planting, or berm, provided for the purpose of buffering a building or activity from neighboring areas or from the street. When required, screening may be provided by one or more of the following means: (list of materials in subsections A. through G. omitted).

H. **Height and Location of Screening. Unless otherwise specified, screening required by this Section shall be a minimum six (6) feet in height. In the front yard or street-side yards in R or C Zoning District such screening shall not be more than four (4) feet in height, unless otherwise specified. All screening shall follow the lot line of the lot to be screened, or the inside edge of the sidewalks, or shall be so arranged within the boundaries of the lot as to substantially hide from adjoining properties the building, facility or activity required to be screened.**

I. **Heights of plant screens or hedges specified herein indicate the height which may be expected within three (3) years of planting. The height at the time of planting shall be such that in accordance with good landscape practice the fully required height may be achieved within a three (3) year period.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and in the Staff Report 1 and agrees with the Staff Response in that Staff Report 1 that the application meets these criteria.

The applicant has proposed to screen the trash enclosure with a landscape buffer. As detailed on the Landscape Plans, the buffer is proposed to surround the enclosure on all sides except at the gates. The proposal thus conforms to the standards of this section.

Section 3.2.400 Nonconforming

For sites that do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expands, e.g. if the building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts Applicant's statement in its BOP and the Staff Response in the Staff Report 1 that these criteria are not applicable to these applications because the responses to the prior landscaping criteria demonstrate that the applications conform to the landscaping requirements in the SDC. Additionally, the City Council finds that the building and parking are not expanding by 25%, which is, therefore, another reason these criteria are not applicable.

Section 3.2.500 Existing Trees

A. **Applicability. All development sites containing Significant Trees, shall comply with the standards of this Section. The purpose of this Section is to preserve significant trees within the city limits. The preservation of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature trees reduce air and water pollution, provides summer shade and wind breaks, and require less water than new landscaping plants having established root systems.**

B. **Significant Trees - Individual trees with a trunk diameter of eight (8) inches or greater as measured 4.5 feet above the ground (DBH), shall be identified as significant. Other trees may be deemed significant, when nominated by the property owner and designated by the City Council as "Heritage Trees" (i.e., by virtue of site, rarity, historical significance, etc.).**
C. **Mapping Required Existing significant trees shall be identified on all site plans, partitions and subdivisions and shall be retained whenever possible. Trees to be retained must be identified prior to the commencement of any construction activity and shall be protected during construction pursuant to D below.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and as restated in the Staff Report 1.

The subject property contains a number of significant trees, making this section applicable. The plan set includes an existing conditions map that identifies all significant trees on the subject site. The

landscape plan identifies which of these trees will be retained in accordance with these provisions.

Therefore, the City Council agrees with Staff's Response in that staff report that those statements demonstrate the Applicant compliance with the above criteria.

D. Protection Standards. All of the following protection standards shall apply to significant vegetation areas:

1. **Significant trees shall be retained whenever practical. Preservation may become impractical when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district.**
2. **Significant trees removed shall be replaced at a 3:1 ratio of trees removed to trees planted. Replacement trees of an appropriate species shall have a minimum two (2) inch caliper size and shall be planted in a suitable location as substitutes for removed trees, at the sole expense of the applicant. Ponderosa pines may be planted as replacement trees where appropriate.**
   a. **The Community Development Director or designee shall review tree relocation or replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. To the extent feasible and desirable, trees shall be relocated or replaced onsite and within the same general area as trees removed.**
   b. **When it is not feasible or desirable to relocate or replace trees on-site, relocation or replacement may be made at another location approved by the Community Development Director or designee.**
   c. **Where it is not feasible to relocate or replace trees on site or at another approved location in the City, the applicant shall pay into the City Tree Fund, which fund is hereby created, an amount, to be set by the City Council and incorporated into the City of Sisters Master Fee Schedule, for each of the replacement trees that would otherwise be required by this section. This amount shall reflect both the cost of purchasing and the cost of installing a replacement tree. The City shall use the City Tree Fund for the purpose of producing, maintaining and preserving wooded areas and heritage trees, and for planting trees within the City. In addition, and as funds allow, the City Tree Fund may provide educational materials to assist with tree planting, mitigation, and relocation.**
3. **Significant trees that are identified to be retained prior to any construction activity, as required by C, above, shall be removed only with the prior approval of the Community Development Director or designee.**
4. **Significant trees that are identified to be retained shall be protected before and during all construction and site preparation activity. Protection measures shall include, but not be limited to, installation of a high visibility tree protection fence [minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals] around the dripline(s) of a tree or trees to be preserved.**
5. **Grading, operation of vehicles and heavy equipment, and storage of construction materials are prohibited within the dripline of significant trees to be preserved, except as approved by the City for installation of utilities or streets. Such approval shall only be granted after finding that there is no other reasonable alternative to avoid the protected area.**
6. **When proposed developments encroach into the dripline area of significant trees, special construction techniques to allow the roots to breathe and obtain water may be required by the Director with respect to any application for a building, grading or development permit.**
7. **The City also may require an inventory, survey, or assessment prepared by a qualified**

professional when necessary to determine vegetation boundaries, building setbacks, and other protection or mitigation requirements.

8. **Conservation Easements and Dedications. When necessary to implement the Comprehensive Plan, the City may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees and natural rock outcroppings.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's Statement in its BOP and as restated in the Staff Report 1.

As detailed on the Landscaping Plans, significant trees that have been identified for removal will be replaced at least a 3:1 ratio of trees removed to trees planted. The applicant proposes the tree protection measures detailed in this section to protect and preserve significant trees that will be retained. The planned improvements, in addition to the implementation of the planned protection standards, will ensure compliance with these provisions.

Thus, the City Council agrees with the Staff's Response in the Staff Report 1 and adds that a condition of approval is included to assure the Applicant's compliance with the above criteria.

E. **Exemptions. The protection standards in "D" shall not apply in the following situations:**

1. **Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection 2, below.**

2 **Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval pursuant to Chapter 4, when the vegetation poses an immediate threat to life or safety, as determined by the Community Development Director or designee. The Community Development Director shall prepare a notice or letter of decision within 7 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that these criteria apply to any property owner regardless of whether development is occurring on the property. Therefore, a condition of approval is not necessary to assure that the Applicant will meet the above criteria.

Section 3.2.600 Street Trees

Street trees shall be planted for all developments that are subject to Land Division or Site Design Review. Planting on unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines:

A. Street Tree Standards. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following applies to street tree planting and selection:

1. **Street trees shall be planted between 5' and 15' of the curb, wherever possible.**
2. **Street trees shall be placed at an average of 35' maximum distance apart from one another. Reduced separation may be required for smaller species of trees. Variety in tree placement using clusters of trees and uneven spacing is encouraged.**
3. **An approved tree grate or other surface treatment acceptable to the Community Development Director or designee shall be used for street trees planted in paved or concrete areas.**
4. **Except for immature trees of insufficient height to prune and retain a crown that is at least 2/3 the height of the tree, street trees that overhang city property and public rights-of-way shall be pruned to maintain at a minimum a clearance height of 8' over sidewalks and a clearance height of 14' over streets.**
5. **Existing trees may be used to meet minimum street trees requirements if they are not killed or damaged during or as a result of development. Sidewalks of variable width and elevation may be used to save existing street trees.**
6. **Existing street trees removed as the result of development shall be replaced by the developer with trees of a species appropriate to the site, as determined by the Community Development Director or designee.**
7. **Low-growing trees shall be required for spaces under utility wires.**
8. **Narrow or "columnar" trees may be used where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.**
9. **Trees that are extremely susceptible to insect damage shall be avoided.**
10. **Trees that produce excessive seeds or fruit are prohibited as street trees.**
11. **Street trees shall be those species suitable for the location in which they are placed. Recommended tree species include the following tree types, and within these, consideration should be given to those that are most drought-resistant. Drought resistant trees are marked with an asterisk (*):**

<u>Small trees (under 25 feet at maturity)</u>

a. **Canada Red Cherry (*Prunus virginiana*)***
b. **Flowering Crabapple (*Malus spp.*)***
c. **Hawthorn (*Crataegus spp.*)***
d. **Japanese Tree Lilac (*Syringa reticulata*)**
e. **Serviceberry (*Amelanchier spp.*)**

<u>Medium trees (30 to 45 feet at maturity)</u>

f. **Flowering Plum (*Prunus cerasifera*)**
g. **American Hornbeam (*Carpinus caroliniana*)**
h **Callery Pear (*Pyrus calleryana*)**
i. **Hedge Maple (*Acer campestre*)**

j. Mountain Ash (*Sorbus aucuparia*)*

Tall trees (over 50 feet at maturity)

k. Birch (*Betula spp.*)
l. Green Ash (*Fraxinus pennsylvanica*)*
m. Honey Locust (*Gleditsia triacanthos 'inermis'*)*
n. Littleleaf Linden (*Tilia cordata*)
o. Norway Maple (*Acer platanoides*)
p. Pin Oak (*Quercus palustris*)*
q. Red Maple (*Acer rubrum*)*
r. Red Oak (*Quercus rubra*)*

B Prohibited Street Tree Species. Use of the following tree species as street trees is prohibited for one or more of the following reasons: 1) their roots cause injury to sewers or pavements; 2) they are particularly subject to insects or diseases; 3) they cause safety and visibility problems along streets and at intersections; 4) they create messy sidewalks and pavements. Prohibited species include the following:

a. Walnut *(Juglans spp.)*
b. Osage Orange *(Maclura pomifera)*
c. Weeping varieties of mulberries, crabapples, cherries, etc. (*Morus, Prunus, etc. (weeping)*)
d. Fruiting Mulberry (*Morus alba)*
e. Poplar (*Populus trichocarpa)*
f. Commercial Fruit Trees (*Prunus, Pyrus, etc. (fruiting)*)
g. Weeping Willow (*Salix babylonica)*
h. American Elm (*Ulmus americana)*
i. Siberian Elm (*Ulmus pumila)*

C. Caliper Size. Planted trees shall have a minimum caliper size of one and one-half (1 ½) inches and shall conform to the standards described by the ANSI A300 standards for nursery stock, latest edition.

D. Location. Street trees shall be planted within existing and proposed planting strips and in sidewalk tree wells on streets without planting strips.

E. Street Tree Maintenance

1. Except for trees located in medians within public rights-of-way, which shall be maintained by the City, it shall be the continuing duty and routine obligation of property owner(s) of land abutting public rights-of-way to perform activities required to maintain trees located within the abutting right-of-way in good health and vigor. Activities may include watering, pruning, protection against damage, and replacement if necessary.

2. Street tree removal and planting shall be the obligation of the adjacent property owner(s).

3. All maintenance activities shall be conducted in accordance with the City of Sisters Urban Forestry Ordinance and City of Sisters Public Works Construction Standards, latest edition.

F. Assurances. The developer shall install all required landscaping prior to the occupancy of the development. In the event that installation needs to be delayed, the City shall require the developer to provide an estimate of landscaping improvement costs to the City. Upon acceptance of this amount, the City shall require a performance bond in the amount of 120 percent of the accepted estimate from the owner/developer.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and as stated in the Staff Report 1.

The Applicant's property has 261' of street frontage on McKinney Butte Road. Based on the City standard of 1 tree per 35 feet of frontage, a total of 7 street trees will be planted along this street. Furthermore, along the Lone Ranger Road access (which is planned as a future street) the property contains approximately 300 feet of frontage. The applicant has proposed street trees along this area. The plan for street tree installation is detailed on the landscaping plan. Maintenance will be enforced after installation of the street trees. It does not apply to the current proposal. The applicant intends that all landscaping will be installed prior to occupancy of any structure on the site. In the event landscaping is delayed all requisite assurances will be provided.

The City Council also adopts the following Staff Response in the Staff Report 1.

In order to meet the minimum requirements of this section, a total of 9 street trees shall be planted along Lone Ranger Street to be spaced approximately 1 tree per 35 feet of frontage.

The City Council adds that a condition of approval is included to require the applicant to adhere to the above criteria for planting street trees. Thus, the applications meet these criteria.

Chapter 3.3 Vehicle and Bicycle Parking

Section 3.3.100 Purpose.

The purpose of this section is to ensure adequate off street parking is provided by each land use in a manner that avoids street congestion, minimizes impacts on neighboring properties, increases vehicular and pedestrian safety, and promotes good aesthetic design to create and preserve an attractive community character.

Section 3.3.200 Applicability

A. New Structures. When a structure is constructed, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with this chapter.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on

remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the statements of the Applicant in the BOP and in the Staff Report 1 that this subsection is applicable to the Applicant's proposal. Thus, City Council agrees with the Staff Response in the Staff Report 1 in which the Staff agreed that this chapter applies to these applications.

Section 3.3.300 General Provisions

A. **The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape area.**

E. **Maximum Parking. The number of parking spaces provided by any particular use in ground-level surface parking lots shall not exceed the following;**

1. **1 to 10 required parking spaces shall not exceed 20% or a maximum of 3 parking spaces**
2. **11 to 100 required parking spaces shall not exceed 20% maximum**
3. **More than 100 required parking spaces shall not exceed 10% maximum**

Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum number of allowable spaces. Parking spaces provided through "shared parking" also do not apply toward the maximum number.

F. **More Than One Use On a Site. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.**

H. **Unspecified Uses. Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs. Similar uses shall be determined by the Community Development Director or designee.**

Table 3.3.300.A Minimum Required Parking by Use

Residential	
Residential Home / Residential Facility, and other types of group homes	1 space per three persons for which sleeping facilities are provided, based on the maximum number of people to be accommodated.
Offices	1 space per 400 sf of floor area
Professional & Personal Services	1 space per 400 sf of floor area

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following statements of the Applicant in its BOP and restated in the Staff Report 1.

The proposal includes a Senior Living Facility, consistent with the approved McKenzie Meadow Village Master Plan. In terms of parking needs, the use is considered Residential Facility or other type of group home[1]. As detailed on the floor plan, the proposal is for a Residential Facility that includes a small amount of ancillary office space and professional/personal service space. Details of compliance to this section are included below:

Project proposes 34 parking stalls, including 2 accessible stalls.
Minimum Required Stalls = 29 stalls. Maximum cannot exceed 20% = 35 stalls.

- *Residential Facility: 48 ALF beds + 20 MC beds = 68 persons / 3 = 22.6 vehicle stalls*
- *Office (Nurse, Manager, Admin, Sales, Activity Office, Reception): 965 sf / 400sf = 2.4 stalls*
- *Professional/Personal Services (Salon, Kitchen): 1,343 sf / 400 sf = 3.3 stalls*

<u>Future Facility (includes current project plus area shown as 'Future Addition' on drawings):</u>
Residential Facility (maximum total anticipated occupants):
68 ALF beds + 28 MC Beds = 96 persons / 3 = 32 vehicle stalls
(future expansion adds 28 persons)
No additional office of professional/personal service areas are anticipated to be added with the future expansion area; just residential facility sleeping areas.

In addition to the basic calculations the applicant has included a letter from the Ageia Health Services President detailing the proposed use, the needs of residents, and the parking demands at existing facilities that they operate. As documented the 34 proposed stall [sic] are more than adequate to meet the needs of the proposed development.
Based upon the submitted plans and supporting documentation, the proposal complies with the parking standards of this section.

Those statements show that the Applicant's Site Plan demonstrates that the number of parking spaces to be provided meets the SDC requirements. The City Council also agrees with the Staff Response in the Staff Report 1 that these criteria can be met with a condition of approval to assure that the residential facility is duly licensed by the State of Oregon to the extent necessary.

Section 3.3.400 Standards of Off-Street Parking.

B. Pavement. The parking area, aisles, and access drives shall be paved with asphalt, concrete or comparable surfacing so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water on-site. Properties located in the Light Industrial (LI) District shall refer to Chapter 2.6.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on

remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the statements of the Applicant in its BOP and restated in the Staff Report and the Staff Response that the applications meet these criteria because the plans set show that the parking areas, aisles and access drives will be paved with asphalt. The City Council also notes that the plan sets show that they are paved at a gradual sloping grade that will allow surface water to be disposed in the dry wells provided on site after being collected by the area drains (see civil drawings).

C. **Backing or Maneuvering of Vehicles. Except for residential developments requiring less than four parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the Community Development Director. Evaluations of requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities.**

D. **Parking Maneuvering Areas and Driveways Adjacent to Buildings. Except for the Light Industrial District, where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than 6 feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Report 1.

As detailed on the plan set, the parking areas include drive aisle that are 24 feet in width. This eliminates the need to back across a public sidewalk or street; thus the application conforms to this standard.

As detailed on the plan set, the building will be separated from all parking, maneuvering areas or driveways by at least 6 feet; therefore the proposal complies with this standard.

Thus, the City Council agrees with the Staff Responses that the applications meet these criteria.

E. **Maximum Parking Lot Size. Off-street parking serving development shall be divided into multiple lots, as necessary, so that no single lot has more than one hundred twenty (120) parking spaces. Parking lots shall be separated with plazas, large landscape areas with pedestrian access ways (*i.e.,* at least 20 feet total width), streets, or driveways with street-like features. Street-like features, for the purpose of this section, means a raised sidewalk of at least 6-feet in width, 6-inch curb, accessible curb ramps, street trees in planter strips or tree wells, and pedestrian oriented lighting.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the statements of the Applicant in its BOP and restated in the Staff Report 1 and agrees with the Staff Response in the Staff Report 1 that that the above criteria are not applicable to these applications because the proposed off-street parking spaces are fewer than 120 spaces in total.

F. Lighting. A parking facility serving an establishment which remains open during hours of darkness shall be provided with adequate illumination. Any lights provided to illuminate a parking facility shall be arranged so as to reflect the light away from any adjacent properties, streets, or highways consistent with the Dark Skies standards in Special Provisions.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Report 1.

Parking lot lights have been proposed at the northwest parking lot. Cut sheet / specifications for these lights are included in the submittal materials. As documented therein, the lights are arranged to reflect light away from adjacent properties, streets and highways and in conformance with the Dark Sky standards. Thus the lighting complies with this section.

Thus, the City Council agrees with the Staff Responds in the Staff Report 1 that the applications meet these criteria.

G. Off-site parking.
H. Shared parking.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the Applicant's statement in its BOP and restated in the Staff Report 1 and agrees with the Staff Response that these criteria are not applicable because the Applicant is not proposed off-site or shared parking.

J. Availability of Parking Spaces. Required vehicle and bicycle parking spaces shall be unobstructed, and available for parking of vehicles and bicycles of residents, customers, patrons, and employees only. Required spaces shall not be used for storage or sale of vehicles or materials, or for parking of vehicles or bicycles used in conducting the business or conducting the use, and shall not be used for sale, repair or servicing of any vehicle or bicycle. No repair work or servicing of vehicles shall be conducted on a public parking area, other than emergency service such as changing a tire or starting a motor.

K. Maintenance. The provision and maintenance of off-street parking and loading spaces are the

continuing obligation of the property owner.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council agrees with the Applicant's statement in its BOP and restated in the Staff Report 1 that the Applicant intends to adhere to these criteria. The City Council finds that a condition of approval is not necessary to assure compliance because the Applicant is required to adhere to these criteria at all times during the operation of the Center.

L. **Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management and striping, and provide dimensions in accordance with the following figure. Accessible parking spaces shall be provided in conformance with Section 3.3.400.M. The number of designated Compact Car Parking spaces shall not exceed 30% of the required off street parking spaces.**

Minimum Parking Space and Aisle Dimensions						
Angle (A)	Type	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	Standard	8 ft	22 ft 6 in	12 ft	24 ft	8 ft
	Compact	7 ft 6 in	19 ft 6 in	12 ft	24 ft	7 ft 6 in
30°	Standard	9 ft	18 ft	12 ft	24 ft	17 ft
	Compact	8ft	15 ft	12 ft	24 ft	14 ft
45°	Standard	9 ft	12 ft 6 in	12 ft	24 ft	19 ft
	Compact	8ft	10 ft 6 in	12 ft	24 ft	16 ft
60°	Standard	9 ft	10 ft 6 in	18 ft	24 ft	18 ft
	Compact	8ft	8 ft 6 in	15 ft	24 ft	16 ft 6 in
90°	Standard	9 ft	9 ft	24 ft	24 ft	19 ft
	Compact	8ft	8ft	22 ft	24 ft	15 ft

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Response 1.

The parking stalls have been proposed to be 90-degree stalls with dimensions of 9'-0" x 19'-0", and which are accessed via two-way drive aisles (a width of 24'-0" wide). The proposed design conforms to the referenced table, and thus meets the standards of this section. Furthermore, as detailed on the Engineering Plans, the proposal includes a plan for managing all surface water, thereby further complying with the standards of this section.

Therefore, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection.

M. Accessible Parking Spaces. Where parking is provided accessory to an affected building, accessible parking shall be provided, constructed, striped, signed and maintained as required by the Americans with Disabilities Act and Oregon State Statutes. Accessible parking is included in the minimum number of required parking spaces (Note: State Law may change this Federal table.). The access aisle shall include "no parking".

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Response 1.

The proposed plan includes 2 accessible parking spaces, one near the primary (south) entrance and one near the rear (north) entrance. The applicant (Ascent Architecture) has reviewed the applicable standards and found that the proposed spaces conform to the applicable Building Code requirements, to ADA requirements, and to Figure 3.3.400.C.

Thus, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection.

N. See Chapter 3.2 Landscaping and Screening for additional standards.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council finds that a complete response to Chapter 3.2 was provided above demonstrating compliance with those landscaping and screening criteria. Thus, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection.

Section 3.3.500 Off-Street Loading Facility Requirements.

B. Any building intended to be used for a hotel, eating or drinking establishments, community center, convention hall, medical clinics and other similar use shall be provided with off-street loading berths according to this schedule:

1. One berth for each building containing 20,000 to 50,000 square feet of floor area.

2. Two berths for each building containing 50,000+ square feet of floor area.

C. Off-street loading facilities shall conform to the following standards:

1. Each loading berth shall be at least 35 feet by 10 feet and shall have a minimum height

clearance of 14".

2. **Such space may occupy all or any part of any required setback or court space, except front and exterior setbacks, and shall not be located closer than fifty (50) feet to any lot in any R District, unless enclosed on all sides by a masonry wall not less than eight (8) feet in height. In no case shall it be located in a required buffer area.**
3. **Sufficient room for turning and maneuvering vehicles shall be provided on the site.**

4. **The loading area, aisles, and access drives shall be paved so as to provide a durable, dustless surface and shall be so graded and drained so as to dispose of surface water without damage to private or public properties. Properties located in the Light Industrial (LI) District shall refer to Chapter 2.6.**

5. **No repair work or servicing of vehicles shall be conducted in a loading area.**

6. **Landscaping and screening are required in accordance with the standards of Chapter 3.2 Landscaping and Screening. Properties located in the Light Industrial (LI) District shall refer to Chapter 2.6.**

7. **No on-site loading facilities shall be required where buildings abut an alley, provided that loading operations can be conducted from the alley in accordance with applicable access and parking ordinances, unless specified elsewhere.**

8. **Space allocated to required off-street loading berths may be used to satisfy the requirements of off-street parking spaces provided the timing of their use is such as to create no conflict, as determined by the Community Development Director or designee.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Response 1.

The project is a 46,750 sf building. One loading berth has been proposed in the North parking lot. As detailed on the plan set, the berth meets the dimensional, spacing, maneuvering, surface, and screening requirements of these sections. Furthermore, the applicant plans to maintain this area for the intended use; thus the proposal conforms to these standards to the extent reviewable at this time.

Thus, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection. The City Council also finds that no conditions of approval are necessary to assure continued compliance with these criteria because the Applicant must adhere to the criteria at all times during the operation of the Center.

Section 3.3.600 Bicycle Parking Requirements

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section.

A. Number of Bicycle Parking Spaces. The following additional standards apply to specific types of development:

5. All Other Uses. All uses which require off street parking, except as specifically noted, shall provide one bicycle parking space for every 10 required vehicle parking spaces.

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Response 1.

As detailed above, the development requires 29 vehicular parking spaces. Thus according to the standards of this section, a minimum of 3 bicycle parking space are required to be provided. Eight bicycle parking spaces have been proposed near the front meeting the standards of this section.

Thus, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection.

C. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (Chapter 2.15 – Special Provisions).

D. Location. Racks shall be conveniently located to the street and the building entrance (no farther away than the closest vehicle parking space), visible from sidewalks and entrances for security, as well lit as parking spaces, and clearly marked.

E. Dimensions

1. Bicycle parking spaces shall each be a minimum of six feet by two feet.

2. Overhead clearance in covered areas shall be at least seven feet.

3. A minimum five foot-wide aisle shall be provided beside or between each row of bicycle parking. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least five feet between bicycles and other existing and potential obstructions, or impede with the clear vision standards in Chapter 2.15 Special Provisions.

F. Enclosure and Racks

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.

2. Lockers and racks shall be securely anchored to the pavement or a structure.

3. **All bike racks shall have following design features:**

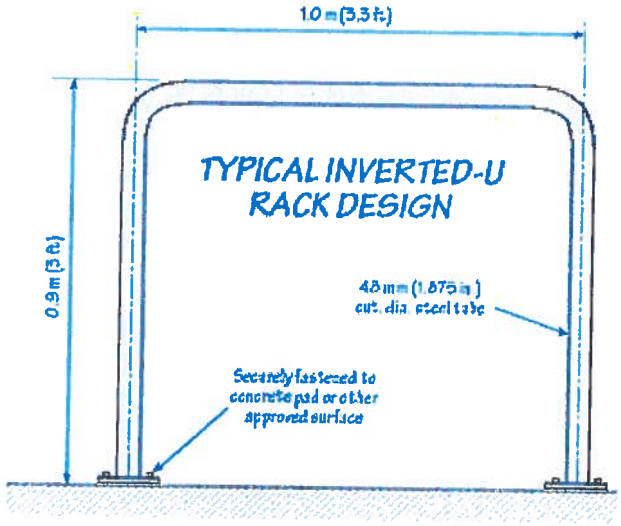
   a. **Inverted "U" style racks or similar design as illustrated below.**

   b. **Each rack shall provide each bicycle parking space with at least two points of contact for a standard bicycle frame and shall be sized to accommodate a standard U-lock.**

   c. **The bike rack shall have rounded surfaces and corners;**

   d. **The bike rack shall be coated in a material that will not damage the bicycle's painted surfaces**

   e. **Bike racks shall securely mounted to a hard surface, such as asphalt or concrete.**



G. **Lighting. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with the Dark Skies standards in Chapter 2.15 Special Provisions.**

FINDINGS: No issues regarding the above criteria were raised at any time during the land use proceedings in this case. Therefore, the Applicant's compliance with the above criteria is not before the City Council on remand. Should, however, an appellate body determine that the lack of findings for the first City Council decision dated August 12, 2015 requires findings now, the City Council adopts the following Applicant's statements in its BOP and restated in the Staff Response 1.

As detailed on the Site Plan. The required bicycle parking spaces are proposed to located near the South parking lot / Main Entry off McKinney Butte Road. Bike racks will be inverted U-style racks and conform to all of the standards of this section.

Thus, the City Council agrees with the Staff Response in the Staff Report 1 that the applications comply with this subsection.

IV. SUMMARY AND CONCLUSION

A. APPROVAL

The preceding sections document that, with the imposition of the following conditions of approval, the Modification to the Master Planned Development and the Site Plan conform to the applicable approval criteria of the SDC. Because the proposal conforms to all applicable approval criteria and development standards and/or is conditioned herein, the applications are approved.

B. RECORD

The following exhibits make up the record in this matter and are incorporated by reference herein. These are contained in file SP 15-01, MOD 15-05 and are available for review at the City of Sisters City Hall.

1. Applications and all related Burden of Proof statements
2. Staff Report to the Planning Commission for its June 18, 2015 hearing ("Staff Report 1")
3. Staff Report to the City Council for its July 23, 2015 hearing ("Staff Report 2")
4. Letter of Authorization dated January 11, 2015
5. Master Plan Overlay
6. Site Plan Set
7. Exterior Lighting Cutsheets
8. McKenzie Meadow ALF Roadway Improvement Exhibit dated April 13, 2015
9 Letter dated May 5, 2015 from Ageia Health Services
10. Letter dated May 27, 2015 from Oregon Department of Human Services
11. Letter dated June 4, 2015 from Oregon Department of Human Services
12. Letter dated June 8, 2015 from Ageia Health Services
13. Agency Communication From:
    a. City Engineer e-mail dated March 19, 2015
    b. City Engineer letter dated June 14, 2016
    c. City Enginneer letter date June 15, 2016
14. Record for LUBA Nos. 2015-063/096 and 2016-021
15. Applicant's May 6, 2016 submittal by Laura Craska Cooper, with attachments
16. Letters dated June 4 and December 11, 2015 from the State re: unit licensing.
17. Letter from Ageia dated June 15, 2016
18. 2010 Transportation Impact Study (front page says 2008 but subsequent pages say 2010)
19. 2010 Water System Impact Statement
20. 2010 Sewer System Impact Statement
21. PAG's ?? submittal

C. CONDITIONS OF APPROVAL FOR MOD 15-05

1. The modifications to be made are those that will permit the following features of the McKenzie Meadow Village Master Plan, Phase 1, to shift as illustrated in the Master Plan Overlay dated May

22, 2015:

a. Access, parking and entryway to McKinney Butte Road
b. Access location to north parking lot
c. Building location as illustrated

2. All conditions of approval specified in previously approved applications (MP 10-01, SUB 10-02, MOD 12-01), not modified or made inconsistent by this approval, remain in effect.

D. CONDITIONS OF APPROVAL FOR SP 15-01

3. Recordation of the final plat for Phase I of this development, in which the Assisted Living Facility (ALF) is being built, has been extended by prior land use decisions and extensions. The Final Plat for Phase I shall be recorded by December 10, 2016 (two years from the date of Extension No. EX 14-02).

4. The Central Electric Cooperative (CEC) utility easement shall be vacated, and proof of vacation shall occur prior to recording the final plat for Phase I.

5. Public improvements and dedications within Phase I shall include the following and shall be completed or bonded where permitted, inspected and accepted prior to the final plat being recorded for phase I or prior to issuance of a certificate of occupancy for the ALF, whichever occurs first.

   a. All public improvements must be constructed, inspected and accepted by the City as stated in the following conditions of approval.

   b. Construction drawings for Phase I public improvements shall be submitted to the City for review and acceptance, and shall be the basis for any cost-estimates associated with bonding that might occur within Phase I.

   c. If the Applicant chooses to bond for the construction of public improvements instead of constructing them at the time of the Center construction, the bond shall be in the amount of 120% of the value of the improvements that will be bonded. If bonded, all street improvements established in this decision shall be completed prior to occupancy of the Center.

6. **Streets.** Improvements to Lone Ranger Road and McKinney Butte Road to the local street and local collector standards, respectively for each street, as shown on the McKenzie Meadow ALF Roadway Improvement Exhibit dated 4/13/15.

   a. **McKinney Butte Road** is currently 32 feet wide. Collector standard is 34 foot wide pavement. Although the overall width is less than City standards, widening of McKinney Butte is not required for the construction of the Center.

   b. **Lone Ranger Road** is unimproved with the exception of aggregate surfacing. Local street standards require a 36' wide street.

      1) Lone Ranger shall be improved to full street standards including 36 foot wide pavement, landscaped swales, street trees, and sidewalks.

2) Lone Ranger Road improvements shall extend to the northern side of the private roadway shown on the proposed site plan.

3) Public right of way, 60 feet wide, shall be dedicated to the City over Lone Ranger Road to the northernmost point of the on-site improvements or the point of proposed partition shown on the site plan, whichever is further north.

4) The right of way dedication shall be completed prior to occupancy.

7. **Street trees, sidewalks, and private alleys.**

a. Prior to recording the final plat for Phase I or prior to issuance of a certificate of occupancy for the ALF, all street trees, sidewalks and private alleys shall be planted, constructed, inspected and accepted by the City or bonded for 120% of their value

b. Sidewalks and alleys shall be completed prior to issuance of any occupancy permit within Phase I.

c. Street trees may be installed up to 6 months following occupancy based solely on inclement weather, and shall be bonded as stated herein.

1) A total of 7 street trees are required along McKinney Butte Road, and a total of 9 street trees are required along Lone Ranger Road. Trees shall be consistent (size and species) with section 3.2.

2) A total of 8 replacement trees shall be planted on site. Trees shall be consisted (size and species) with section 3.2.

8. **Sewer.**

a. **McKinney Butte Road**. A 12" sanitary sewer exists in McKinney Butte Road. No modifications to the existing sewer main in McKinney Butte Road are proposed or required.

b. **Lone Ranger Road**. An existing 8" sewer main terminates in Lone Ranger Road.

1) The 8" sewer main shall be extended north on Lone Ranger Road to the northernmost point of road improvements.

2) The 8" sewer main shall terminate at a manhole.

9. **Water.**

a. All public water and improvements that the city will own and maintain shall be located within public utility easements or in the public right of way.

b. Public utility easements must be recorded prior to occupancy.

c. Public utility easement shall be a minimum width of 20 feet wide.

d. Backflow devices shall be required at all points of connection to proposed water mains including all domestic, fire sprinklers, irrigation, and any private hydrant lines.

e. Engineered construction drawings for all water lines within Phase I shall be submitted to, reviewed and accepted by the City prior to commencing any public utility construction.

f. **McKinney Butte Road.**

1) A 12" water main exists in McKinney Butte Road adjacent to the property and a 12" water main runs northwesterly within an easement from McKinney Butte Road to Lone Ranger Road.

2) No additional water main infrastructure is necessary on McKinney Butte Road.

g. **Lone Ranger Road.**

1) A 12" water main terminates in Lone Ranger Road.

2) The 12" water main shall be extended north on Lone Ranger Road to the northernmost point of road improvements.

3) A fire hydrant or blow off shall be located at the northerly extension of the water main.

10. **Grading and Drainage.**

a. All site drainage shall be maintained on site and shall not drain onto public streets or neighboring properties.

b. 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.

1) Site grading and drainage plans shall be submitted for Engineering review and shall be subject to City and Central Oregon Stormwater Manual (COSM) design, construction, and testing standards.

2) Proposed site drainage facilities and stormwater systems shall be designed for a 25 year/24 hour storm event (2.8 inches) and have appropriate pretreatment per City standards.

3) Infiltration rates must be supported by a Geotech report or other verifiable documentation.

4) New on-site private drywells and other underground injection control (UIC) systems not part of the public drainage system must be registered and approved by the Oregon Department of Environmental Quality (DEQ) prior to construction.

11. **Construction Plans.** Upon land use approval or building permit application, construction plans that include all proposed and/or required public improvements, water/sewer service connections, site grading/drainage and utilities shall be submitted to the City for review and approval.

12. **Memorandum of Understanding – Intersection Impact Fee.** Note: this condition is waived for the Assisted Living Facility per the finding under section 3.1, Access and Circulation.

13. **Final Plat for Phase I.**

    a. Phase I final plat shall be recorded before any other Phase.

    b. Further conditions for Phase I are found in the land use decision MP 10-01.

14. System Development Charges (SDCs) and separate impact fees shall be paid to the city with building permit issuance:

    a. **Transportation:** The facility generates 0.22 pm peak hour trips for each bed. The total transportation SDC fee is $223.52 per bed.

    b. **Sewer:** All plumbing fixtures shall be charged the 'per fixture' rate for sewer SDCs based on the value for each fixture at the time a building permit is sought.

    c. **Water:** All plumbing fixtures shall be charged the 'per fixture' rate for water SDCs based on the value for each fixture at the time a building permit is sought.

    d. **Parks:** Each habitable unit shall be assessed a one-time fee of $613 at the time the building permit is sought for each participating unit.

    e. **Water Mitigation Fee:** The Owner shall pay a fee of $670 times 0.7 per unit for water mitigation. This fee is in addition to any sewer or water SDC or other SDC that may be required as a condition of development of the property. If the City amends its water SDC to include a water mitigation component within its water SDC within 5 years of the revised Annexation Agreement, the Owner shall pay to the City or the City shall reimburse or provide SDC credit based on the difference between the $670 EDU fee assessed and the actual SDC water mitigation component.

15. Unless otherwise stated, the following conditions shall be met prior to occupancy:

    a. This decision is valid for a period of two (2) years beginning on the first day following the end of the appeal period for this decision. If no building permit is applied for within this two-year time frame, or if a time extension is not filed with the City in a timely manner, then this decision becomes void.

    b. All exterior mechanical equipment shall be screened from view from public roads and neighboring residences through the use of a screening mechanism. The screening shall blend in

with the parent structure, and is subject to review and approval by the Sisters Planning Department and shall be installed prior to occupancy of this building.

c. Any exterior lighting shall be Dark Skies compliant.

16. The following conditions shall be met at all times or as otherwise stated within the condition;

    a. This decision is subject to the terms and conditions of the Annexation Agreement for McKenzie Meadow Village. The applicable Agreement is the most current recorded version available at the time that occupancy is sought.

    b. The applicant shall be responsible for maintaining the site, including adherence to the dark skies ordinance, in a manner consistent with the Development Code.

    c. All buildings on site shall maintain a minimum separation of six feet.

    d. Any additional buildings sought for this site in the future shall require Site Plan review if they require building permits.

    e. On-site storage buildings may be exempt from this requirement upon a finding that the architectural style is consistent with the parent building, and a finding by the Community Development Director that approving the building does not constitute a 'significant change' to the approved site plan.

17. A shared access easement as described on Sheet no. A101 benefiting Lots 11 and 12 shall be required on subsequent land division plats.

18. Prior to issuance of Building Permits, the City Engineer shall work with applicant to determine an appropriate driveway access width for the anticipated vehicles utilizing the Assisted Living Facility.

19. Pedestrian pathways shall be minimum 6.0 feet in width.

20. Prior to receiving the Certificate of Occupancy, the Applicant shall provide the City verification from the State of Oregon that the Applicant has obtained or been approved for all state-required licenses for the uses and number of beds in the Center.

21. The Applicant will adhere to the tree protection plan proposed by the Applicant and to the tree planting requirements described under Section 3.2.600.F. above.

LEAGUE of Oregon CITIES

1201 Court Street NE, Suite 200 • Salem, Oregon 97301
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863
www.orcities.org

June 6, 2016

Dear Chief Administrative Official:

For the past three months, eight policy committees have been working to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2017 session. They have identified 29 legislative objectives as set forth in the enclosed ballot and legislative recommendation materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors as it prepares to adopt the League's 2017 legislative agenda. After your city council has had the opportunity to review the 29 proposals and discuss them with your staff, please return the enclosed ballot indicating the top four issues that your city council would like to see the League focus on in the 2017 session. **The deadline for response is July 22, 2016.** The board of directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the League's 2017 legislative agenda.

Your city's participation and input will assist the board in creating a focused set of specific legislative targets that reflect the issues of greatest importance to cities. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or Craig Honeyman, Legislative Director, with questions.
Sincerely,

Michael J. McCauley
Executive Director

City of: _____

*Please mark **4** boxes with an **X** that reflect the top 4 issues that your city recommends be the priorities for the League's 2017 legislative agenda.*

Legislation

Community Development

- A. Needed Housing Assistance Program ☐
- B. Natural Hazard Land Use Reform ☐
- C. DOGAMI Disaster Mapping ☐
- D. Floodplain Technical Assistance ☐

Energy

- E. Green Energy Technology Requirement ☐
- F. Funding Public Energy Projects ☐
- G. Updates to Oregon Energy Code ☐

Finance and Taxation

- H. Property Tax Reform - Market Value / Local Control ☐
- I. Property Tax Reform - Fairness and Equity ☐
- J. Local Lodging Tax ☐
- K. Nonprofit Property Tax Exemption ☐
- L. Marijuana and Vaping Taxes ☐

General Government

- M. Restore Recreational Immunity ☐
- N. Increase Local Liquor Fees ☐
- O. Marijuana Legalization Implementation ☐
- P. Mental Health Investments ☐
- Q. Qualification Based Selection ☐

Human Resources

- R. Subsidy for Retiree Health Insurance Repeal ☐
- S. PERS Reform ☐
- T. Arbitration Reform ☐
- U. Veterans Preference Clarifications ☐

Telecommunications

- V. Rights of Way ☐
- W. Franchise Fees ☐
- X. 9-1-1 Emergency Communications ☐
- Y. Technology Funding ☐

Transportation

- Z. Transportation Funding and Policy Package ☐

Water/Wastewater

- AA. Funding Water System Resilience ☐
- BB. Enhanced Prescription Drug Take-Back ☐
- CC. Water Supply Development Fund ☐

Water & Wastewater (Continued)

Legislation	Background
BB. <u>Promote an Enhanced Prescription Drug Take-Back</u> **Advocate for enhanced prescription drug take-back program funding and additional collection locations to reduce contamination of water from unwanted prescription drugs.**	Unused prescription drugs are problematic from both a public health and safety perspective as well as from a water quality perspective. Drug take-back programs help to ensure that unused prescription drugs are properly disposed of which keeps them from being abused, keeps them out of the hands of children, and keeps them from entering Oregon's waterways. Unwanted prescription drugs are often flushed down the toilet and despite wastewater treatment systems, y can end up contaminating lakes, streams and rivers. In 2014, U. S. Drug Enforcement Administration (DEA) expanded the types of locations allowed to accept unwanted medications including retail pharmacies and drug manufacturers. Prior to 2014, drug-take back programs were primarily supported through police department drop boxes. The challenge in expanding prescription drug take-back programs is now focused on the cost of transporting unused drugs from the take-back location to the disposal site and in educating the public about responsible disposal opportunities. The League will work with a variety of stakeholders, including public health advocates, to identify additional funding mechanisms to increase drug take-back collection locations across Oregon. Funding should support the transportation and responsible disposal of unused prescription drugs. Funds should also be dedicated for enhanced education of disposal opportunities and the establishment of convenience standards to ensure that all Oregonians have reasonable access to drug take-back locations.
CC. <u>Increased Funding for Water Supply Development</u> **Support additional water supply funding through the state's Water Supply Development Account.**	According to a survey conducted by the League, Oregon's water and wastewater infrastructure needs for cities alone are estimated to be $9 billion over the next twenty years. In addition, the survey identified 66 percent of respondent cities as being in need of additional water supply storage. The 2015 drought highlighted the need for additional investments in water supply infrastructure, including storage and water delivery system efficiencies. Additional storage project investments are not only critical for adequate drinking water supply, they are an important tool for supplementing streamflows and habitat restoration. The League will work to secure additional funding for existing water supply development programs. This includes support for feasibility grants and for the state's Water Supply Development Account which provides funding for water supply storage, reuse, restoration and conservation projects.

Water & Wastewater

Legislation	Background
AA. <u>Funding for Water System Resilience</u> **Secure dedicated funding for water and wastewater system resilience and emergency preparation. This would include additional funds to plan for and upgrade water systems to increase seismic resiliency and funding to better position communities to better prepare for water supply shortages due to drought, climate change or other emergency scenarios.**	In general, Oregon's drinking water and wastewater systems are woefully underprepared for a catastrophic earthquake event. Restoration of water supply following such an event is critical for fire suppression, first aid, and for human health and safety. In 2013, the Oregon Resilience Plan provided estimates for service recovery of water and wastewaters systems in the event of a Cascadia earthquake under current infrastructure conditions. According to the plan, the estimated the timeframe for service recovery in the valley ranges from one to twelve months. For the coast, service recovery is estimated between one to three years. In addition to risks associated with significant natural disaster events, recent drought conditions in Oregon have demonstrated the need for emergency supply planning and coordination with other water users to better address water supply challenges. It is critical that communities are able to acquire alternative and back-up water supplies from multiple sources in order to better prepare for supply shortages or emergency situations, such as natural disasters or supply contamination. The League will work to identify and secure low-interest loans or grants to seismically upgrade drinking water and wastewater system infrastructure and to help ensure that these systems are more resilient and better positioned to respond to water supply shortages resulting from drought, climate change, natural disasters, or other system failures.

- **Additional funding for passenger rail operations, equipment and capital projects (federal matching money and AMTRAK Cascades).**

3. **Does not:**
   - **Preempt local government ability to self-generate transportation revenues for street maintenance and preservation.**
   - **Change the dedication of State Highway Fund dollars to highway, road and street projects contained in Article 8, Section 3a of the Oregon Constitution.**
   - **Reduce cities 20% share of the State Highway Fund.**
   - **Create unfunded mandates requiring cities to undertake specific programs, such as greenhouse gas reduction scenarios.**
   - **Further complicate the planning and regulatory process that currently governs the project delivery process.**

- Maximizing local benefits of the federal FAST Act in Oregon

Transportation

Legislation

Z. Comprehensive, Multi-modal Transportation Funding and Policy Package

The League of Oregon Cities proposes that transportation infrastructure be raised to the same level of importance as other utilities, and be funded at a level capable of maintaining appropriate standards of operation and service. Therefore, the League will help draft and advocate for a comprehensive, inter-modal and statewide transportation funding and policy package that:

1. **Provides a significant increase in resources available for the preservation and maintenance of city streets by:**

    - **Substantially increasing the state gas tax and licensing and registration fees.**
    - **Indexing the state gas tax.**
    - **Continuing efforts to identify and implement alternative funding mechanisms (VMT, tolling, public-private partnerships, etc.).**
    - **Disaster resilience and seismic upgrades for all transportation modes.**
    - **The completion of transportation projects begun but not yet completed due to lack of funding or changes in funding criteria.**
    - **Providing additional funding for voluntary jurisdictional transfer.**
    - **Funding transportation enhancements such as bike-ped facilities.**
    - **Increasing funding for the statutory Special City Allotment program while maintaining the 50%-50% ODOT/city split.**
    - **Repealing the referral requirement (2009 Jobs and Transportation Act) on cities seeking to create/increase local gas tax.**

2. **Addresses statewide needs relating to intermodal transportation through:**

    - **Additional funding for transit operations and capital projects.**
    - **Additional funding for freight rail capital projects and operations (*Connect*Oregon, short-line rail and transload facilities).**

Background

Maintenance and preservation needs have outpaced the resources available for streets, roads and highways. In its March, 2016 Infrastructure Survey Report the League identifies a $3.7 billion capital need for highway and non-highway transportation projects ($2.6 billion highway / $1.1 billion non-highway). In addition, the report shows, for the 120 cities that participated, an aggregated street budget shortfall for operations and maintenance of approximately $217 million per year. Safety and disaster resilience were cited as major challenges and needs by most cities. Cities also expressed support for a voluntary jurisdictional transfer program (the sensible alignment of highway facilities and management responsibility) provided the availability of adequate funding to facilitate the transfer and to maintain the asset.

Given the threat that inadequate funding represents to investments already made in the transportation system, the League will insist on a transportation package that increases and makes more sustainable the ability of all government jurisdictions to preserve and maintain these assets. Notwithstanding its emphasis on the need to preserve and maintain existing streets, the League of Oregon Cities agrees that the state's transportation system and the policy and funding programs that support it must be multimodal and statewide in scope. The League will therefore work to pass legislation in 2017 that addresses funding and policy initiatives relating to all modes (streets, bike/ped, transit, rail, aviation and marine) and in so doing address such issues as:

- Connectivity and capacity (especially truck mobility/rail)
- Safety for all users across all modes
- Resiliency and recovery (seismic retrofit across all modes)
- Jobs and economic development
- Impact on climate change
- Active transportation and public health
- Transportation access available on an equitable basis to all Oregonians
- Continuing and extending *Connect*Oregon
- Ensuring adequate new revenues for program/equipment such as the Oregon Department of Motor Vehicles technology upgrade
- Creative solutions to ongoing challenges (dedicated non-roadway fund, increased local authority to fund transit, bike-ped funding, etc.)

Telecommunications, Cable & Broadband (Continued)

Legislation	Background
Y. <u>Technology Funding</u> **Seek additional funding to assist for cities in:** • **Increasing high speed broadband deployment and close the digital divide.** • **Purchasing upgraded emergency management communications equipment.** • **Providing local match money for federal funding programs, such as high speed broadband deployment.**	The deployment of broadband throughout the state of Oregon is critical to economic development, education, health and the ability of citizens to link with their governments. Additional funding, from various sources, including the state and federal government, needs to be allocated for this purpose. The need becomes even more acute when consideration is given to the certainty of a major seismic event. Often federal assistance comes with the requirement of a state or local match which is problematical for cities. A state mechanism for providing matching fund assistance would be helpful to those communities seeking to take control of their broadband destiny.

Telecommunications, Cable & Broadband

Legislation	Background
V. Rights of Way **Oppose legislation that preempts local authority to manage public rights-of-way and receive compensation for their use.**	In its commitment to the protection of Home Rule and local control, the League consistently opposes restrictions on the rights of cities to manage their own affairs. From time to time, in the context of franchise fee and rights-of-way management authority discussions, proposals to restriction to this authority arise. These include a statewide franchise policy and revenue collection system as well as limiting the ability of cities to charge fees of other government entities. This is contrary to local government management authority, the ability to enter into agreements with service providers either by agreement/contract or ordinance and to derive revenues from business fees charged to users of public rights-of-way.
W. Franchise Fees **To ensure market fairness and equity, prepare legislation for possible introduction repealing ORS 221.515 (HB 2455 -7 in 2013, and HB 2172 in 2015) to remove franchise fee rate and revenue restrictions which currently apply to incumbent local exchange carriers but not to competitive local exchange carriers.**	Oregon statute currently contains a discrepancy between how cities collect franchise fees from incumbent local exchange carriers (ILECs) and competitive local exchange carriers (CLECs). ORS 221.515 limits cities collecting franchise fees from ILECs to a maximum of 7 percent of revenues derived from dial-up services, which represents only a portion of ILEC total revenues due to the addition of a broader array of customer services. There is no such rate cap or revenue restriction on CLECs, hence the discrepancy. In the past the League has worked with CLECs to "level the playing field." Repeal of ORS 221.515 would accomplish that.
X. 9-1-1 Emergency Communications **Support legislation enhancing the effectiveness of the state's emergency communications system through an increase in the 9-1-1 tax and/or a prohibition of legislative "sweeps" from accounts managed by the Oregon Office of Emergency Management.**	The League worked with other stakeholder groups in 2013 to extend the sunset date on the statewide 9-1-1 emergency communications tax to January 1, 2022 (HB 3317). In 2014, the League also worked to pass legislation including prepaid cellular devices and services under the 9-1-1 tax (HB 4055). As concerns mount with regard to disaster preparedness and recovery and as new upgrades to communications technology becomes available, it is apparent that state and local governments do not have the resources necessary to address challenges or take advantage of opportunities. Additional funding is needed and the practice of periodically sweeping funds out of the state's emergency management account for other uses should cease. It is worthy of note that the practice of "sweeps" disqualifies the state from receiving federal funds for emergency communications. It is unknown how many federal dollars have been foregone as a result of this policy.

Human Resources (Continued)

Legislation	Background
T. <u>Arbitration Changes</u> **Public employers should have greater influence over the disciplining of their employees.**	Currently under the Public Employee Collective Bargaining Act, contested employee discipline matters must be submitted to an outside arbitrator for adjudication. Decisions by arbitrators are binding unless the conduct was a violation of public policy as defined by the state, there was serious criminal conduct or an egregious inappropriate use of force. This priority is to seek the following changes to the statue: • Arbitrator decisions should also comply with local policies; • Decisions should comply with policies related to any inappropriate use of force a; • Arbitrator decisions should recognize all criminal misconduct related to employment not just "serious"; • Employer disciplinary decisions as it regards employees who are supervisors as defined by the EEOC and BOLI should be given more weight.
U. <u>Veterans Preference Clarifications</u> **Requirements that veterans be given preference in public sector hiring should be clear and unambiguous for the benefit of veterans and employers.**	The State of Oregon requires and the League agrees that honorably discharged veterans deserve special consideration in public sector hiring. However, statutes describing how this is to be accomplished are unclear and ambiguous. Vague statutes do not serve the interests of employers or veterans. This priority seeks a clear definition of "preference" in the statute, ensure that recently separated veterans receive the consideration necessary for them to successfully enter the workforce and establishes clarity as to when the preference is to be applied.

Human Resources

Legislation	Background
R. <u>Repeal Requirement to Subsidize Retiree Health Insurance</u> **Public employers should not subsidize the health insurance of former employees when reasonable, cost competitive options exist.**	ORS 243.303 mandates that local governments provide retirees with access to health insurance and requires that they be placed in the same risk pool as active employees. As retirees are approximately 2.5 times more expensive to insure than active employees this mandate results in employers and current employees subsidizing the health insurance costs of former employees. This subsidization, according the Government Accounting Standards Board, must be shown on an audit as long term liability, thus creating an inaccurate perception of a city's financial condition. Further, this requirement could be described as anachronistic as individuals are now able to purchase health insurance under the Affordable Care Act. This priority is to eliminate ORS 243.303 from Oregon's laws.
S. <u>PERS Reform</u> **PERS benefits should be adjusted where legally allowable and investments should be maximized to ensure a sustainable and adequate pension system.**	The PERS unfunded liability stands at $22 billion and employer rates are anticipated to approach 30 percent of payroll in the coming biennium. Rates are expected to remain at that level for the next twenty years. This is not sustainable. This priority is to seek any equitable changes to benefits that will reduce employer rates while not pursuing options that are legally tenuous or counterproductive. Additionally, changes are to be sought to the investment portfolio that will maximize returns through improved risk management and efficiencies.

General Government (Continued)

Legislation	Background
O. <u>Continue Marijuana Legalization Implementation</u> **Allow for civil enforcement of marijuana laws.** **Ensure equitable distribution of marijuana shared revenues.** **Eliminate limitations on shared revenue use.**	One of the promises made by marijuana legalization advocates is that illicit sales and production of marijuana would shift into a legalized and regulated market. This has occurred to a large extent but many producers and retailers continue to seek the financial benefits or participation in the marijuana industry while avoiding the inconvenience of its regulatory framework. This priority seeks legislation that gives the Oregon Liquor Control Commission (OLCC) the same civil and administrative authority to prevent unlicensed sales and production of marijuana as it has in regards to liquor. Beginning in 2017, state shared revenue from marijuana will be distributed to cities based in the number of OLCC licensed commercial marijuana entities exist in their jurisdiction. This priority is to alter that arrangement so that is it distributed on a per capita basis to ensure equitable distribution among cities that are incurring costs. Measure 91 required that money distributed by the state to cities be used exclusively for costs associated with marijuana legalization. Tracking a dollar though a city's general fund and determining if a service was related to marijuana is inefficient if not impossible, and is not imposed for the receipt of liquor revenue. This priority is to advocate for legislation that removes this burden.
P. <u>Protect Mental Health Investments Made in 2015</u> **Oregon made significant and strategic investments in protecting and caring for the mentally ill in 2015 that should be maintained.**	The Legislature increased access to mental health care and expanded existing, proven programs designed to de-escalate police contacts with the mentally ill. Those programs could be vulnerable in a difficult budget environment made challenging by increased PERS rates. This priority is defensive in nature and seeks to preserve investments that are improving the lives of mentally ill Oregonians.
Q. <u>Remove Qualification Based Selection Mandate</u> **Cities should be allowed to consider cost when making initial contract award decisions when hiring architects and engineers.**	Cities are currently required to use a procurement method that prevents the consideration of cost when contracting with architects and engineers for public improvements. Instead, cities must base their initial selection for these services based solely on qualifications and can only negotiate the price after an initial selection is made. This mandate is not a cost effective means for procuring services and is poor stewardship of the public's dollars. This priority is to seek the removal of this mandate.

General Government

Legislation	Background
M. <u>Restore Recreational Immunity</u> **Cities should enjoy protection from unreasonable litigation when offering recreational opportunities to the public.**	ORS 105.682 grants that a land owner is not liable for any personal injury, death or property damage that arises out of the use of their land for recreational purposes as long as no fee is charged in order to access that property. This statute allows cities to operate parks and trails without fear of lawsuit. However, in the recently decided Oregon Supreme Court case, *Johnson v Gibson,* It was held that even though the landowner may be immune from liability, their employees are not. As a result, two employees of the City of Portland were found liable for injuries sustained by a jogger in a park, employees who are indemnified by their employer. The practical effect of this ruling is that the immunity previously enjoyed by cities that allowed for robust park development have been eroded to the point of being non-existent. This priority directs LOC staff to seek to amend the ORS 105.682 to restore that immunity.
N. <u>Increase Local Liquor Fees</u> **Cities play an important role in the review and investigation of liquor license applicants and should be able to recoup costs associated with that role.**	ORS 471.166 allows cities to adopt fees that are "reasonable and necessary to pay expenses" associated the review and investigation of liquor license applicants. However, the same statute limits the amounts of those fees to between $25 and $100 depending on the license or approval being sought by the applicant. This priority is to pursue changes to this statue that allow cities to recoup the actual costs associated with performing their role in the liquor licensing process and allowing for periodic increases.

Finance and Tax (Continued)

Legislation	Background
K. <u>Nonprofit Property Tax Exemption</u> **Clarify and reform the statutory property tax exemption provided to nonprofit entities to address cost-benefit concerns for the continued full exemption in light of cost of city services provided to nonprofits and the changing services and business models of some nonprofit entity types.**	Nonprofit organizations that are charitable, literary, benevolent or scientific are provided a property tax exemption that will cost more than $194 million in the 2015-17 biennium. In addition, exemptions for the property of nonprofit religious organizations costs more than $113 million for the biennium. For many cities, much of the city is exempt from property taxes due to the public property exemption and these nonprofit exemptions. This includes hospitals, nursing homes, etc. The Legislature has formed a work group to look at the nonprofit property tax exemption issue as the nature and number of nonprofits is changing and the administration of the exemption has become complex for county tax assessors. Nonprofit entities require significant services, including transportation, water, sewer, police, fire, etc. Thus, the legislature is looking at property taxes more as a service tax and considering how the full exemption could be adjusted to have nonprofits pay for their fair share of costs of services or otherwise meet a benefit test for continuing an exemption.
L. <u>Marijuana and Vaping Taxes</u> **Defend against restrictions and preemptions regarding local marijuana and vaping taxes and advocate for appropriate state shared revenue levels and distribution formulas for state marijuana taxes and potential vaping taxes.**	There are no revenue use restrictions on local marijuana taxes, but the local marijuana tax rate is capped at 3 percent. There are no restrictions on local governments imposing a vaping tax. The state has not imposed a tax on vaping products to date but is considering a tax. Often when the state imposes a tax (for example, cigarette or liquor), the state preempts local governments from also imposing a tax. 10 percent of state marijuana taxes will be distributed to cities after state administrative costs. Distributions will be made per capita for revenues received prior to July 1, 2017. After July 1, they will be distributed based on the number of the various marijuana licenses issued in a city. Cities that prohibit establishments for recreational marijuana producers, processors, wholesalers or retailers will receive no state shared revenue. Likewise, cities that prohibit a medical marijuana grow site or facility will receive no state shared revenue.

Finance and Tax (Continued)

Legislation	Background
J. <u>Local Lodging Tax</u> **A lodging tax bill, the outcome of which, would:** **a) Provide jurisdictions greater flexibility to spend local lodging tax revenue to plan for and provide services and infrastructure related to tourism;** **b) Reduce or eliminate the required reimbursement charge that a lodging tax collector is allowed to retain for filing a local lodging tax return; and** **c) Improve efficiency and collection of local lodging taxes in cooperation with the state.**	State law restricts how local lodging tax revenues may be expended. Post 2003, any new taxes or any tax increase requires a 70 percent revenue dedication to tourism promotion or tourism-related facilities. In addition, state statute provides that cities may not lower the actual percentage of lodging tax revenues that were dedicated to tourism prior to 2003. This means that cities have varied percentages of restricted local lodging taxes revenues. These numbers are arbitrary as they were set based on circumstances in 2003 that have often greatly changed. In addition, the legislative history shows that the legislature intended to provide some revenue flexibility and provide that certain infrastructure (roads, sewer lines, etc.) would qualify as tourism-related but the statutes need revision and clarification. State law requires local governments to provide a 5 percent collector reimbursement charge if they impose a new lodging tax or tax increase after January 1, 2001. This is a deduction from the taxes that would otherwise be due. The state also provides a 5 percent collector reimbursement charge for state lodging taxes. In addition, local governments that had a reimbursement charge, must continue it. Thus, cities have very different reimbursement requirements—some are at zero, others are at 5 percent, and some are in between. When coupled with the state deduction, the deduction seems too generous. The Oregon Department of Revenue now collects state lodging taxes throughout the state and could collect and enforce local lodging taxes at the same time if given statutory authority. Local governments could then enter into voluntary agreements with the state to delegate the collection. This option could make collection much more efficient and cost-effective for some local governments. In addition, cities continue to struggle with collections and auditing, particularly from online companies and private home rentals (through Airbnb, etc.) and this area of the law could be improved.

Finance and Tax

Legislation	Background
H. <u>Property Tax Reform – Market Value / Local Control</u> **A legislative constitutional referral to reform the property tax system:** **a) to achieve equity, transitions to a market based property tax valuation system; and** **b) to restore choice, allows local voters to adopt tax levies and establish tax rates outside of current constitutional limits in their taxing jurisdictions.**	Property taxes are regulated largely by Measure 5 (1990) and Measure 50 (1997), as provided in the Oregon Constitution. Measure 50 established a new method for assessing property, discounting the assessment at 10 percent of the real market value and calling this assessed value. Assessed value is capped at an annual growth limit of 3 percent. As a state total, due to the limits and market changes, the gap between real market value and assessed value has now grown to nearly 25 percent over the past 20 years. This gap varies widely on a property by property basis, creating considerable property tax inequities for properties that sell for similar prices in a city. In short, Oregon property taxes have become disassociated from real market value and the result is considerable inequity. For FY 2014-15, 60 percent of cities, 97 percent of counties, and 89 percent of school districts had some compression. This means that the Measure 5 caps of $5 per $1000 for education and $10 per $1000 for general government on real market value have been exceeded in most taxing jurisdictions. The caps are over 25 years old and were set low as voters were anticipating a sales tax to be coupled with it. Voters can no longer vote for the services they desire due to these caps. With looming PERS costs increases, paying for services with the present restrictions will become very difficult in some cities.
I. <u>Property Tax Reform – Fairness and Equity</u> **A bill that pursues statutory modifications to the existing property tax system that enhances the fairness and adequacy of the current system.**	There are some adjustments to the property tax process and calculations that can be done statutorily. These include altering the changed property ratio statute and the statutory discount given to property owners who pay their taxes by November 15th. New property is added to the tax rolls using a county-wide ratio (assessed value to real market value) for determining the discount to apply to the real market value and that could be changed statutorily to a city-wide ratio in taxing districts who elect the change.

Energy (Continued)

Legislation	Background
G. <u>Require Updates to Oregon Energy Code</u> **Require the Oregon Building Codes Division (BCD) to engage in more frequent review of the state's energy code to reduce greenhouse gas reductions and ensure that Oregonians can more affordably and efficiently heat their homes and businesses.**	Oregon's statewide energy code for commercial and residential buildings is an important tool for achieving greenhouse gas reductions through decreased energy consumption while helping to ensure that Oregonians are able to more efficiently and affordably heat their homes and businesses. Federal law requires each state to certify that their state energy code is equivalent to federal model energy codes. While Oregon was once a leader in energy code adoption and implementation, the state is now in a position of falling behind the federal code. This is due, in large part, to a decision made by the Oregon Building Codes Division in 2013 which changed the code cycle from a three-year update to a six-year update. Major code changes, including adoption of national codes, will now occur every six years with minor changes occurring every three years. This change will impact Oregon's ability to keep pace with federal standards and new technologies in energy efficiency. The League will work to support efforts to align new construction building codes with the state's climate goal timelines. In addition, the League will support efforts to establish a periodic review schedule to ensure that Oregon more frequently updates the state energy code in order to reflect federal code requirements. Also, the League will encourage the state to set specific targets for increased energy efficiency in residential and commercial building construction with specific goals for increasing energy efficiency standards for affordable housing projects and increasing use of net-zero and passive house building requirements. Finally, the League will work to require BCD to make regular reports back to the legislature to update on energy code implementation and goals.

Energy

Legislation	Background
E. <u>Changes to 1.5 Percent Green Energy Technology Requirement</u> **Advance legislation to statutorily modify the existing "1.5 percent green energy technology for public buildings" requirement to allow for alternative investment options such as offsite solar or community solar projects.**	Oregon statute currently requires public contracting agencies to invest 1.5% of the total contract price for new construction or major renovation of certain public buildings on solar or geothermal technology. The requirement allows for offsite technology, but only if the energy is directly transmitted back to the public building site and is more cost-effective than onsite installation. Removing the requirement that an offsite project be directly connected to the public building project could result in increased flexibility for local governments to invest in solar projects that are more cost-effective and provide for increased solar energy generation. In addition, the League will work to allow 1.5 percent funds to be invested in alternative projects that provide a greater economic or social return on investment. As an example, a city could use the funds on a community solar project to benefit low-income residents rather than being required to invest in solar generation at the site of the public building project.
F. <u>Funding for Public Energy Projects</u> **Support enhanced incentives for public energy projects including grants for technical assistance, feasibility studies and resource recovery projects for energy and fuel generation.**	There are programs that exist in Oregon for the purpose of incentivizing energy projects including renewable energy generation, alternative fuel vehicles, and energy efficiency. Programs such as the Business Energy Tax Credit (BETC), which was discontinued in 2014, and the State Energy Loan Program have been important tools for incentivizing energy projects for local governments. However, as a result of scrutiny over the administration of these incentives including private loan defaults, these programs are either no longer available, such is the case with the BETC program, or are at risk of being discontinued. It is critical for municipalities to have ongoing access to incentive opportunities as energy projects can be difficult to pencil-out and even more difficult for smaller communities to finance. The state of Oregon should take into consideration that loans for public energy projects, including cities, are lower-risk and should not be penalized in light of recent scrutiny. In addition, investments in these projects often result in environmental, social and economic benefits including long-term savings for taxpayers and reductions in greenhouse gas emissions. The League will work to enhance funding, including grants for technical assistance and feasibility studies for communities that currently do not have access to resources. The League will also advocate for incentives for energy and fuel generation projects. Examples of projects that warrant funding incentives include methane capture for fuel or energy generation, investments in community solar projects, renewable energy generation, and energy efficiency improvements.

Community Development

Legislation	Background
A. <u>Needed Housing Assistance Program</u> **Create state grants and technical assistance to cities working to develop housing development programs directed at new or innovative mans of providing housing solutions for low-income or senior populations.**	Cities are looking for new ways to serve the needs of a variety of people needing housing options and putting more resources toward housing projects. However, there is a need for state resources and assistance in implementing these programs. Funds that cities could access could be used to assist in land purchases for leasing for long-term low income housing, incentives for creating single story housing for seniors, tiny housing development, and planned developments that serve a range of incomes. Technical assistance to other cities should help a city determine what programs or planning options are available tools to help cities reach the goals set in the comprehensive plan.
B. <u>Natural Hazard Land Use Reform</u> **Create process for communities to move the UGB from an identified hazard area to resource lands and planning for replacing significant urban areas lost after a natural disaster.**	As science has better located some hazards areas and as regulations impact the expected development of other areas, cities need to find ways to respond more efficiently to address long-term planning for development. This requires a simplification of the process for changing the location of development, including adding new areas to the UGB, to account for lost development capacity. There also needs to be a streamlined process for a city to identify areas of new development should a disaster remove a large portion of the buildable land supply if a disaster should strike.
C. <u>DOGAMI Disaster Mapping</u> **Increase funding for DOGAMI to complete comprehensive disaster mapping of cities, including landslide and floodplain risk identification, and natural hazard related evacuation planning for additional potential risks such as tsunami or wildfire inundation.**	The Oregon Department of Geology and Mineral Industries (DOGAMI) provides a number of technical resources to cities to identify hazards that could impact development. The department is also an integral partner in creating plans for the emergency response for many disasters that could occur in the state. Increasing funds for comprehensive maps will help with long-term planning for hazard mitigation, resilience, and survival.
D. <u>Floodplain Technical Assistance</u> **Provide DLCD funding for technical assistance to cities implementing required changes to floodplain development management practices from FEMA.**	Because of the recent release of the Biological Opinion from the National Oceanic and Atmospheric Administration Fisheries Service related to the National Flood Insurance Program's potential to impact endangered species, there is a need for cities to receive significant assistance in implementing any changes required by the Federal Emergency Management Agency. As the federal process moves forward, the state must provide resources to help cities update comprehensive plans and development codes. This issue will have a number of impacts and assistance in the form of model codes, staff resources, grants, and other expertise will be necessary for cities trying to implement any changes or additional work.