

From: [MOREHOUSE Donald](#)
To: [Nicole Mardell](#)
Cc: [BARRETT Mark S](#); [AMITON David](#); [SMITH Aaron K](#); [SCHOLTES James M](#)
Subject: RE: Request for Agency Comments (CP 20-03, ZC 20-02)
Date: Thursday, July 2, 2020 1:02:54 PM
Attachments: [SistersWoodlandsResponseMOREHOUSE.docx.pdf](#)

Hi Nicole,

I have attached our response to CP 20-03, ZC 20-02 (Sisters Woodlands Rezone/Re-designation) to this email. Let me know if you have any further questions and have a great 4th of July Weekend!

Don Morehouse
Senior Transportation Planner
ODOT Region 4
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***I will be working from home for the week of June 29-July 3:*

- *Monday - Thursday (7:30AM-5:00PM)*
- *Friday - (7:30AM-11:30AM)*



Oregon

Kate Brown, Governor

Oregon Department of Transportation
Region 4 Headquarters
63055 N. Highway 97
Bend, OR 97703
(541) 388-6180
FAX (541) 388-6231

DATE: 7/2/20

NICOLE MARDELL, PRINCIPAL PLANNER
CITY OF SISTERS COMMUNITY DEVELOPMENT
520 EAST CASCADE
PO BOX 39
SISTERS, OR 97759

Project Name: Sisters Woodlands Rezone/Re-designation	Applicant: PX2 Investments, LLC
Jurisdiction: City of Sisters	Jurisdiction Case #: CP 20-03, ZC 20-02
Site Address: 201 N. Pine Street.	Legal Description: 151005D000 Tax Lot(s): 200
State Highway: US 20	Milepost: Roughly 100.1

ODOT Response

Thank you for sending agency notice of a request for approval of a Comprehensive Plan/Map Amendment and Zone Change to alter the designation of a 35.8 acre property from Urban Area Reserve (UAR), Open Space (OS), and Public Facilities (PF) to Multi-Family Residential (MFR), Downtown Commercial (DC), North Sisters Business Park (NSBP), and Open Space (OS). ODOT has the following comments pertaining to the Sisters Woodlands Transportation Impact Study (TIS) dated May 22, 2020:

- Trip Generation – The TIS uses existing trips from the model run in 2010 (to support the TSP). The TIS should compare the existing ITE Trip rates, based on existing land use potential, draw a comparison to that versus what was pulled from the model. This could impact the remaining analysis, but it's likely the ITE trip for existing is higher than what was in the model so it may just be a check-point for proceeding as is.
- Trip Generation – A trip cap (+10% of TIS Trip Generation?) may be appropriate to verify impacts are mitigated based on this site plan and future site plan that actually gets developed.
- Mitigation – It should be noted that a TIS will be needed when the actual site develops and additional mitigations may be necessary. Also, how does the development proposed to mitigate the impacts at US 20/Pine Street?

You may contact me at 541-388-6046 if you have any further questions or require additional information on our response to this proposal.

Thank you,

Don Morehouse

Don Morehouse

Senior Transportation Planner, Development Review

Please send any further project related correspondence to:

ODOT Region 4 Planning
Development Review
63055 N. Highway 97, Bldg M
Bend, OR 97703

Donald.Morehouse@odot.state.or.us

Development Review Planner: Don Morehouse	541.388.6046
Region 4 Traffic Manager: Mark Barrett	541.388.6120
District Contact: Aaron Smith	541.388.6054