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City of Redmond Downtown Action Plan

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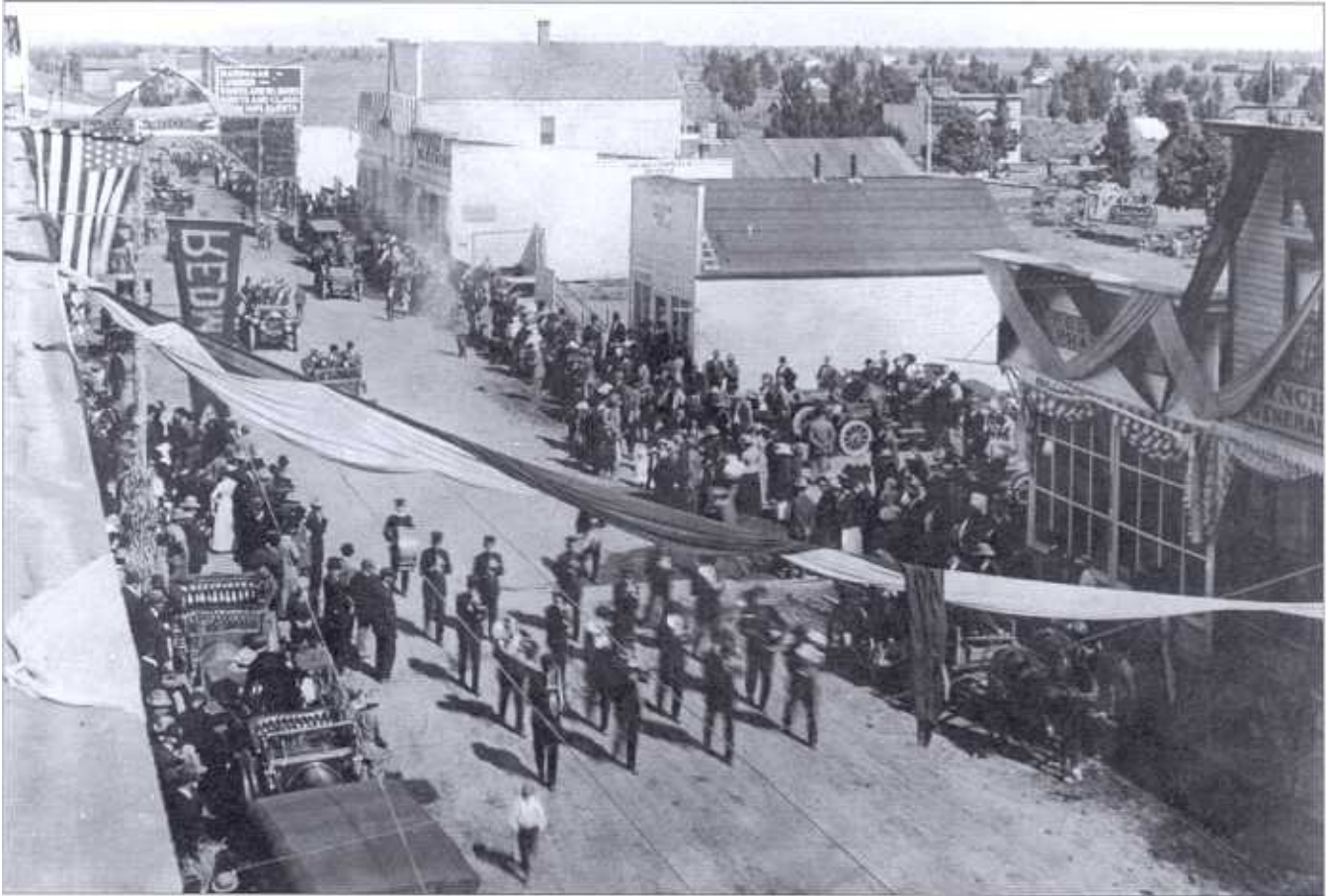
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6th Street in Redmond

Railroad Day Celebration 1911

City of Redmond Downtown Action Plan

August 2000

City of Redmond Downtown Action Plan

August 2000

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Railroad Day Celebration on 6th Street, 191

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Introduction



Historic Hotel Redmond, circa 1908

In 1905, the Redmond Townsite Company platted the city. In 1906, the canal was completed and became operational. At that time, the Townsite Company set up a tent at the corner of Sixth and Evergreen to sell lots. By 1910, when Redmond was incorporated, the population was 216.

In 1911, electric lights were installed in the business district, and the Oregon Trunk Railroad established a rail line through Redmond. The opening of the railroad allowed area farmers and merchants to access ports along the Columbia River.

The population of Redmond continued to grow after the opening of the railroad, reaching 585 residents by 1920. By that time, the downtown Western False Front buildings were being replaced by more permanent brick structures. By 1930, the city's population reached nearly 1,000 people. In 1940, after a small population boom that occurred in 1938, nearly 1,900 people resided in Redmond. This population increase coincided with the popularity of the Art Deco and Streamline Moderne architectural styles, which accounts for the high concentration of this building style in Redmond.

In 1927, a major fire occurred in the downtown area that destroyed two and a half blocks and 12 businesses. Rebuilding started immediately after the fire, and by 1940 the downtown area looked similar to its appearance today. Since that time, only limited new construction has occurred in the center of the city. Most new commercial buildings constructed after 1946 have been located north and south of the downtown area along U.S. Highway 97.



Sixth Street, 1959

The downtown area developed along a stretch of 6th Street roughly between Black Butte Boulevard on the north, and Highland Avenue on the south. Over the years, commercial activity spread out in all directions from this "core". Fifth Street has developed with commercial activities that currently cater to automobile travel. Sixth Street, beyond the historic core, has developed in a similar manner as 5th Street. Development on 6th Street is oriented primarily to pedestrians, with buildings built to the street edge, and parking either on street or accommodated in larger parking lots.

Downtown Redmond is no longer at the population center of the urban area. Residential growth has occurred primarily to the west, north, and southwest of downtown, and commercial growth has occurred primarily along U.S. 97 to the north and south of the downtown area. The downtown, however, remains the center for important functions of the City. Located in the downtown area are City Hall, Municipal Court, the Police Station, the Library, professional offices, education facilities, and tourist accommodations. It is also a financial center for the region, and it functions as the cultural center of the urban area with art galleries, antique shops, cafes and boutiques.

¹ Excerpts from "Redmond History", Historical and Cultural Resource Program, Deschutes County Community Development Department website (found at newberry.deschutes.org/cdd/historical)



Aerial Photo - Redmond

Over the years, downtown Redmond has adjusted to various economic situations. The city has seen several boom and bust cycles, and now is in a state of rapid growth as Central Oregon changes from a rural, agriculture, natural resource economy to a more broadly based economy based around life style choices, recreation, tourism, services, and secondary manufacturing.

US Highway 97 cuts through the heart of downtown and it's impact has been substantial. Up until the 1970's, the highway brought motorists into the community in numbers that were beneficial to merchants and did not overwhelm the downtown area. However, as more people were drawn to Central Oregon, and as U.S. 97 became more heavily used by truckers, the number of vehicles passing through Redmond increased to the point of causing severe congestion. Since 1983, the City and the Oregon Department of Transportation have been seeking a reasonable solution to the traffic problem in the downtown core.

Like many other cities, Redmond's downtown has lost vitality over the years under the onslaught of increased traffic and the development of auto oriented commercial enterprises north and south of the core area. Southbound traffic on U.S. 97 degrades the pedestrian friendliness of the 6th Street commercial area. Many citizens have commented negatively about noise, fumes, trucks, and the difficulty in parking along 6th Street.

The City is undertaking a two-pronged effort to substantially improve the downtown area. First, the City is working with the Oregon Department of Transportation to develop an alternative through route for Highway 97 that bypasses the downtown area. The alignment for this alternate through route is considered to be in the vicinity of Canal Street, to the east of downtown. Alternate route studies are being carried out separate from this study. Second, the City commissioned the Walker • Macy lead consulting team to prepare an action plan for improving the downtown area. This report highlights work accomplished and recommends actions designed to provide early public improvements, and to set the stage for later public and private activities.

In August 1995, the Redmond City Council established an urban renewal district which includes the downtown area, the 5th and 6th Street corridor north of downtown, some industrial lands, and the former Deschutes County Fairgrounds site south of Highland Avenue (see Figure 1). By establishing an urban renewal district, the City is allowed to make use of "tax increment financing" as a mechanism for paying debt service on public improvements.

Tax increment financing is a technique for temporarily allocating more public money to a specific district for an identified period of time (generally 20 years). After the time period passes, property taxes flow back to the general fund. The theory is that early public investments will lead to later substantial private investment - - which will generate increased property tax receipts.

The City Council has determined that the best uses for the tax increment generated within the urban renewal district include the following capitol improvements:

- Fund an alternative through route to reduce the number of trucks passing through the downtown area.
- Develop the Obsidian/Sisters Road connector
- Improve public parking
- Improve traffic signalization
- Improve intersections
- Construct a public plaza
- Improve bicycle circulation
- Improve street lighting
- Repair/improve streets
- Underground utilities

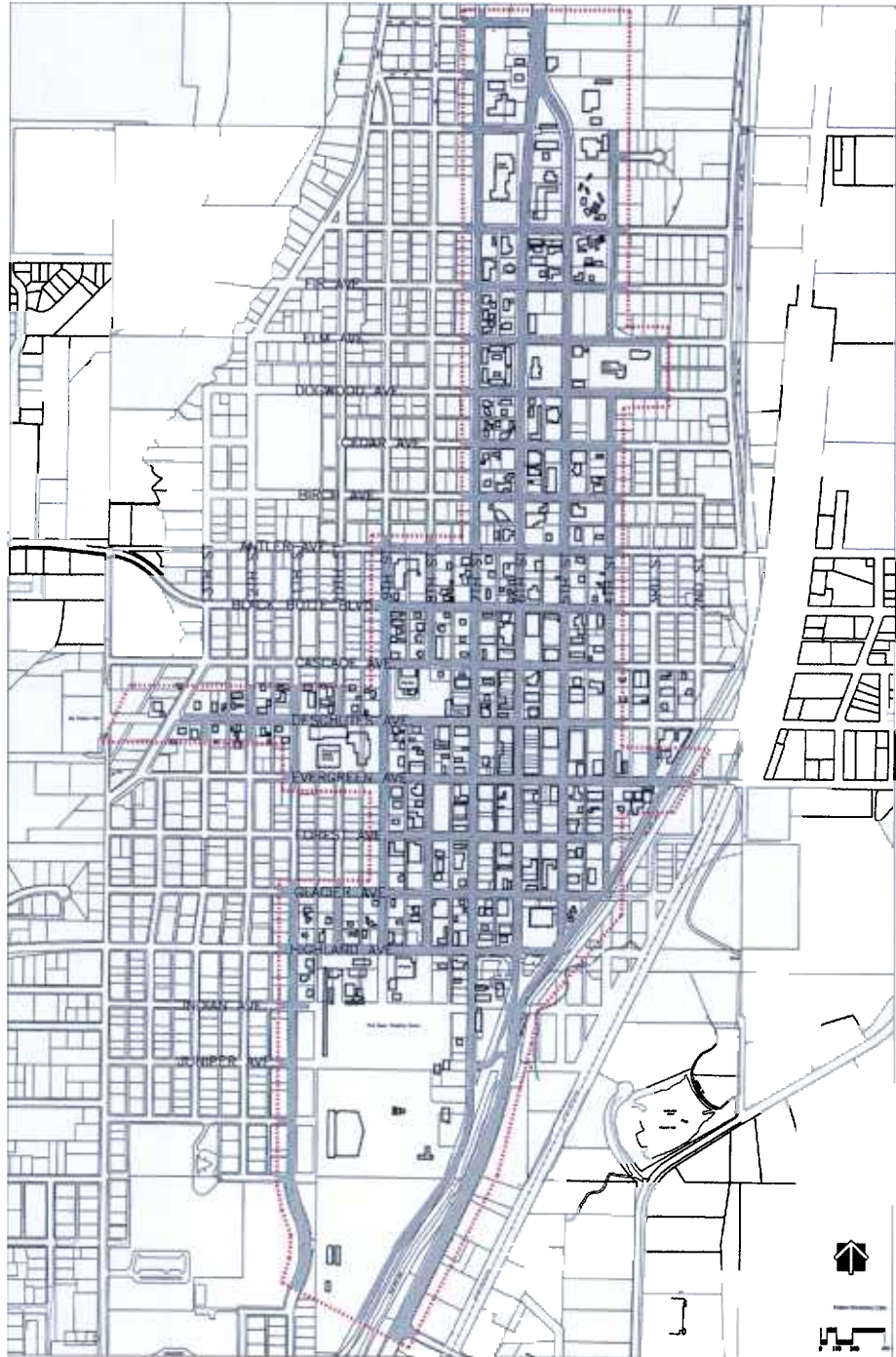


Figure 1 - Study Area



Summary and Recommended Actions

A. Proposed Improvements

The downtown action plan proposes to:

- Strengthen the 6th Street commercial core;
- Encourage pedestrian oriented commercial and office development to the west of 6th Street;
- Improve the alley between 6th and 7th from Deschutes to Evergreen.
- Provide pleasant street linkages to the Fred Meyer complex, Dry Canyon Park, and along U.S. 97;
- Provide a consistent sidewalk system in the downtown core.
- Create a public plaza for civic gatherings and celebrations.
- Provide adequate, well identified customer and visitor parking.

Figure 2, illustrates improvement projects proposed for the downtown area. Projects 'A' through 'F' are recommended improvements to public streets and include sidewalks, street trees, additional street lighting, corner curb extensions, and repair of existing improvements.

Potential Improvements
Redmond Downtown Action Plan



Figure 2 - Location of Potential Improvements

SUMMARY AND RECOMMENDED ACTIONS

Potential Improvements

Redmond Downtown Action Plan

	5th and 6th Streets - Black Butte to North End of Couplet - Concrete Sidewalks, Street Trees and Highway Lighting	\$1,800,000
	5th & 6th Streets - Black Butte to Highland - Install Curb Extensions, Repair Paver Walks, Install Historic Lights, Street Trees and Furnishings	\$2,500,000
	Widen East / West Sidewalks - Install Unit Pavers, Historic Lights, Street Trees, and Furnishings	\$2,100,000
D	North Side of Highland - Install Curb Extensions, Historic Lights, Street Trees, Repair Sidewalk	\$200,000
E	9th Street - Install Street Trees, and Historic Lights	\$1,200,000
F	Deschutes Avenue - Install Sidewalks, Street Trees, and Repair Curbs	\$400,000
G	Alleys - Cascade to Forest - Underground Utilities, New Paving, Furnishings, and Lighting	\$900,000
H	Off Street Parking - Purchase property and Construct Parking Lot	\$300,000
I	Off Street Parking - Purchase Property and Construct Parking Lot	\$250,000
J	Existing Parking Lot - Purchase Property and Add Landscaping	\$120,000
K	Existing Parking Lot - Purchase Property and Add Lighting	\$150,000
L	Existing Parking Lot - Purchase Property and Add Lighting	\$200,000
M	Existing City Parking Lot - Add Landscaping, Restripe	\$200,000
N	Construct Public Plaza - Paved Areas, Trees, Small Fountain, Seating, Lighting and Furnishings	\$800,000
O	Library Entrance - Paved Areas, Seating, Flag Poles, Trees, Landscaped Areas	\$100,000
P	8th Street Right of Way - Paver Walkway, Landscaping and Trees	\$70,000
	Total	\$11,300,000

Note: Estimated costs have been rounded.

Figure 3 - Estimated Cost of Potential Improvements



Conceptual Streetscape Improvements at 6th and Evergreen

Project 'C' includes widening of existing seven-foot wide sidewalks to 10 feet.

Project 'G' will improve the alley to the west of 6th Street between Cascade and Forest. Included with this work is the potential under-grounding of power and telephone.

Projects 'H' through 'M' are improvements to the off-street parking supply that serves the 6th, 7th, and 8th Street areas. Improvements range from purchase or lease of existing lots to purchase of land and construction of new lots. Upgrading of signage, landscape enhancement, and improvement of parking lot lighting is also included within the scope of these parking projects.



Conceptual Alley Improvements

SUMMARY AND RECOMMENDED ACTIONS

Project 'N' involves purchase of land and expansion of the existing Chamber of Commerce Park into a public plaza. As this is the location proposed for major civic gatherings, consideration needs to be given to quality of construction, level of maintenance provided, and most importantly - programming of the space to ensure frequent use.

Project 'O' will improve the entrance to the library and represents the first opportunity under this Action Plan to establish a high standard for civic improvements. This project will be jointly funded by the City of Redmond and the Deschutes County Library.



Public Plaza During Special Event with Street Closure at 7th and Deschutes

Figure 3 shows the preliminary cost estimates prepared for each of these improvements. As designs for these improvements are only at a "planning" or "conceptual" level, a significant contingency has been included to cover unknown circumstances. An allowance has also been included to cover normal design, survey and legal fees.

These estimates are provided only to give decision-makers a "sense of magnitude" for each improvement. These estimates are based on estimated year 2000 construction costs in the Central Oregon area. For work undertaken in future years, an inflationary increase will need to be added. Before making a final decision to proceed with an improvement, it would be prudent to retain professional design and engineering assistance to develop these concepts to a higher level, evaluate actual site and utility conditions, and then prepare more detailed cost estimates. Detailed cost estimates for improvement projects "A" through "N" can be found in the appendix.

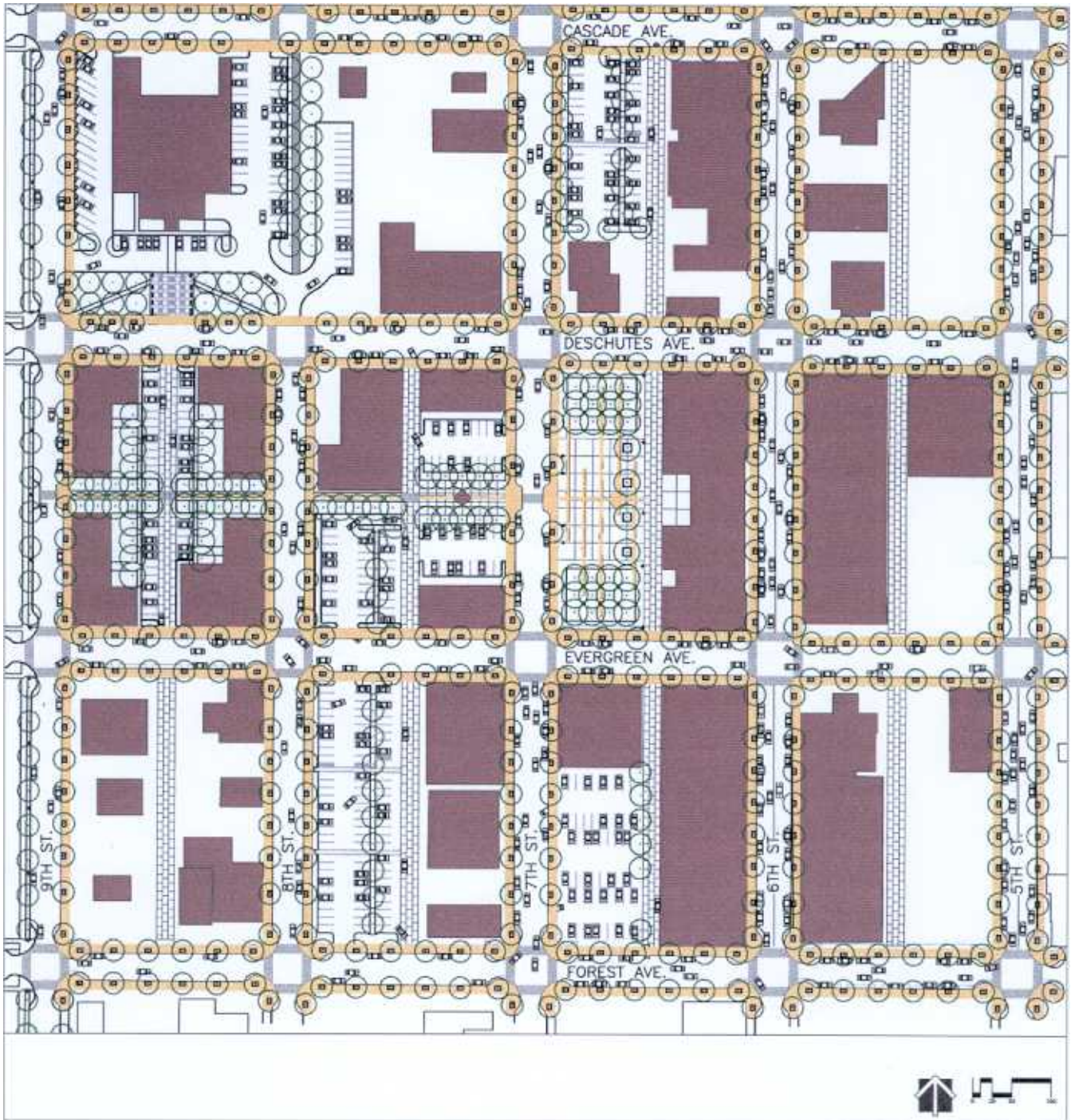


Figure 4 - Core Area Plan

B. Core Area Plan

Figure 4 illustrates the improvement plan for the core area. Illustrated are such features as: Enhanced pedestrian crossings at street intersections, widened east-west sidewalks (5th to 8th), installation of historic lighting, addition of street trees, additional off-street parking, and improvement of alleys. Also illustrated is the proposed concept for that portion of the library park that fronts on Deschutes Avenue.

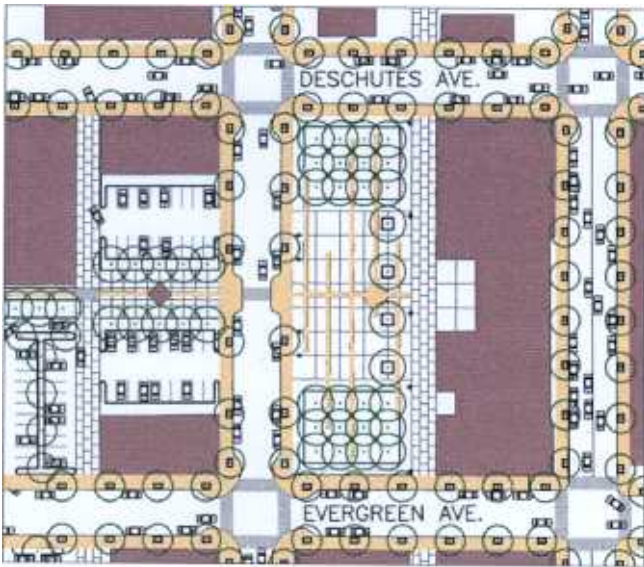


Figure 5 - Detail of proposed plaza with grove of trees

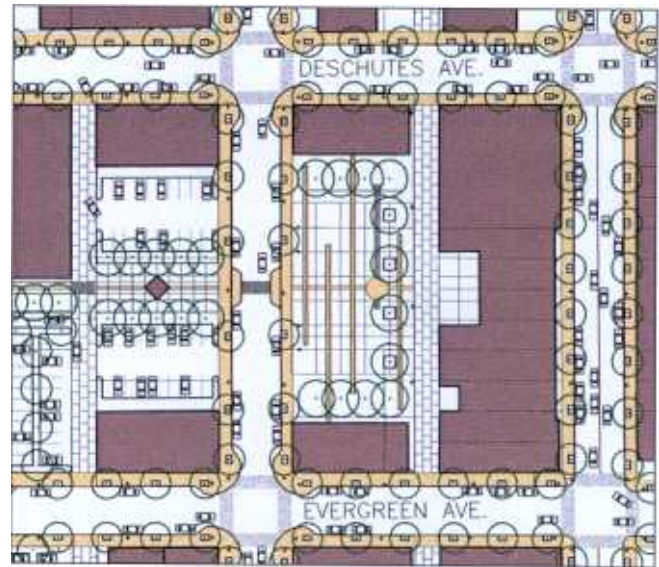


Figure 6 - Detail of proposed plaza with flanking buildings



Evergreen Elementary School

Two concepts for the public plaza are illustrated (see Figures 5 and 6). The first illustrates the plaza with the Chamber of Commerce Building removed, and a grove of trees planted on either side of the plaza. As a variation on this concept, the Chamber Building could be preserved with tree planting adjusted to accommodate the building. The plaza would include benches, special paving, a fountain, flag poles, trash containers and planting areas.

The second concept includes constructing buildings adjacent to Deschutes and Evergreen Avenues to "frame" the central plaza area. These buildings could include civic functions and/or retail functions. With this concept, the Chamber Building would have to be removed to provide sufficient open space to develop a well-proportioned plaza.

Both concepts call for the development of a mid-block pedestrian axis between 7th and 8th that could, in the future, be extended to 9th Street. The axis also acts as a visual connection from the plaza fountain to Evergreen Elementary School, one of the more prominent brick structures in Redmond. This mid-block area can be designed for parking during the week and can be used for expanded events on weekends. During major events, 7th Street could be temporarily closed to traffic from Deschutes to Evergreen to increase the amount of space available for public gatherings.

Public Art Plan

The master plan recommends the inclusion of public art in the design of its many component parts. The City of Redmond should consider implementing a "percent for art" program. This program makes funds available for art in the public realm as part of capital projects in the city.

SUMMARY AND RECOMMENDED ACTIONS



The Chamber of Commerce greenspace is the proposed location for the plaza.

The administering body of these funds should pursue art that suits the scale of spaces that are being developed. Small sculptures, inscriptions, light displays, wall reliefs and murals may be appropriate to path and sidewalk projects, while larger pieces and actions will be appropriate in areas like the proposed public plaza, or Dry Canyon Park.

Another key to a successful public art program is fully integrating artists in the design process of each of the many projects proposed by the master plan. Many people consider art to be only the production of art "objects," and would consider "percent for art" money as a budget for acquiring "pieces" for display in the public realm. This approach is only part of a truly successful public arts program. Medium-sized and large capital projects should include an artist as part of the design team in the very early stages of design. This integration of art with design can result in a thoroughly resolved art concept that reinforces the project design, instead of an object simply added after the fact.

Potential locations for public art include:

- In and around the public plaza.
- In and around the public library.
- In and around the Becky Johnson Center.
- In and around City Hall.
- In and around the Police Building.
- At the Chamber of Commerce Building.
- Along 5th and 6th Streets.
- In and around Dry Canyon Park.
- At the Airport.
- As part of new and existing sidewalks.
- In and around the canal.

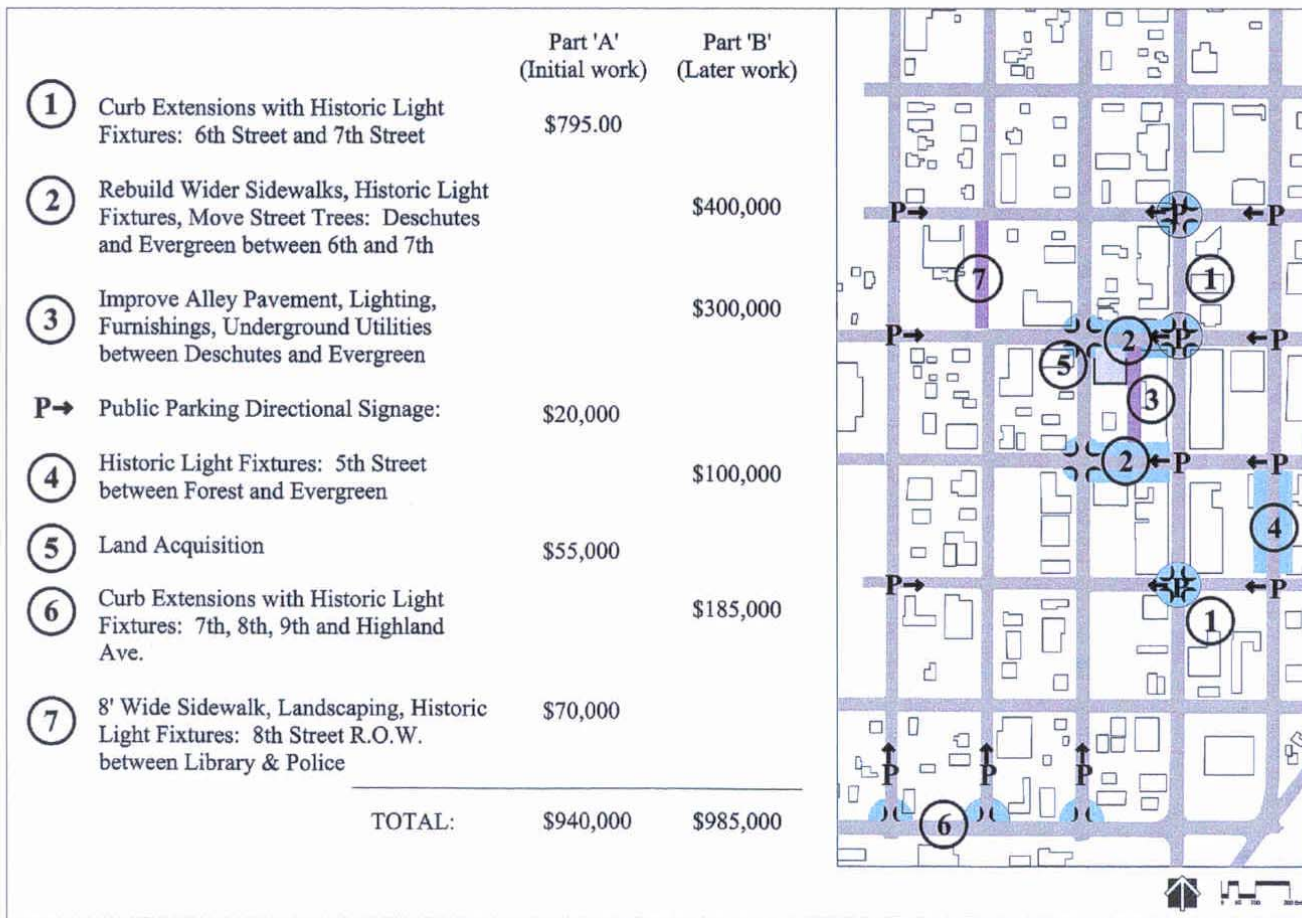


Figure 7 - Composite Improvement Plan, Phase I

C. Improvement Phasing

Recognizing that downtown improvements must be phased over time, the 16 improvement projects identified previously were evaluated in terms of priority. The goal of this effort was to identify the most appropriate combination of improvements that would:

1. Stay within an initial construction budget of between \$500,000 and \$1,000,000.
2. Provide early, highly visible improvements.
3. Be compatible with later improvement phases.

During discussions with Redmond citizens at the third open house and with the Downtown Urban Renewal District Board, a combination of improvements called "Composite Improvements - I" surfaced as the Phase One project of choice. This combination of improvements was further refined during additional discussions with City staff. Since the total cost of this work is estimated to be approximately \$1,925,000, it is clear that the work must be divided into two parts to stay with the initial construction budget. Only Part "A" can be funded at this time.

The recommended Phase One construction package - - divided into Parts "A" and "B" - - is illustrated in Figure 7. The detailed construction cost estimate for "Composite Improvements -I" can be found in the Appendix.



Redmond Today



Sixth Street, 1999

A. Existing Conditions

The downtown area remains the center of the community, with a viable retail presence, government offices, financial services center, offices, tourist accommodations, and some housing. Throughout the 90s, the City upgraded the sidewalks in the downtown area and added street trees. Some of these trees are now causing sidewalk heaving, and the City is working out changes that will reduce sidewalk damage.

The general character and scale of the downtown building street facades is wonderful. The condition of individual buildings ranges from poor to excellent. The buildings in the best condition are typically clad with more durable materials such as blonde or red brick, quarried tuff stone or basalt, stucco, cast stone and tile. These buildings consequently possess the most architectural character and project a sense of permanence. Due to maintenance and durability problems, buildings clad with wood products are generally in poorer condition and lack architectural presence. The alley sides of most buildings are service oriented and do not cater to pedestrians. There is a great opportunity to strengthen the architectural character of downtown by remodeling or residing street and alley facades that are in need of care.



Sixth Street sidewalk

A substantial amount of private construction has been recently completed in the area, a sure sign that the private sector sees a positive future for downtown Redmond. Major commercial and public improvements recently completed or underway in the downtown area include:

- Becky Johnson Community Center
- Redmond Library site work
- Opportunity Foundation Thrift Store
- Fred Meyer Shopping Center

The largest detriment to continued enhancement of the downtown area is traffic congestion, especially near the intersection of U.S. 97 and Oregon Highway 126. Congestion at this intersection frequently backs up southbound traffic on 6th street, creating additional noise, adding fumes, and making parking difficult for shoppers. With the opening of the Fred Meyer shopping center, additional traffic can be anticipated near Highland Avenue and 9th Street, and near the U.S. 97 entrance to the complex.

Owners of businesses along 6th Street have been very vocal about the problems created by too much southbound traffic. Until some of this traffic can be shifted to an alternative route, this portion of downtown will continue to suffer.



Public Meeting

B. Opinions of Citizens

Through a series of open houses and public workshops, meetings with the Downtown Urban Renewal District Action Plan Citizen Advisory Committee, and a survey of over 300 Downtown business and property owners, the Redmond community shared views on the best ways to improve Downtown Redmond. Citizens voiced a variety of beliefs regarding the Action Plan, and suggested several elements for inclusion in the plan.

- A high priority many citizens voiced during the Action Plan's development is the need for the plan to lead to improvements in the near future. While recognizing it would not be possible to implement all recommendations within a year, there is a desire to identify a core portion of the plan and to move forward with implementation quickly. Too many downtown plans in the past were never realized.
- The way to make the most significant improvement to Downtown, according to a vast number of participants in the Action Plan's development, is to remove the truck traffic from Downtown through construction of a bypass for Highway 97.
- Cost effectiveness is a core value in deciding on what elements to include in the Action Plan. Weighing various options, citizens often measured the benefits of a prospective improvement against its expense.
- Citizens expressed an interest in concentrating initial improvements in a core area of the Downtown to get the "biggest bang for the buck."
- Top priority elements for the Downtown Action Plan included:
 - 1) Improved lighting for pedestrians along major commercial avenues and connections to public parking. Citizens promoted historic lighting fixtures with shields to diminish glare.
 - 2) A Downtown public plaza for community events.
 - 3) Improved signage to find public parking.
 - 4) Better entrances to stores from the alleyways.
 - 5) Curb extensions to improve the environment for pedestrians at key intersections.
 - 6) Streetscape improvements for pedestrians, including street trees and more attractive storefronts.
- Some prospective elements or ideas were not as high a priority with participants, including:
 - 1) Pedestrian connections to the new Fred Meyer complex and to Dry Canyon Park.
 - 2) Improvements to parking lots.
 - 3) Widening of the sidewalks on east-west avenues to a more comfortable width for pedestrians, viewed as too expensive.
 - 4) Burying utility lines to remove the poles in the alleyways, likewise viewed as too costly.

C. Current Activities and Plans



Fred Meyer Shopping Center

Fred Meyer Center

The Fred Meyer store was completed in November 1999 and is in full operation. There are a number of "pad sites" available for lease to other businesses and it is anticipated that these will be occupied in the near future. As part of the approval process, the Fred Meyer organization agreed to several street alignment changes. A new access route has been developed directly from U.S. 97 via Juniper Street, and the intersection of 9th Street and Highland Avenue has been upgraded and signalized.



Old Fairgrounds Site, looking west to the Three Sisters

Southern Portion of the Old Fairgrounds Site

The southern portion of the fairground site, south of Kalama Avenue, is available for redevelopment. The City's Comprehensive Plan identifies this area as appropriate for high density residential. As of the date of this plan, there are no specific improvement plans being considered for this parcel.

Alternative through Route

The City and ODOT are conducting continuing discussions in regards to the potential for development of an alternative through route (potentially using an alignment in the vicinity of Canal Boulevard).



Canal Boulevard

To move the alternative through route concept forward rapidly, the City Council intends to use a substantial portion of the urban renewal district tax increment funds to finance the City's portion of this improvement. It is hoped that within five years this alternative through route will become a reality.

Becky Johnson Center

This building was financed by Deschutes County, and is used to assist area residents who need social services. The Center opened in the spring of 2000 and is expected to serve over 2,000 people during the first full year of operation.



Becky Johnson Community Center

When Redmond develops a transit system, it may be appropriate to establish the downtown route interchange location at the Becky Johnson Center. The plaza located along 8th Street could be used by passengers awaiting buses and would also provide an excellent service location for users of the Becky Johnson Center, Redmond Library, City Hall, and proposed public plaza.

Old City Hall

The former City Hall, which is structurally deficient, is to be demolished. Once the site is cleared, it will provide an opportunity to advance the plan for the downtown area. A new two or three story building is suggested for this location, with parking and a cross-block pedestrian access located to the north of the building site. This site could be developed privately (suggested uses: retail, offices, possibly with housing on upper floors) or for public purposes (suggested uses: offices, meeting rooms).



Old City Hall



Redmond Library

Redmond Public Library Site.

Reconstruction of the library parking was completed in the summer of 2000. The area between the parking lot and Deschutes Avenue is proposed to be developed with a small central plaza and landscaped areas flanking the sides of the plaza. This "green space" will provide an appropriate setting for the library, will provide a drop-off location, and will provide a pleasant outdoor seating area for use by library patrons.

D. Significant Issues

Trucks

There are too many trucks on 6th Street to develop a pleasant shopping environment. Shoppers are intimidated by the size and number of trucks, noise created by idling engines, fumes, and the difficulty in parallel parking when surrounded by large, imposing vehicles.



Trucks on 6th Street

Parking

During the course of the study, a number of citizens expressed concern about the amount of parking available to serve the downtown area. Questions were raised about the total number of parking spaces available, lack of signage to direct shoppers to parking, and the number of spaces available for shoppers (and located in close proximity to 6th Street). Questions were also raised regarding the potential to increase the number of on-street parking spaces through the use of techniques such as converting to diagonal parking.



Directional Signage

Sidewalk conditions and maintenance

The majority of the sidewalks in the core area are in good condition and are well maintained. However, there are a number of locations within the study area where sections of sidewalk are either missing, badly deteriorated, or have not been maintained for some period of time. There are also a number of locations where street tree roots have cracked and/or lifted portions of adjacent sidewalk.



Business owners cleaning sidewalks

Alleys

Overhead wiring is located in alleys, and many building owners have ignored the alley side of their buildings. The result is that alleys are typically uninviting, and most shoppers avoid these locations. There appears to be a significant opportunity to upgrade these areas and make them more appealing to shoppers and downtown employees.



Alley behind 6th Street

Connecting Downtown and Fred Meyer Shopping Center

With the realignment of 11th into 9th Street south of Highland, along with the addition of the signalized intersection at 9th and Highland, there now exists an opportunity to encourage Fred Meyer shoppers to also visit the downtown area. By improving the visual character of 9th Street, and by providing signage directing motorists to public parking, Fred Meyer shoppers might be encouraged to participate in downtown activities.

Common Business Hours

Unlike malls with their central management and common hours, downtown businesses are comprised of independent operators with individual ways of conducting business. This independence helps create downtown vitality; unusual or uncommon products and services can be found, sales people tend to be very knowledgeable, and shop owners have a desire to generate repeat business (i.e., satisfy their customers).

However, this very independence also causes a problem for shoppers: stores may not be open when shoppers have time to shop. When this occurs, most shoppers will simply drive to the nearest alternative location (typically a mall) where they are sure they can find what they desire.

Design Guidelines

The Redmond Code addresses standard criteria (purpose, uses allowed, setbacks, landscaping, parking and service requirements) for each zone. It would greatly benefit the long-term development of downtown, and other areas, to create and implement additional design guidelines for Redmond.

New design guidelines need to provide general descriptions and examples of the desired character and architectural quality of the various zones/districts. Design guidelines typically include descriptions and examples of the following: site plan considerations, landscape and screening, sidewalk and plaza materials, primary and secondary entrances, building massing and articulation, exterior materials and details, storefront design, awnings, roof design, colors, and signs.

Historic District

The city may want to consider establishment of a historic district to encourage the preservation of buildings and building types that provide strong links to the past. Guidelines could be developed to encourage building owners to use historically appropriate materials, designs, and colors when modifying existing structures. The guidelines could also be used to ensure that inappropriate new buildings would not be located so as to degrade existing historic structures.



Community Vision, Goals & Objectives



Bob Quitmeier, Community Development Director

Community Vision, Goals and Objectives

To better understand Redmond citizens' desires for the downtown area, a series of public meetings were held. At these meetings, citizens were asked to identify issues and to identify values important to the life of the city. From these discussions, a series of goals were developed to guide this study. These goals were reviewed by the Urban Renewal Citizen Advisory Committee and City staff members. The following goals were used by the consultant team to guide development of this plan.

- Enhance the downtown pedestrian experience with improved sidewalks, additional street trees, pedestrian scaled lighting, and furnishings.
- Develop a way-finding system to guide drivers to available parking.
- Improve the supply and quality of off-street parking to better accommodate shoppers and downtown employees.
- Encourage alternative transportation e.g., walking, bicycling, transit.
- Use urban renewal funds as seed money to encourage private development activities.
- Encourage additional civic, art, educational, entertainment, and cultural activities in the downtown area.
- Establish a Downtown Property Improvement Assistance Program to encourage and assist private land owners to make improvements adjacent to public improvements.
- Create a protective/design overlay district in the downtown core area to encourage land owners to construct infill buildings consistent in scale and design with the better downtown buildings.

Involving interested citizens of Redmond in the development of the Redmond Downtown Action Plan was a top priority for Walker Macy. The City and consultants worked with citizens at each key decision point in the creation of the Action Plan. Key meetings were promoted through the local print and electronic media and by mailings to interested parties. The same channels were used to distribute the results of each step of citizen input in the Action Plan's creation.

Gathering Ideas

The first phase of the Action Plan's development was to describe the planning process and then solicit ideas from citizens on prospective improvements for Downtown. On June 1, 1999, the consultants met with the Downtown Urban Renewal District Committee to begin this process. The consultants developed a basic Fact Sheet describing the Action Plan project.

COMMUNITY VISION, GOALS AND OBJECTIVES

In July 1999, the consultants and the City of Redmond mailed a survey to over 300 downtown business and property owners to solicit values and ideas from this key constituency. The consultants drafted and distributed a summary report of the 47 responses received.

The City and consultants invited the broader community into the planning process at an initial open house/ public workshop on July 20, 1999. Approximately forty citizens shared ideas on improvements in public places, streetscape design, alley improvements, parking and other issues. The City sent to all interested parties a summary report of the results of the workshop, and drafted a press release for the media.

Choices within Key Areas

The second open house/public workshop was held on September 16, 1999. The consultants presented illustrations of various ideas captured during the initial round of public outreach. The 35 participants helped to refine ideas in for pedestrian improvements, street trees, lighting, parking, alleyways and the public plaza.

The City in October mailed a press release to the media summarizing the meeting results and a summary report was mailed to workshop participants and interested citizens.

Selecting an initial package

At a third open house/public workshop, on November 18, 1999, participants were first shown refinements to prospective improvements made in response to participants comments at the prior meeting. Walker Macy presented a master list of recommended Downtown improvements, totaling over \$11 million. Workshop participants then selected among subsets of this master list to develop a phase one project (Composite Improvements - I, Part A) with an expected construction cost of less than \$1,000,000 (the amount the City Council has indicated will likely be available for initial improvements).

In January 2000, the City mailed a summary of the results of third open house/ public workshop to participants and interested citizens and to the media via press release.

On January 20, 2000, Walker Macy met with the Downtown Urban Renewal District Action Plan Committee to gain their insight into the overall plan and the initial package that emerged from the November 1999 workshop. Comments from this meeting were considered during the refinement of potential projects.



Improvement Ideas

A. Proposed Improvement Zones

Figure 8 illustrates the four improvement zones into which the study area has been divided.

- Zone 1 includes the "core" of the downtown and is bounded by 9th Street, Cascade Avenue, 5th Street, and Forest Avenue. Many of the improvements proposed for downtown Redmond are located in Zone 1.
- Zone 2 includes the 5th - 6th corridor north of the core area, as well as the area south of the core area between Forest and Highland Avenues. Improvements proposed in Zone 2 are oriented towards improving sidewalks, adding street trees, and adding/improving street lighting.
- Zone 3 is the 9th Street corridor linking the Fred Meyer complex with the downtown area. Improved street lighting, added street trees, continuous sidewalks, and improved signage are proposed in this zone.
- Zone 4 is the Deschutes Avenue corridor linking the core area to Dry Canyon Park. Improvements in this corridor are oriented towards providing a pleasant pedestrian connection linking the retail core, the library, Becky Johnson Center, and the Evergreen School with recreation facilities in Dry Canyon Park.

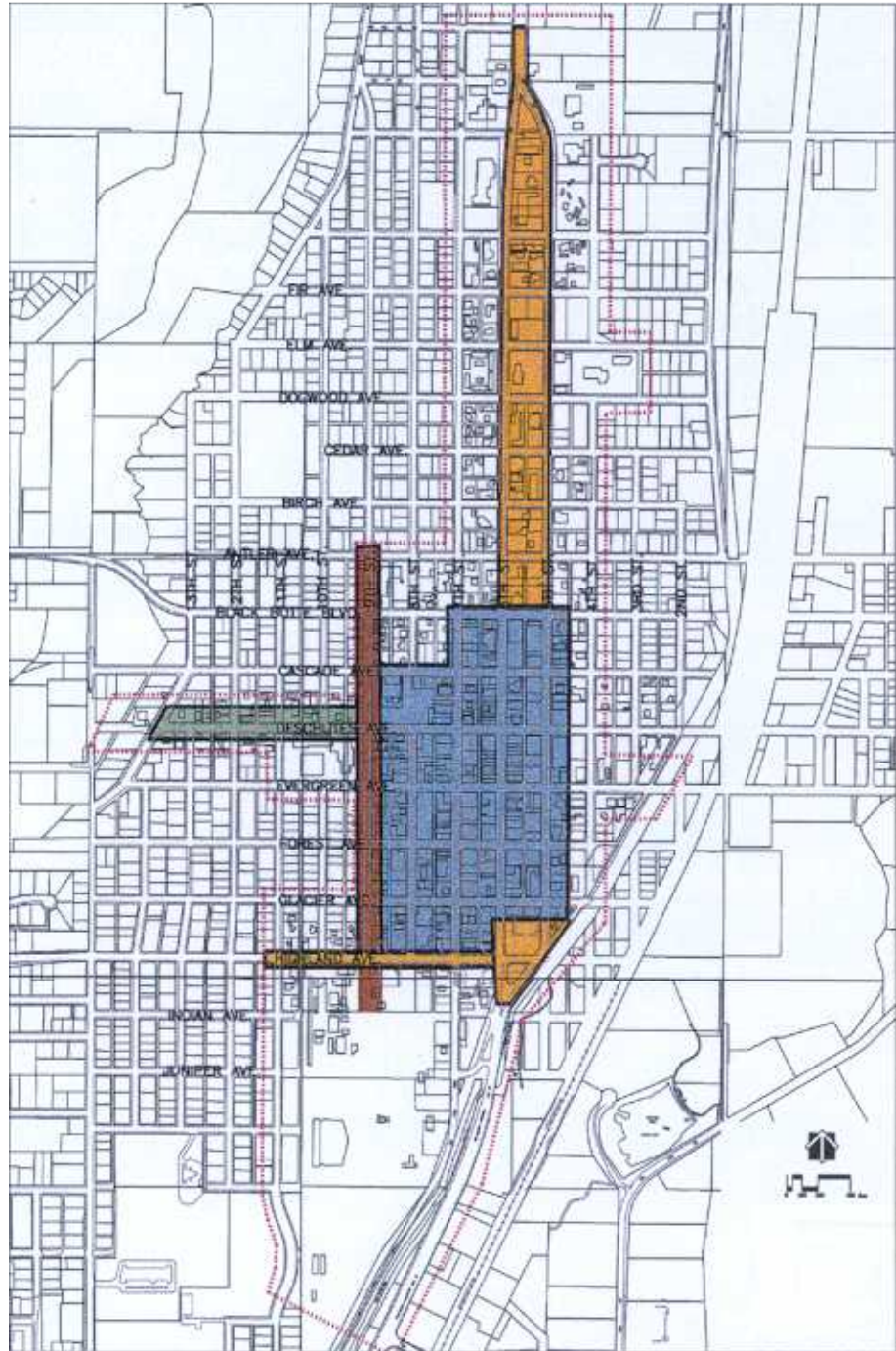


Figure 8 - Proposed Improvement Zones

Proposed Improvement Zones

- | | | |
|---|----------|---|
| 1 | | Civic/Business Core Improvement Zone |
| 2 | | Hwy. 97 Corridor Improvement Zone
Hwy. 126 Corridor Improvement Zone |
| 3 | | 9th Ave. Minor Collector Improvement Zone |
| 4 | | Deschutes Ave./ Dry Canyon Improvement Zone |
| | •••••••• | Study Boundary |

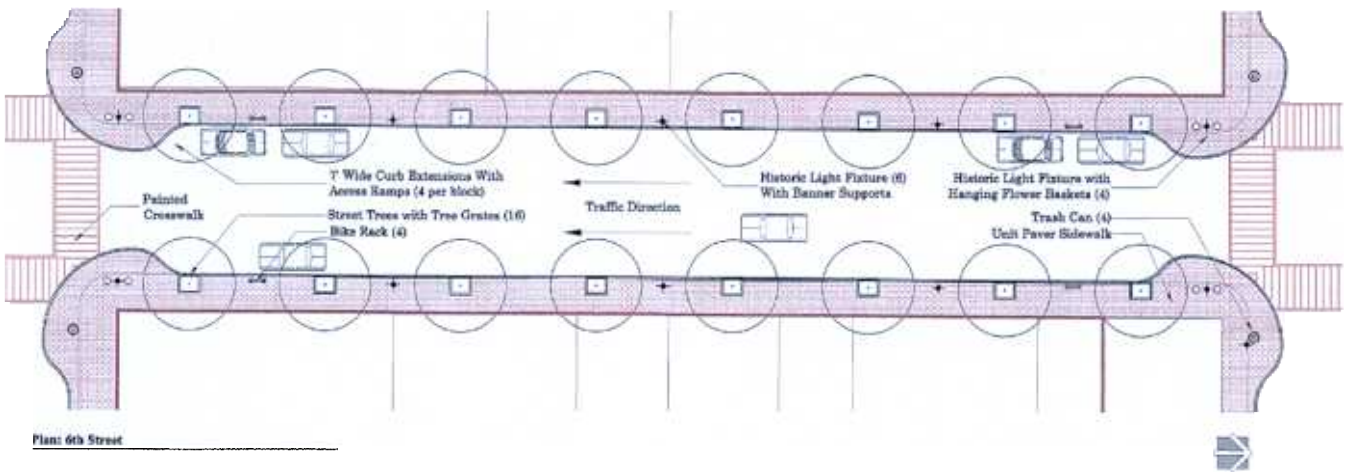
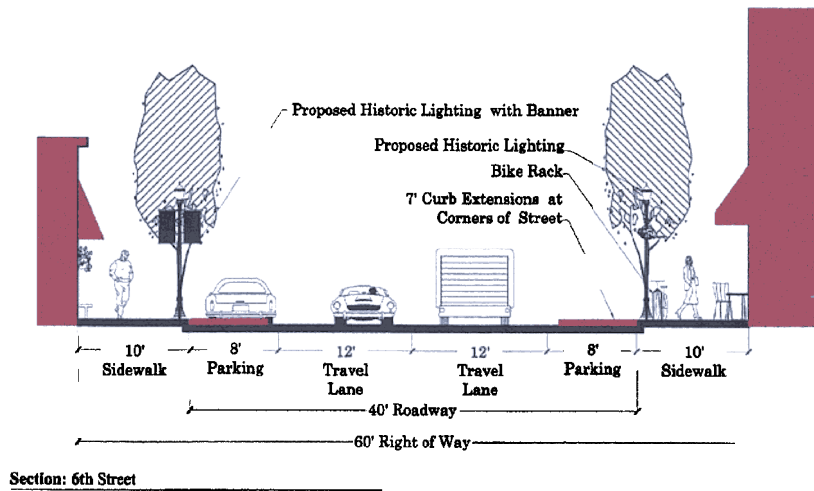


Figure 9 - Proposed Improvements along 6th Street

B. Proposed 6th Street Improvements

Figure 9 illustrates improvements proposed along 6th Street in Zone 1. Improvements include:

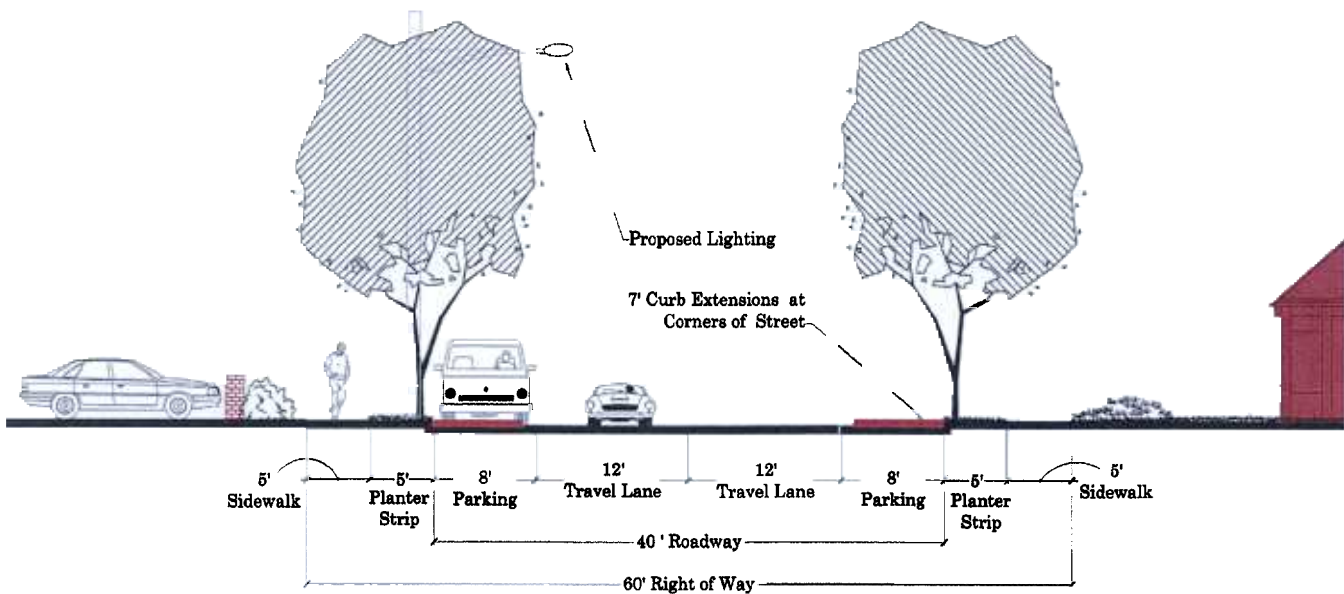
- Construct curb extensions at intersections to shorten street crossings and provide a pedestrian refuge;
- Install period light fixtures;
- Repair sidewalks ;
- Add bike racks and trash containers;
- Replace damaged street trees as appropriate



6th Street, 1999



6th Street, c. 1938



Section: 5th Street

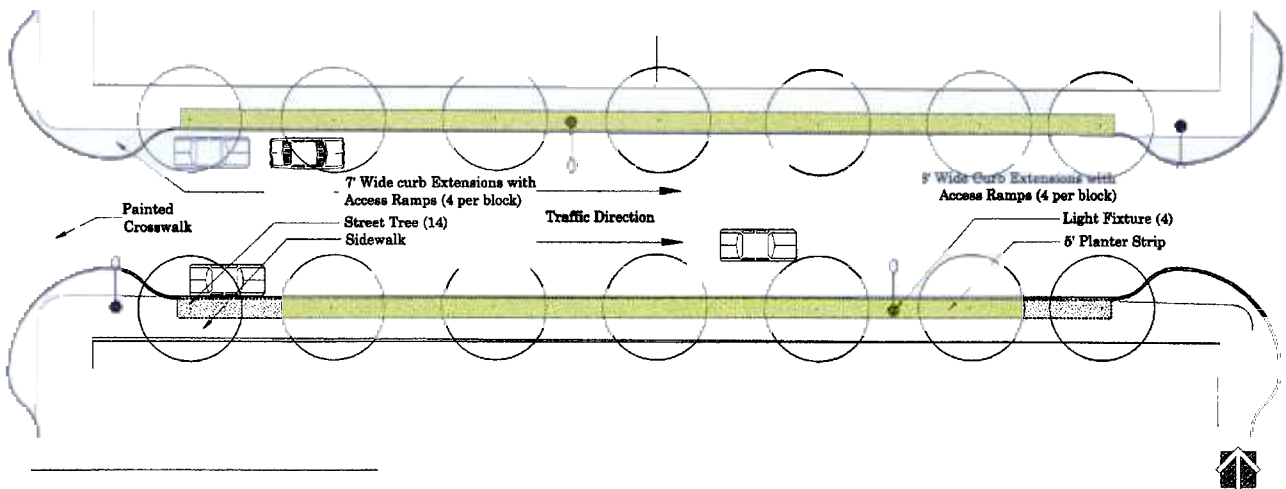


Figure 10 - Proposed 5th Street Improvements

C. Proposed 5th Street Improvements (North of Black Butte Avenue)

Figure 10 illustrates improvements proposed in Zone 2. Improvements include:

- Install continuous sidewalks on both sides of 5th and 6th Streets;
- Add street trees and planter strips between the curb and sidewalk;
- Continue contemporary cobra style light fixtures;
- Add curb extensions at selected intersections.

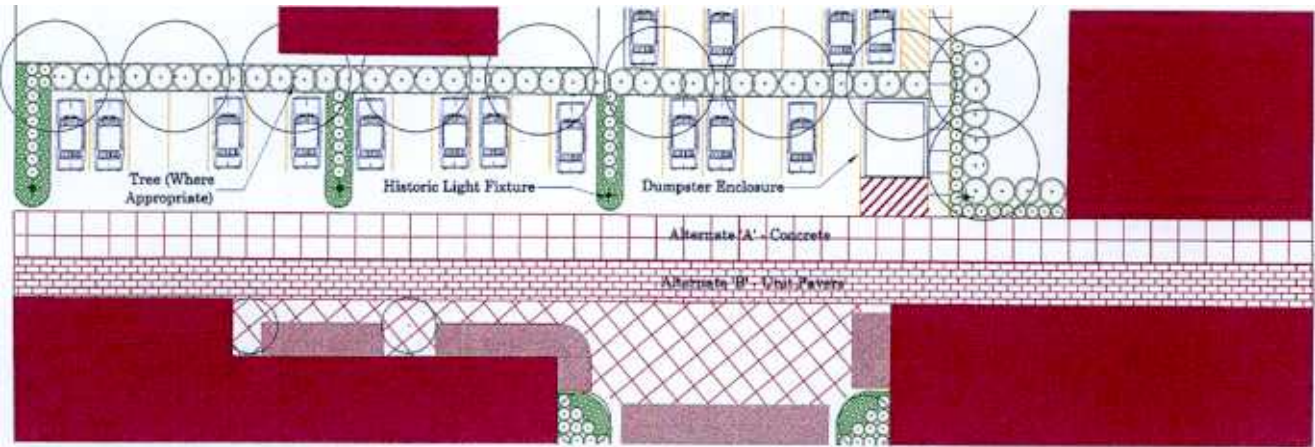
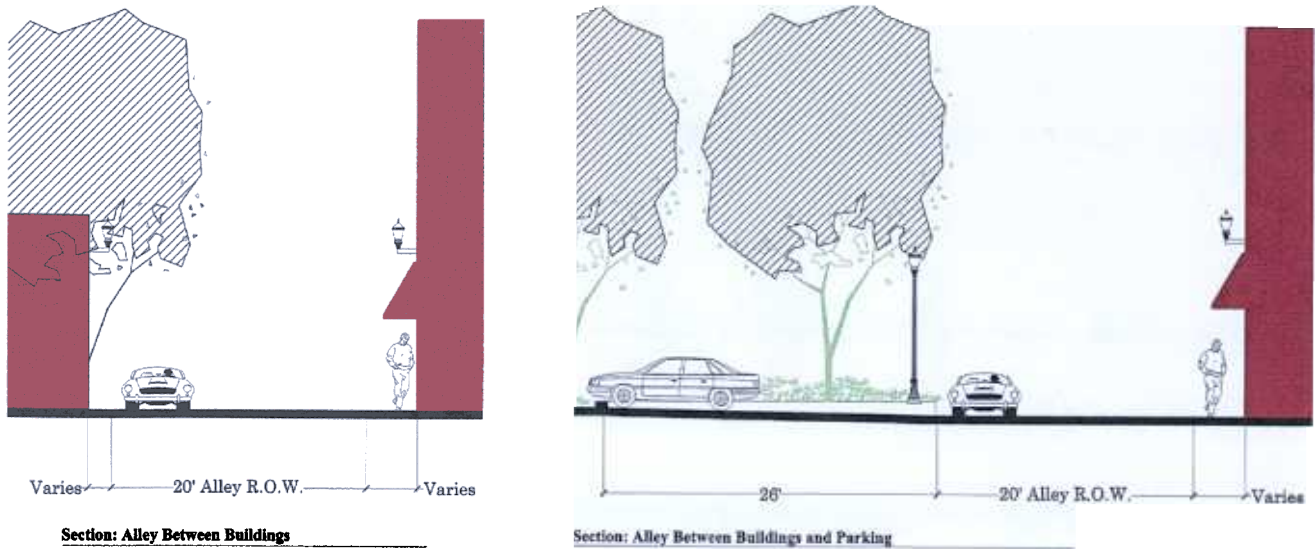


Figure 11 - Proposed Alley Improvements



Alley, Downtown Redmond

D. Proposed Alley Improvements

Figure 11 illustrates changes proposed to segments of the alley system in Zone 1. Improvements include:

- Install underground electric, telephone, and cable services;
- Install period light fixtures;
- Add street trees;
- Improve alley pavement. Concrete is most cost effective. Unit pavers might be considered.
- Provide additional parking as practical.

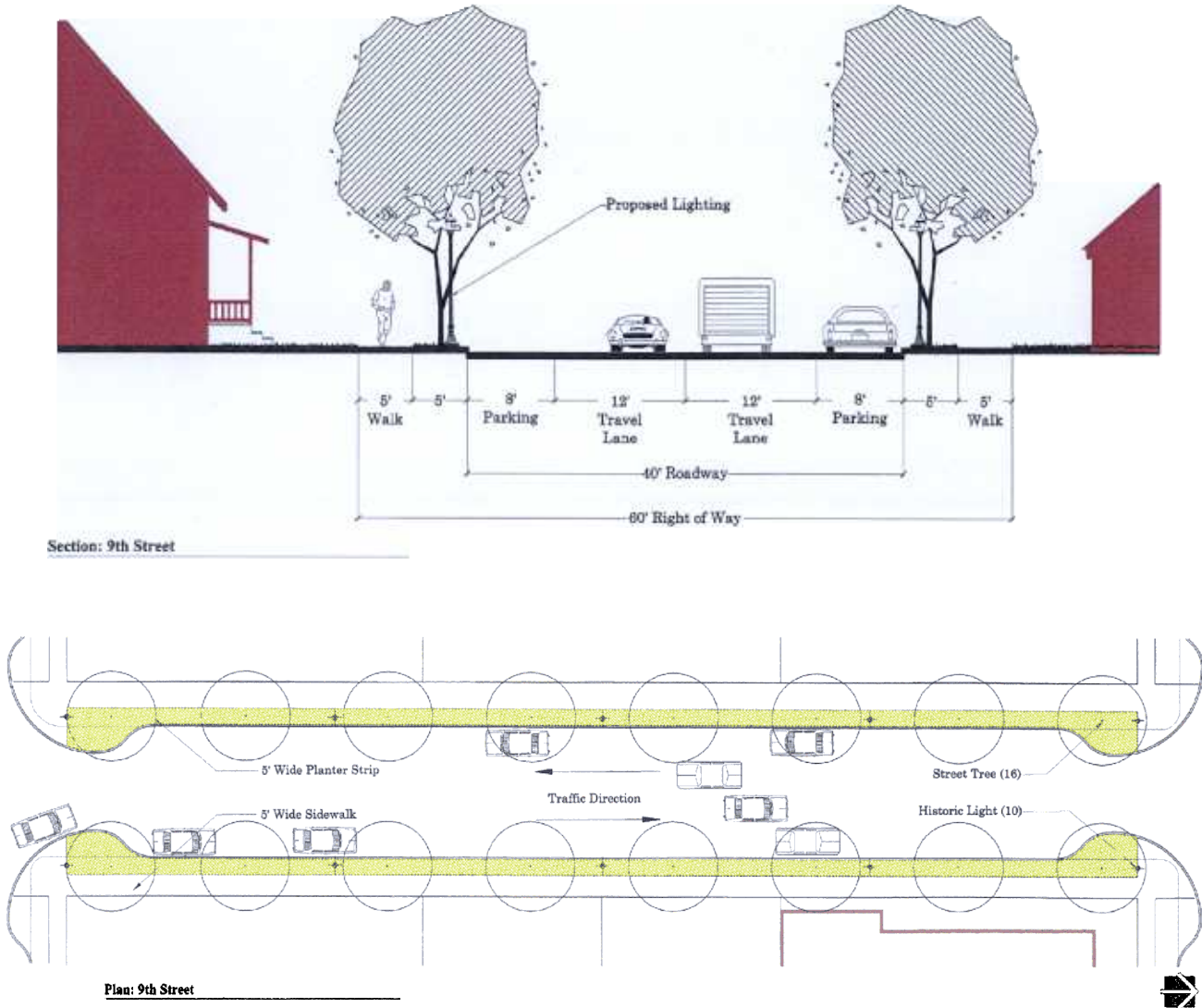
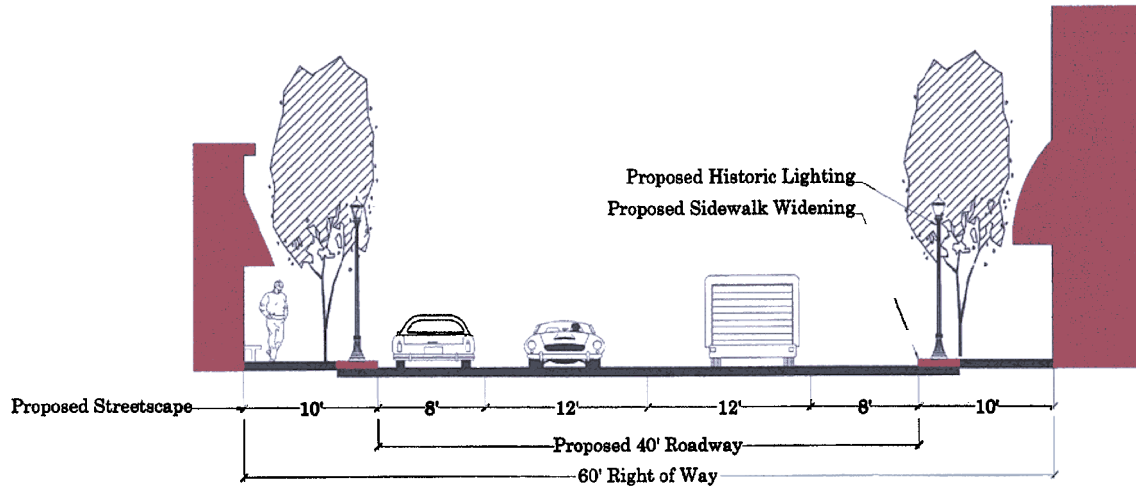


Figure 12 - Proposed 9th Street Improvements

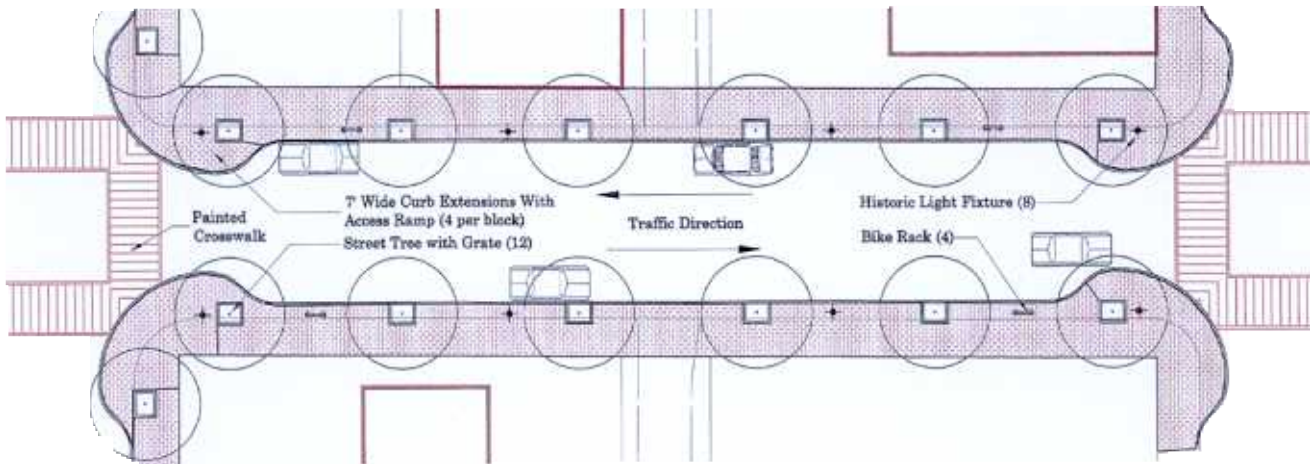
E. Proposed 9th Street Improvements

Figure 12 illustrates the character desired for 9th Street in Zone 3. Improvements include:

- Install new sidewalks where no sidewalk exists;
- Repair or reconstruct sidewalks where concrete is deteriorated;
- Add street trees;
- Add irrigation and additional planting for the area between the curb and sidewalk;
- Install period light fixtures from Highland Avenue to Antler Avenue.



Section: Evergreen between 6th and 7th



Plan: Evergreen

Figure 13 - Proposed Improvements to East-West Avenues in the Core Area

F. Proposed East-West Avenue Improvements in Zone 1

East-West Avenues, between 5th and 8th, have only seven-foot wide sidewalks (most other sidewalks in the core area are 10-foot wide). Figure 13 illustrates widening of these sidewalks by three feet to better accommodate pedestrians. This proposed sidewalk widening would still provide a 40-foot wide street, which is the same width as the other streets in the retail core. Proposed improvements include:

- Construct new concrete curbing;
- Install wider sidewalks;
- Add street trees as necessary;
- Install period light fixtures.

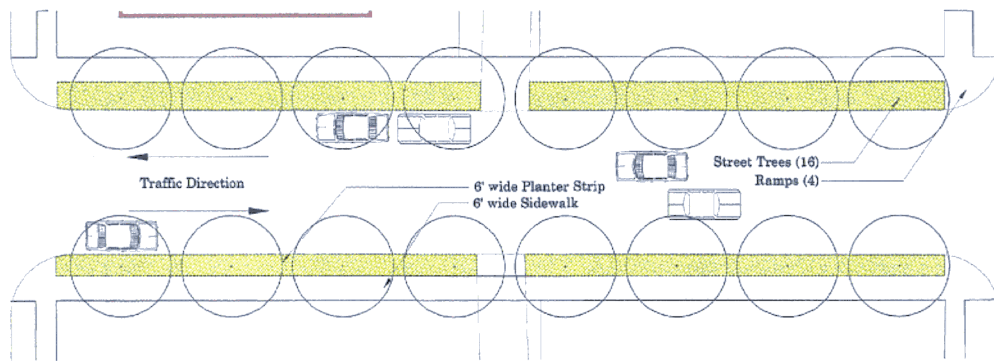
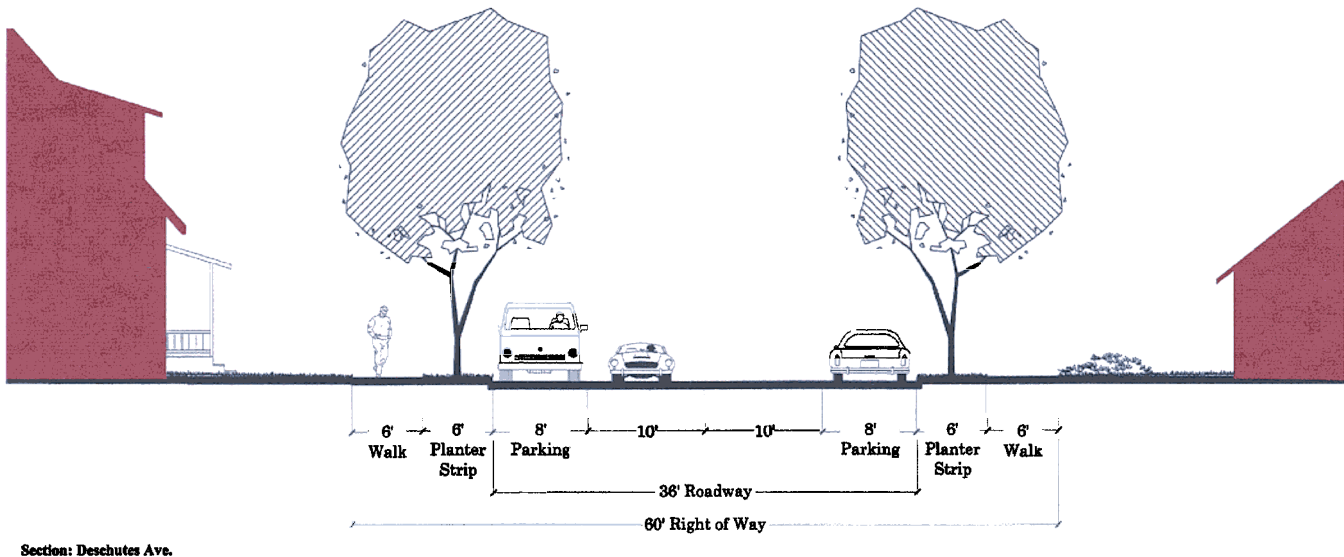


Figure 14 - Proposed Deschutes Avenue Improvements West of 9th Street



Dry Canyon Park, at the western end of Deschutes Avenue

G. Proposed Deschutes Avenue improvements west of 9th Street in Zone 4

Figure 14 illustrates pedestrian-oriented improvements proposed to link the core area and Dry Canyon Park. No change will occur to the existing street width. Proposed improvements include:

- Install six foot sidewalks on each side of the street;
- Plant additional street trees.
- Install period light fixtures.

H. Core Area Development

Three conceptual core area or Zone 1 improvement ideas were developed. Each core area idea focuses on development of a public plaza and redevelopment alternatives for the block containing the former City Hall and the Becky Johnson Center. Core area study 2, unlike studies 1 and 3, explores redevelopment opportunities of the block immediately west of the Becky Johnson Center and south of the library.



Historic 6th Street photo, c. 1925



Figure 15 - Core Area Perspective - Study 1

Core Area Study 1

This variation, illustrated in Figure 15, preserves the Chamber of Commerce Building and converts the remainder of that half block to public open space. The existing City holdings on the Becky Johnson block could be used to support a new City Hall, complete with Council Chambers and public meeting rooms.



Figure 16 - Core Area Perspective - Study 2

Core Area Study 2

This variation, illustrated in Figure 16, would make the most sweeping changes of the three variations. The Chamber building is preserved, and extended to the property line along Evergreen. The expansion area could be used for Chamber or City purposes, or could be developed with retail on the ground floor and offices or housing above. In this variation, the remainder of the Chamber half block would be developed for shopper and visitor parking.

The northern portion of the former City Hall property, in addition to the Patrick Building parking area on the Becky Johnson Center block would be developed as the public plaza. A new commercial building is proposed on the site now occupied by the former City Hall. This building could be used for city purposes, or be developed privately with retail on the ground floor and offices or housing on upper levels.

The block west of the Becky Johnson Center is shown as a private sector redevelopment project. A mixed-use project is suggested, with retail on the ground floor and offices and/or housing on upper levels.

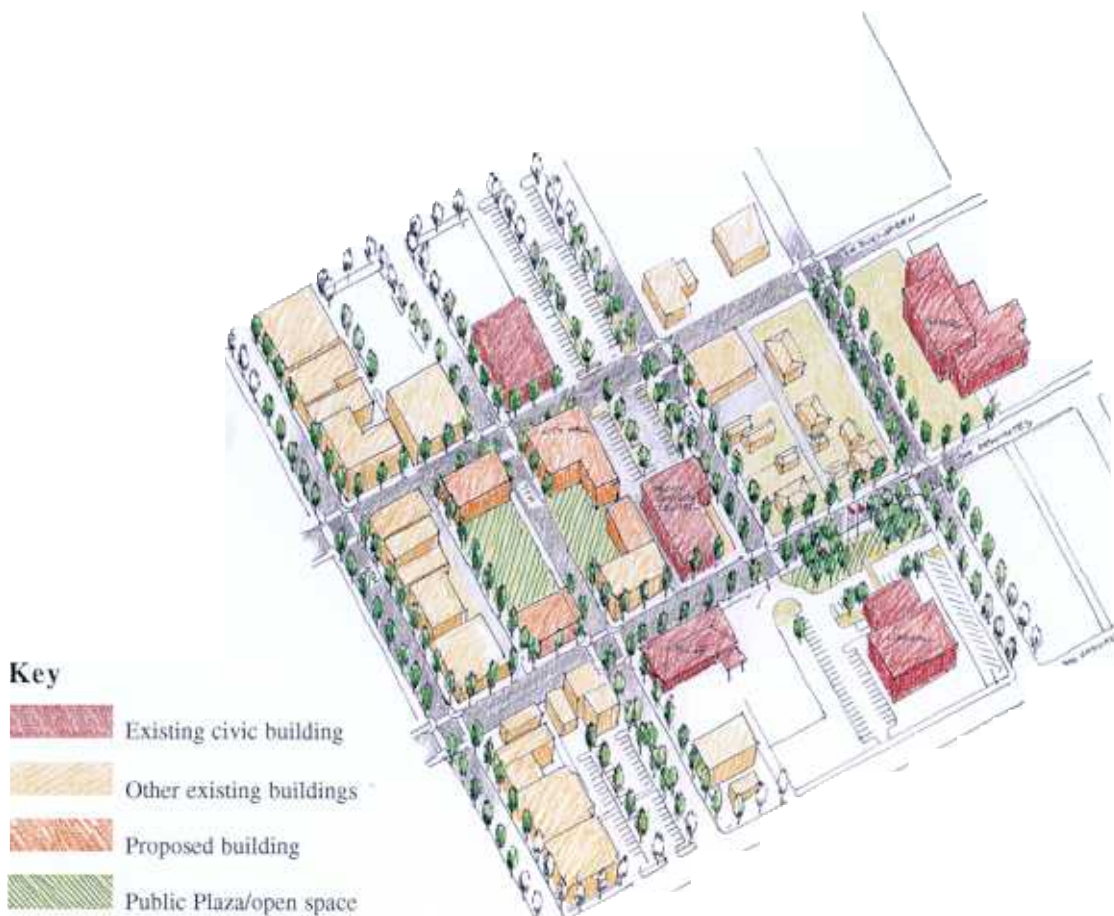


Figure 17 - Core Area Perspective - Study 3

Core Area Study 3

Figure 17 illustrates this variation. The Chamber of Commerce building is removed and replaced with smaller commercial buildings constructed adjacent to Evergreen and Deschutes Avenues. The central portion of this half block would be developed as the public plaza.

The City holdings and the Patrick Building on the Becky Johnson Center block are shown as redeveloped. A new City Hall could be developed, or a private commercial building could be developed on this site. The Patrick Building could potentially be expanded, if the historic values of the building can be preserved. The area between the two buildings is proposed as an open space to complement the public plaza on the east side of 7th Street. During major gatherings, 7th could be closed to traffic and festivities could extend into the open space west of 7th Street.

IDEAS FOR BUILDING ENHANCEMENT

REDMOND DOWNTOWN ACTION PLAN

ZONING IDEAS

- CREATE A HISTORIC/OVERLAY DISTRICT (NO COST)
- LANDMARK COMMISSION REVIEW OF BUILDING/RENOVATION SUBMITTALS IN HISTORIC/OVERLAY DISTRICT (NO COST)
- ADD/REVISE DESIGN GUIDELINES FOR ALLEYS TO IMPROVE QUALITY/SAFETY AND ENCOURAGE PEDESTRIAN USE
- CHANGE C-2 ZONE RESIDENTIAL FROM 'CONDITIONAL USE' TO 'OUTRIGHT USE'



CREATE A HISTORIC/OVERLAY DISTRICT

IMPROVEMENT INCENTIVE IDEAS

- PURSUE TAX/LOAN INCENTIVES FOR HISTORIC BUILDING RENOVATION IF HISTORIC DISTRICT CREATED
- PURSUE GRANTS: GOVERNOR'S LIVABILITY, TEA-21, BLOCK GRANTS
- PRIORITIZE/SELECT IMPROVEMENTS FOR IMPLEMENTATION WITH URD FUNDS
- MAKE BUSINESS OWNERS AND DEVELOPERS AWARE OF AVAILABLE INCENTIVES



ENCOURAGE NEW INFILL BUILDINGS

STREET CHARACTER (BUILDINGS) IDEAS

- DON'T ALLOW PRIMARY ENTRANCES INTO NEW BUILDINGS FROM PARKING LOTS; EMPLOY ENTRIES FROM EXISTING PUBLIC STREETS
- ENCOURAGE NEW INFILL BUILDINGS ON VACANT LOTS, PARKING LOTS AND IN PLACE OF EXISTING BUILDINGS LACKING CHARACTER
- ENCOURAGE SECONDARY BUILDING ENTRANCES FROM ALLEYS. IMPROVE QUALITY AND CHARACTER OF ALLEY FACADES TO ENTRANCES RATHER THAN SERVICE ONLY- THIS WILL ATTRACT PEDESTRIANS
- GAPS BETWEEN BUILDING FACADES (WITH THE EXCEPTION OF PEOPLE-FRIENDLY PLACES LIKE COURTYARDS) MAKE IT MUCH MORE CHALLENGING TO CREATE VITAL, ACTIVE DOWNTOWNS
- A 1982 SURVEY OF SHOPPERS INDICATED THAT THE PRIMARY "PHYSICAL PROBLEM" WITH DOWNTOWN WAS "SHABBY BUILDINGS". ATTRACTIVE BUILDINGS ATTRACT SHOPPERS.



IMPROVE QUALITY AND CHARACTER OF ALLEYS

ENCOURAGE SECONDARY ENTRANCES FROM ALLEYS



ATTRACTIVE BUILDINGS ATTRACT PEDESTRIAN ACTIVITY

IDEAS FOR BUILDING ENHANCEMENT

REDMOND DOWNTOWN ACTION PLAN

EXTERIOR BUILDING MATERIALS

- BRICK: RED OR BLONDE
- STONE: QUARRIED TUFF OR BASALT
- STUCCO, CAST STONE, TILE
- WINDOWS: WOOD, ALUMINUM
- UNDESIRABLE MATERIALS: WOOD SIDING, SHINGLES/ SHAKES, VINYL SIDING, ODD BRICK COLORS
- COLORS: AVOID OUTLANDISH COLORS THAT CLASH WITH HISTORIC BUILDINGS AND REDMOND'S UNIQUE CHARACTER



MAINTAIN GOOD HISTORIC BUILDINGS AND ELEMENTS

EXISTING BUILDING RENOVATION

- MAINTAIN OR RESTORE GOOD HISTORIC BUILDINGS/ ELEMENTS IN LIEU OF REPLACEMENT
- REDESIGN FACADES LACKING CHARACTER
- RENOVATE ALLEY FACADES FROM 'SERVICE ONLY' TO 'PEDESTRIAN FRIENDLY'
- IF MAIN ENTRANCE IS THROUGH A PARKING LOT, REVISE IT TO ADDRESS THE STREET
- REMOVE ALL WOOD SIDINGS/SHINGLES AND REPLACE WITH MORE APPROPRIATE MATERIALS
- ENHANCE AND EXPAND UPON HISTORIC ELEMENTS DISCOVERED DURING REMODELING



USE MATERIALS INDICATIVE OF REDMOND'S CHARACTER

NEW BUILDING DESIGN

- DESIGN IN HARMONY WITH EXISTING (QUALITY) FACADES
- USE EXTERIOR MATERIALS AS PREVIOUSLY LISTED
- MAIN ENTRANCE FROM STREET
- SECONDARY ENTRANCE AT ALLEY FACADES
- BRICK/STONE BASE, ARTICULATED CORNICE
- EMPLOY PARAPETS AT FACADES- NO HIPPED OR MANSARD ROOFS
- CONSIDER AWNINGS/CANOPIES
- ACTIVATE GROUND LEVELS WITH ARTICULATED STOREFRONTS FOR MERCHANDISE
- MODERN INTERPRETATIONS OF HISTORIC STYLES ENCOURAGED
- BUILD CLEAR TO LOT LINES
- ENCOURAGE TRANSOM WINDOWS
- BUILD OUT TO FULL HEIGHT LIMIT IN KEEPING WITH DOWNTOWN CORE



ACTIVATE GROUND LEVELS WITH ARTICULATED STOREFRONTS



MODERN INTERPRETATIONS OF HISTORIC STYLES ENCOURAGED

SIGNS AND AWNINGS

- DEVELOP SIGNS THAT REINFORCE THE CHARACTER OF THE BUILDINGS AND STREETS
- AVOID BACK LIT AND WOOD-CLAD AWNINGS



EMPLOY SIGNS THAT REINFORCE THE CHARACTER OF THE BUILDINGS AND STREETS



Preliminary Improvement Packages

PRELIMINARY IMPROVEMENT PACKAGES

During the third public workshop, six alternative Phase One improvement packages were evaluated in terms of appropriateness, cost effectiveness, and ability to generate early, visible improvements. Three of the alternatives concentrated on improving a single element - such as sidewalks, alleys, and street lighting. The other three alternatives were composites and included a number of elements, scaled to remain within the budget framework. The following six alternatives are described in this section of the report:

- East/West sidewalk Widening (figure 18, page 33)
- Alley Improvements (figure 19, page 34)
- Period Lighting Improvements (figure 20, page 35)
- Composite Improvements - I (figure 21, page 36)
- Composite Improvements - II (figure 22, page 37)
- Composite Improvements - III (figure 23, page 38)

"Composite Improvements - I" was selected by most public meeting attendees as representing the most appropriate improvements package for early implementation.



Redmond Municipal Court Building

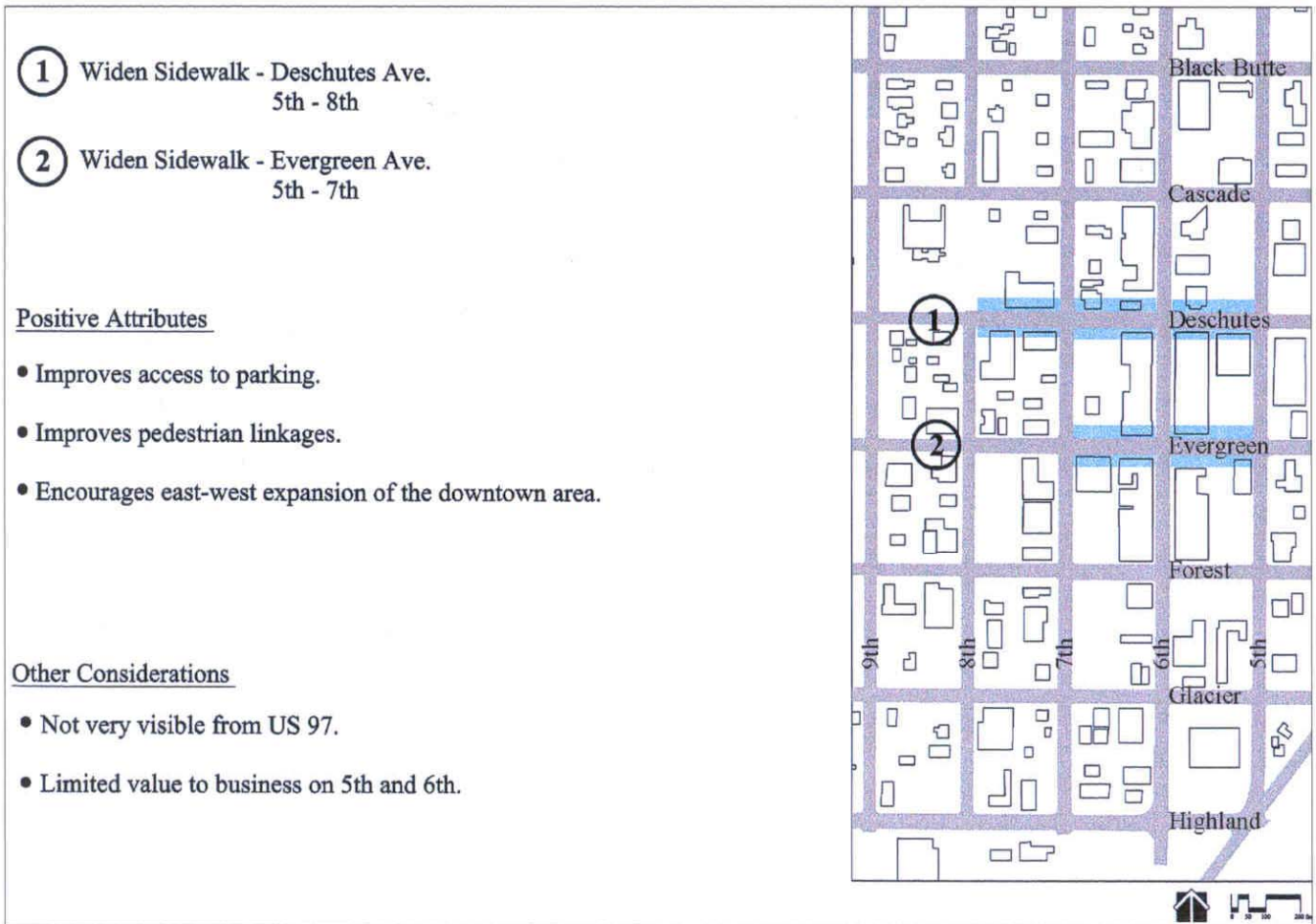


Figure 18 - East/West Sidewalk Widening

A. East/West Sidewalk Widening

The seven-foot wide east-west sidewalks in the downtown area are very narrow for a pedestrian-oriented retail area. Typical streetscape elements such as street trees, fire hydrants, poles, and signs take up a fair amount of the sidewalk width, leaving only 4 to 4.5 feet of clear width for pedestrians.

Under this alternative, the most used east-west sidewalks (Deschutes Avenue and Evergreen Avenue) would be widened to the same 10-foot width as the north-south sidewalks. At the same time the sidewalks are widened, the street width will be narrowed to 40-feet, again the same width as the other streets in the downtown area. Forty-foot wide streets are sufficient to accommodate two-12-foot moving lanes and two-eight-foot wide parallel parking lanes.

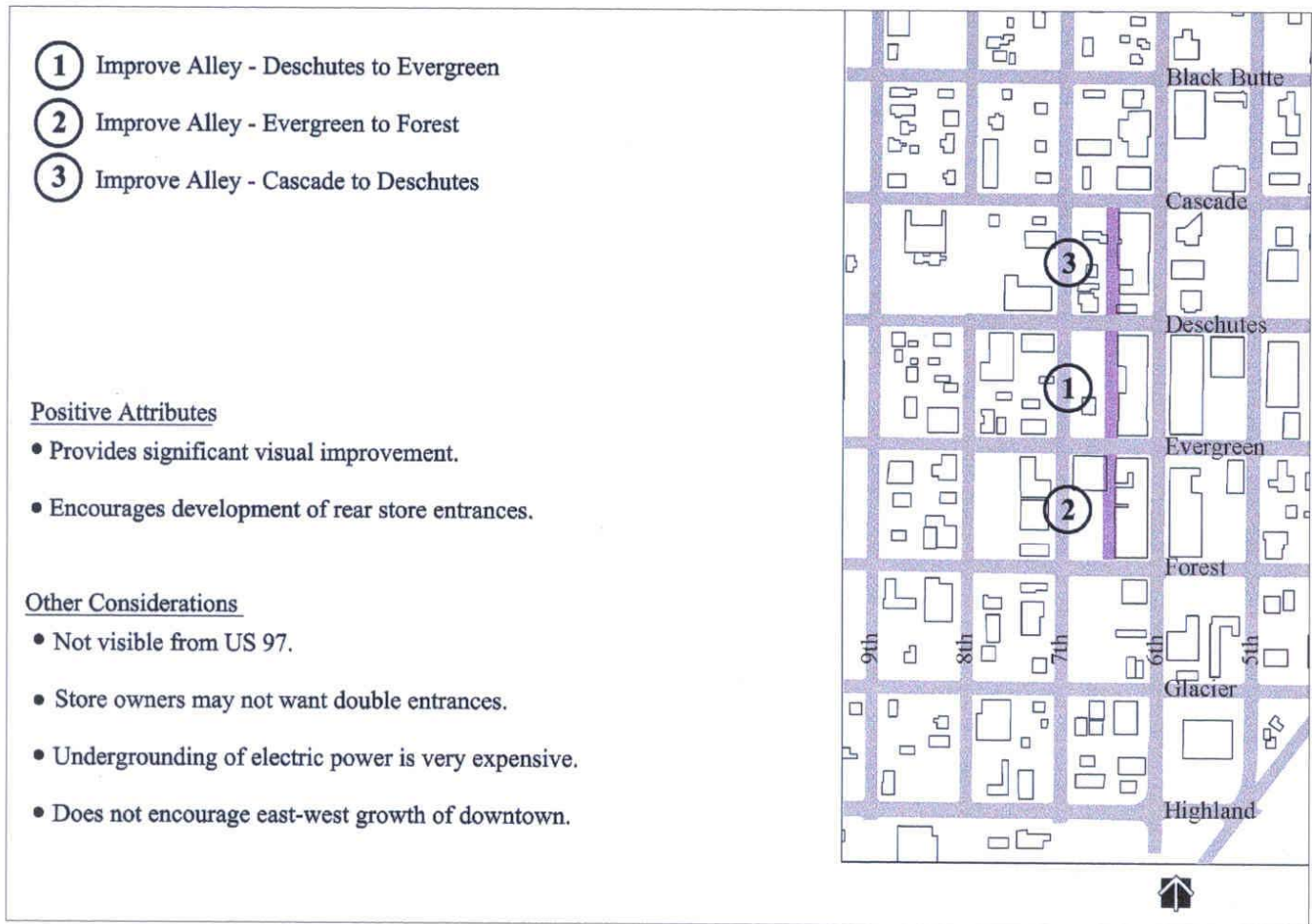


Figure 19 - Alley Improvements



Entrance to US Bank

B. Alley Improvements

The alleys on either side of 6th Street accommodate overhead electrical, telephone and cable services on an extensive pole arrangement. This overhead clutter degrades the appearance of the alleys, and reinforces the notion that alleys are only for trash, service, and delivery functions. A few shopkeepers have bucked this approach and have improved the visual quality of the alley in the vicinity of their store.

Under this alternative, the alley west of 6th Street would be improved from Forest to Deschutes, and possibly as far as Cascade Avenue. Utilities would be placed underground, the alley would be repaved, new lighting would be installed, and other improvements (e.g., street trees, parking, dumpster enclosures) would be installed where practical.

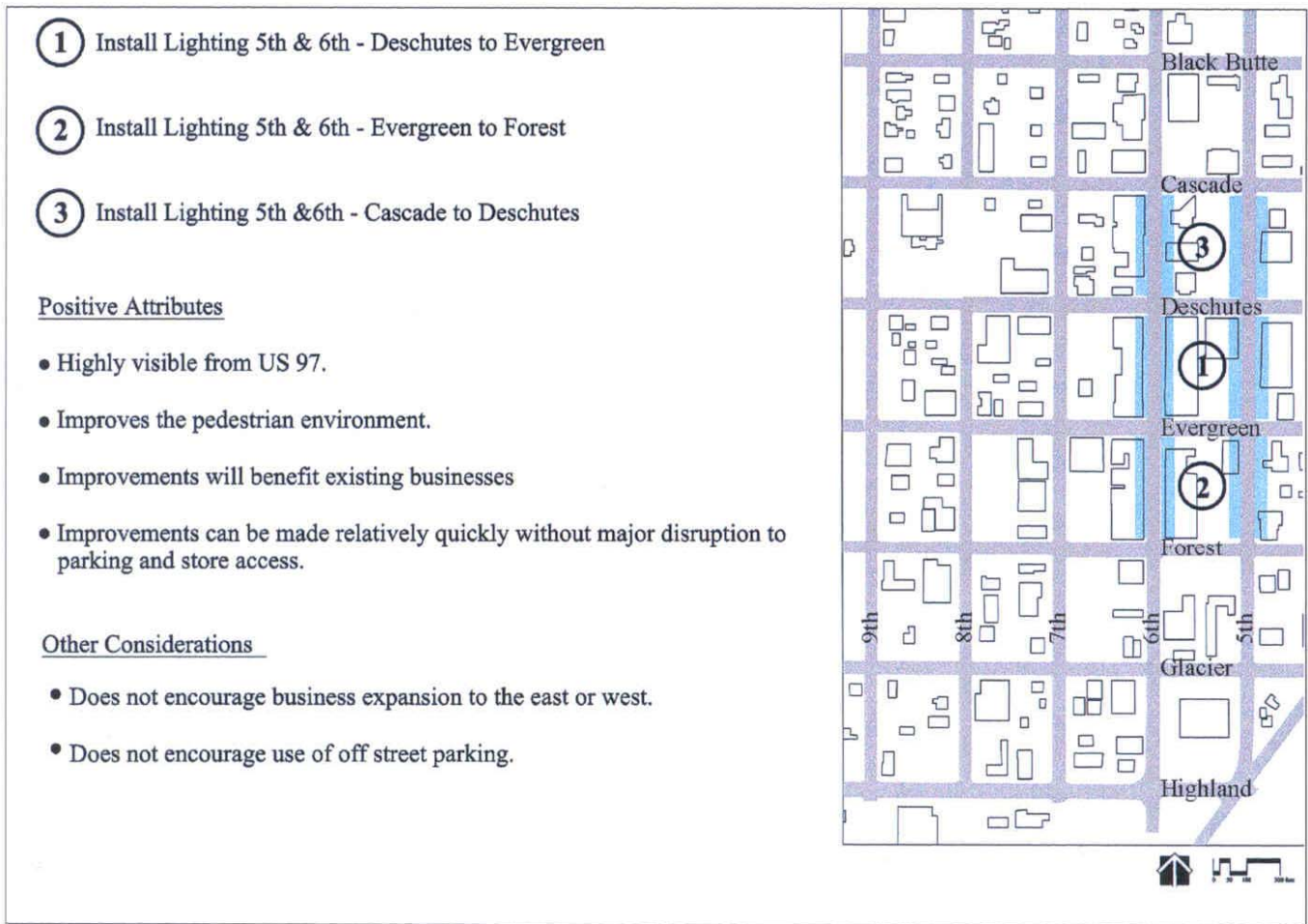


Figure 20 - Period lighting improvements



Example of appropriate period lighting

C. Period Lighting Improvements

Standard highway poles provide lighting in the downtown area with "cobra head" luminaries. While these are economical and provide an adequate level of light for automobile usage, the quality of light and spacing of poles does little to orient the street, sidewalk, and buildings to pedestrian usage.

With this alternative, all the lighting between Cascade Avenue and Forest Avenue along 5th and 6th Streets would be converted to pedestrian scaled, period light fixtures. These light fixtures are typically 12 to 14 feet tall (compared to 30' or so for highway illumination) and are spaced approximately 75 to 85 feet apart. They provide frequent "beacons" of light for pedestrians and tend to eliminate hazardous shadow areas created when poles are too far apart. (An appropriate light fixture is made by VISCO in Eugene, Oregon. model VI-A-1-F would fit well in Redmond.)

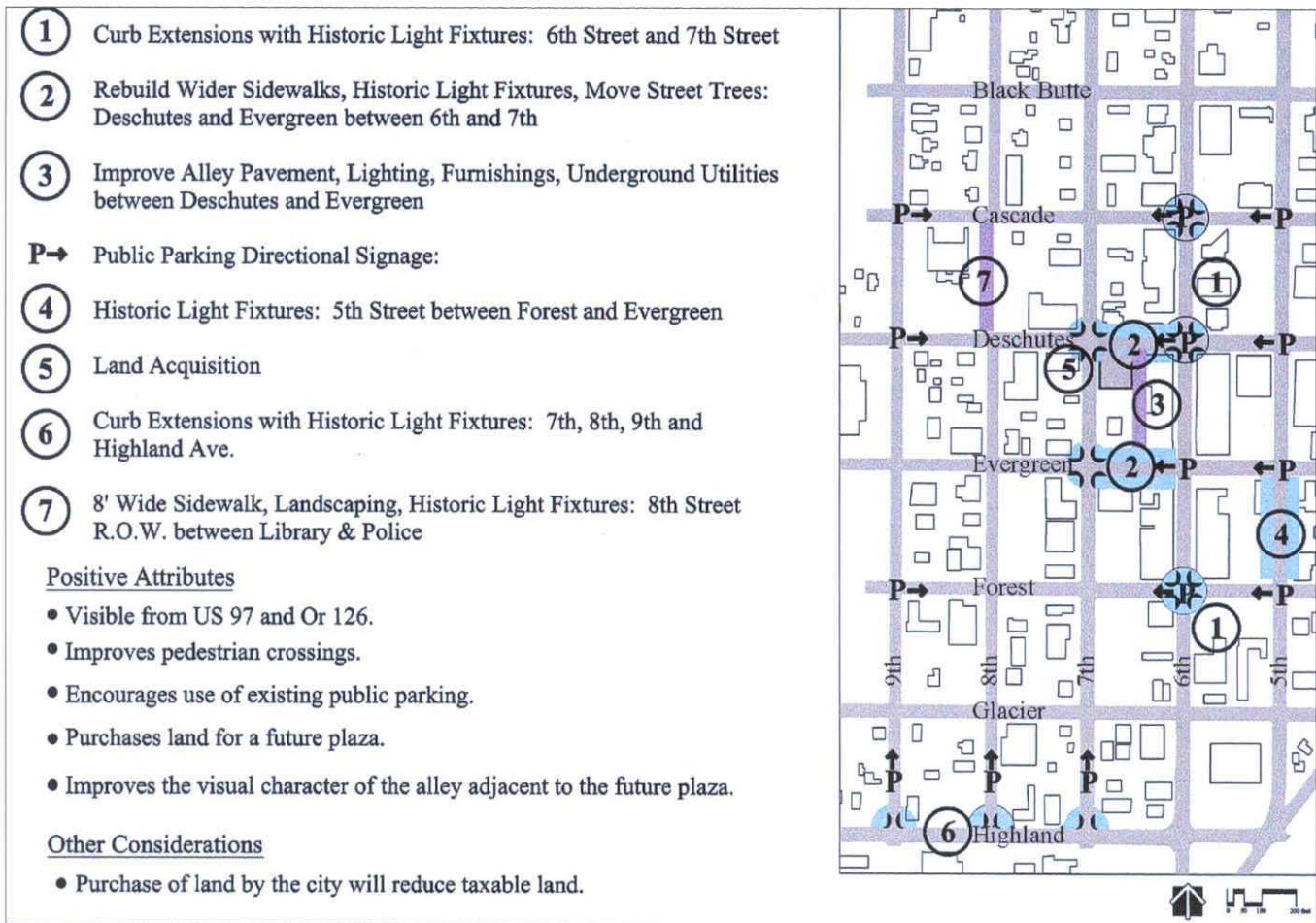


Figure 21 - Composite Improvements - I

D. Composite Improvements - I

This alternative, which was favored by the majority of citizens attending the November public workshop, includes the following improvements:

- Curb extensions with period lights at the intersections of Forest and 6th, Deschutes and 6th, and Cascade and 6th;
- Improvements for the alley west of 6th between Evergreen and Deschutes;
- Land acquisition to consolidate public ownership of the half-block on which the Chamber of Commerce Building sits;
- Improvement of the City-owned parking lot on 8th between Evergreen and Forest;
- Development of a directional signage program to direct motorists to downtown parking.

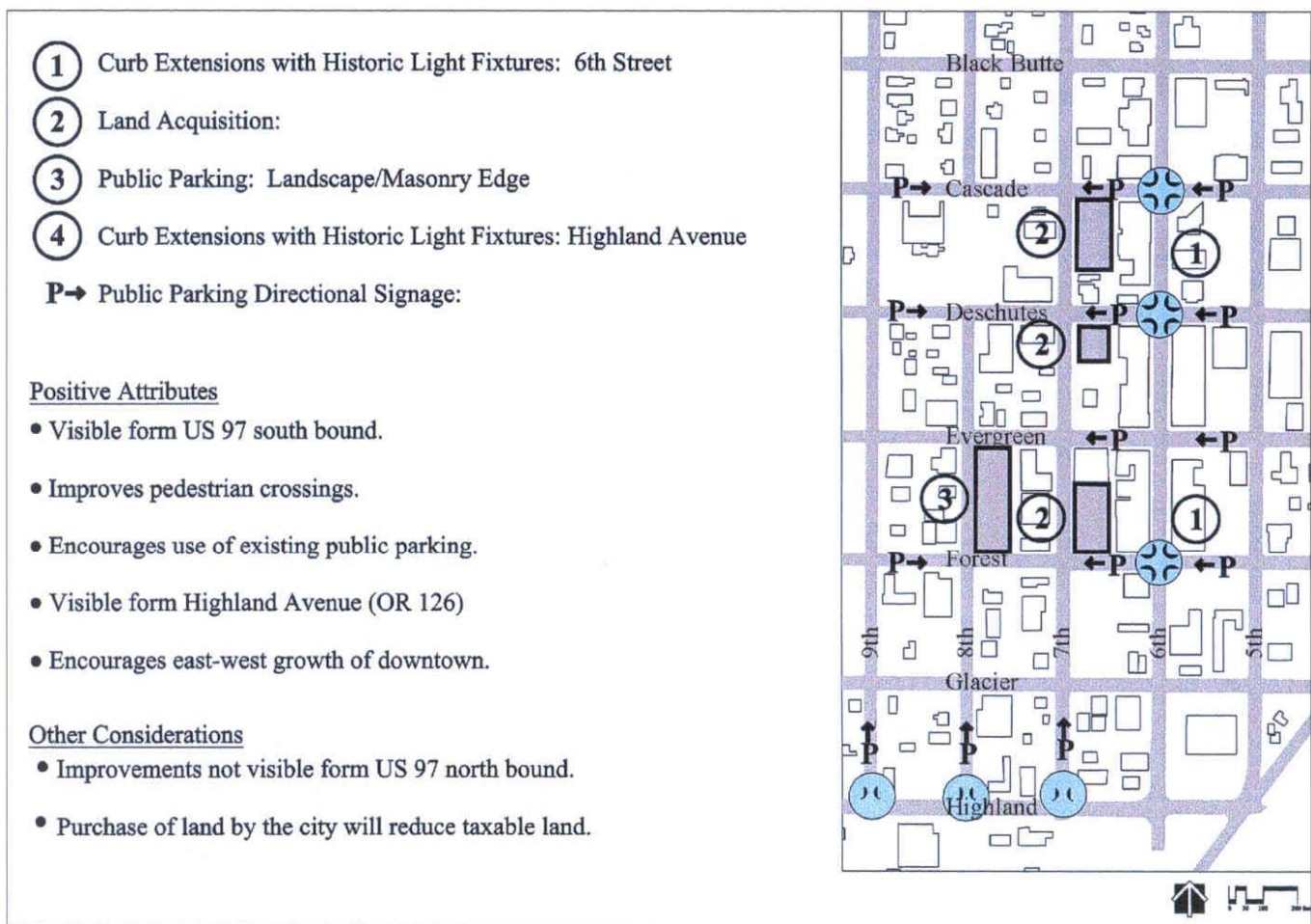


Figure 22 - Composite Improvements - II

E. Composite Improvements - II

This improvement alternative is similar to composite I except for the following:

- The acquisition of land for two additional parking lots for public use;
- Curb extensions and period light fixtures are added along the north side of Highland Avenue.
- Alley improvements and 5th Street lighting improvements are deleted under this alternative.

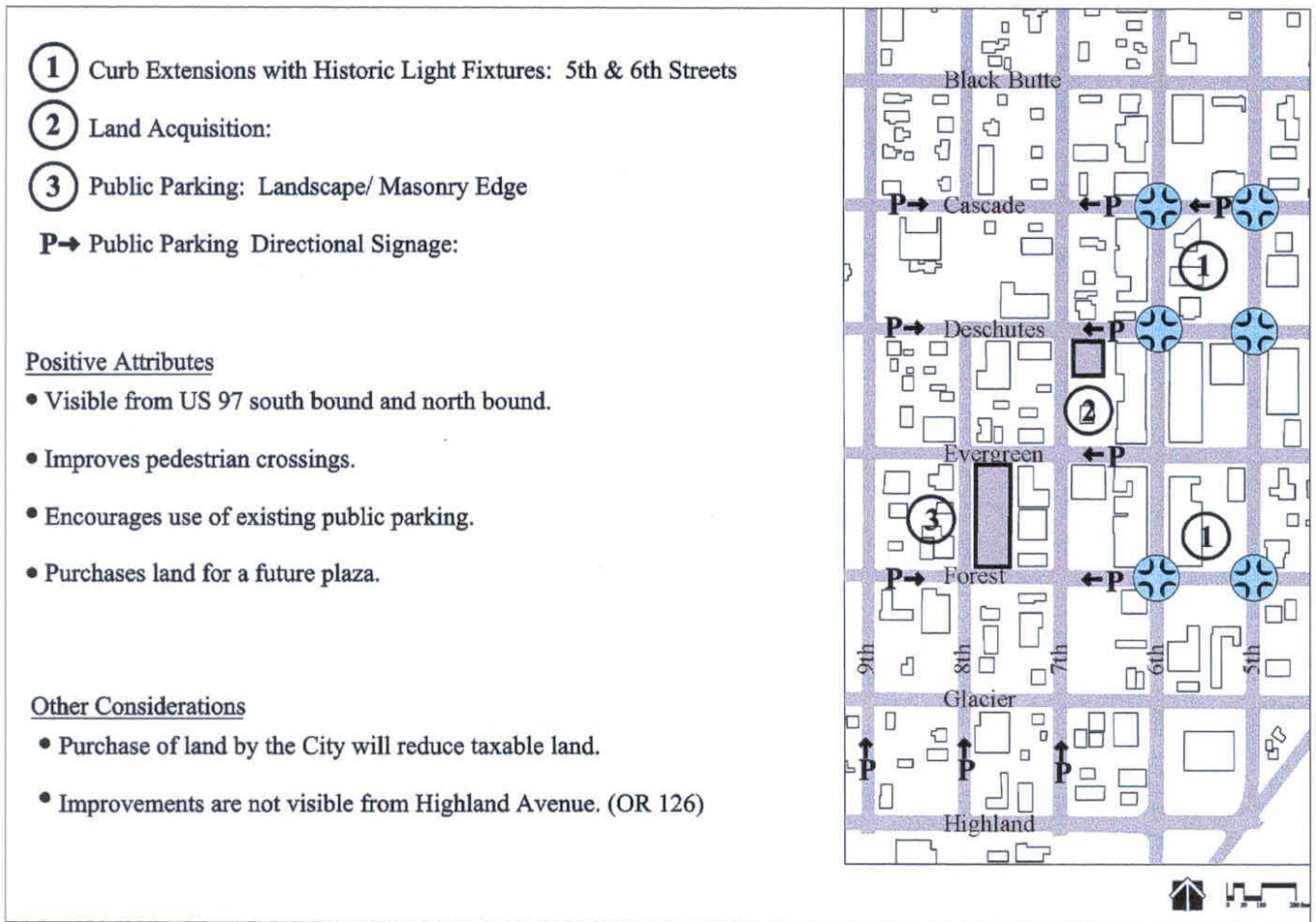


Figure 23 - Composite Improvements - III

F. Composite Improvements - III

This alternative is also similar to Composite I except for the following:

- Additional curb extensions are proposed along both 5th and 6th at the intersections with Forest, Deschutes, and Cascade Avenues.
- Alley improvements are not included.



Appendix

E. D. Hovee & Company

Economic and Development Services



MEMORANDUM

To: Mr. Tim Dabareiner
Barney & Worth, Inc.

From: Eric Hovee and Darren Wertz

Subject: Additional Funding Sources for the Redmond Downtown Action Plan

Date: June 30, 2000

With the 1995 creation of an Urban Renewal District, The City of Redmond met the requirements to be allowed to use *tax increment bonds* for urban renewal. The draft versions of the Downtown Action Plan have specifically cited tax increment financing and the City Council has already established a project priority list to be financed through tax increment financing. The Downtown Action Plan project list however may exceed the capacity of tax increment financing to cover all desired investments.

Redmond has two urban renewal development projects being administered by the local Urban Renewal Agency. South Airport Plan with a debt limit of about \$5.3 million with between \$3.5 - \$4 million remaining and the Downtown Redevelopment Plan with a debt limit of \$27.1 million with approximately \$23 million remaining.

The following is an overview of other funding sources available to Redmond should alternate or additional funds be required.

- Tax increment bonds are limited to the amount of debt that can be supported by increases in tax revenues based on increases in assessed value, over a fixed base value, of the properties affected by the Urban Renewal project(s). Municipalities can also issue tax exempt bonds to finance public capital improvements. Redmond legal debt margin is 3% of total assessed value or \$19,719,238 as of June 30, 1999. Available debt under the 3% limit, (again as of June 30, 1999 and after allowable deductions from gross bonded debt of \$4,513,601 of Bancroft Improvement Bonds, Limited Tax Improvement Bonds, Water Bonds and Urban Development Bonds) is \$17,989,238.
- *Economic Improvement Districts*: A type of voluntary special assessment district available for the kinds of street improvements being discussed is the economic improvement district (EID). By forming an EID, commercial or industrial districts are able to fund a variety of programs through a self-imposed assessment after review by the city. EIDs can be used to fund capital improvements and also related, intangible requirements such as planning, management, maintenance and recruitment. The assessments for an EID can be either on the property value or attached to business license fees.

- *Local Improvement Districts (LIDs):* Special funding for capital improvements is available through LIDs and in fact most of the sewer and lighting and other local improvements are or can be so funded. Application of LID funding to support Redmond downtown action plan efforts would be limited to capital improvements.
- *Business license surcharges:* These represent a fee placed on businesses within certain boundaries. It is a surcharge to the city's occupational tax. The surcharge amount can be based on number of employees in each business or other criteria. The city is responsible for collection of fees and disbursement of checks which can be to a downtown or business association. For example businesses in both Seaside and Pendleton Oregon have allocated business license fee revenues to help fund convention facilities.
- *Private donations:* Occasionally funds are made available from private sources where it has been felt to be in the best interest of several private parties to have either personnel or programs that benefit those private parties. Either an endowment fund or ongoing contributions can fund a position or program for as long as it is deemed reasonable. These private contributors may include major employers. This kind of funding strategy is usually most successful for: (a) A non-profit facility like museum or interpretive center; (b) arts and cultural organizations / events; or (c) for a critical economic development initiative with major private sector leadership.
- *Membership dues:* Another common way to bring a group together around a common goal is to fund that goal with membership fees through association set up to accomplish that goal. Membership dues often provide a source of private matching funds. They also help ensure continuity, since the contributor list can change without affecting the goal. Membership fees already assessed by Central Oregon Visitor Association and the Redmond Chamber of Commerce are good examples.
- *Lottery funds:* The Oregon Economic and Community Development Department (OECD) provides lottery funded programs and makes special financing available where needed to help business locate. OECD has a local regional development officer in Bend. Individual businesses wishing to expand or relocate can apply for an assortment of state loans and guarantees through OEDCD. Some of the programs that may be applicable to the Downtown Action Plan (DAP) would be those that might be shown to improve the number/quality of jobs or housing for low income respondents. High density infill and retail jobs are typical activities that might be eligible for funding. In as much as the DAP can be shown to improve these kinds of housing and employment conditions it may qualify for Community Development Block Grants (CBDG) under Community Facilities.
- *Community Development Block Grant (CBDG):* A potentially viable approach would be to solicit CBDG monies for those street-related improvements if those improvements could also be shown to qualify as water and/or sewer improvements benefiting Redmond's low-income community under the CBDG criteria. This kind of funding might be a reach, but Redmond has qualified as a Distressed Area preferential ranking in the competition for funds from OECD. ¹
- *Downtown Action Plan :* Additional funding could also potentially come from reallocating a percentage of the transient room tax (TRT) for debt service on revenue bonds. Currently the city allocates about one third of the TRT to the Chamber of Commerce and two thirds to the general fund. Additional funds could also be made available from the transient room tax by increasing the tax rate. The city of Redmond

rate is currently 7.5% compared to 7% for the county and Bend, but it is less than the 8% being assessed in Sisters. Collections for the year ending June 30, 1999 were \$215,426.

- *The Central Oregon Intergovernmental Council (COIC)*: Two programs are administered by COIC as successors to the Regional Strategies program; these are the Regional Investment Fund and the Rural Investment Fund. To date a Central Oregon Community Development Plan has been developed by COIC and will come before the Oregon Economic and Community development Commission at its April meeting. According to COIC staff there is about \$1.6 million to be allocated.
- *Oregon Livability Initiative*: This is another source of funds that may be come available through HB2088. The Community Incentive Fund created under this Initiative is to be administered by Oregon Housing and Community Services. Downtown revitalization projects fall under the category of Community Solutions and are expected to be eligible. The Community Incentive Fund is fourth in line to receive monies from \$140 million in lottery revenue bonds. Of the \$25 million projected this biennium for Housing and Community Services, only \$2 - \$5 million is actually expected to materialize.

We would be happy to address questions or comments regarding any of these potential funding sources.

Land Acquisition Information

Potential Land Acquisition 'A'

Approximate Size: 30,000 S.F.

Estimated Value: \$5.50/per square foot*

Estimated Price: \$165,000*

Potential Land Acquisition 'B'

Approximate Size: 20,000 S.F.

Estimated Value: \$5.00/per square foot*

Estimated Price: \$100,000*

Potential Land Acquisition 'C'

Approximate Size: 10,000 S.F.

Estimated Value: \$5.50/per square foot*

Estimated Price: \$55,000*

Potential Land Acquisition 'D'

Approximate Size: 20,000 S.F.

Estimated Value: \$4.50/per square foot*

Estimated Price: \$90,000*

Potential Land Acquisition 'E'

Approximate Size: 25,000 S.F.

Estimated Value: \$5.50/per square foot*

Estimated Price: \$138,000*



*Note:

These estimated values were derived from estimated sale prices for other similar properties in 1999. As actual appraisals were not undertaken, the estimated value per square foot and the estimated price may not actually identify true market value for these properties. These figures should only be used for general planning purposes. Before budgeting for possible acquisition, real estate appraisals should be undertaken on properties of interest.

Plaza					03/31/2000
Item	Unit	Unit Cost	Quantity	Subtotal	Totals
Demolition and Site Preparation					
Mobilize	ls	\$50,000	1	\$50,000	
Demo 1 Story Building	ls	\$20,000	1	\$20,000	
Site Clearing	sf	\$0.25	15,900	\$3,975	
Strip Topsoil	cy	\$15	233	\$3,495	
Remove Asphalt	sf	\$0.45	10,000	\$4,500	
		Subtotal Demo and Site Prep		\$81,970	
Earthwork					
Site Grading	cy	\$10.00	1,360	\$13,600	
		Subtotal Earthwork		\$13,600	
Site Improvements					
Plaza Unit Paver	sf	\$9	14,400	\$129,600	
Basalt Specialty Paving	sf	\$12	1,872	\$22,464	
Fountain Paving	each	\$12	270	\$3,240	
Brick Paver Centerline	ea	\$9	330	\$2,970	
Basalt Blocks (3'x8'x2')	each	\$1,600	30	\$48,000	
Trash Receptacle	ea	\$500	2	\$1,000	
Flagpoles	each	\$2,500	4	\$10,000	
Drinking Fountain	each	\$2,000	1	\$2,000	
Mast Lights	each	\$8,000	4	\$32,000	
Fountain	each	\$125,000	1	\$125,000	
Bikerack	each	\$200	1	\$200	
		Subtotal Site Improvements		\$376,474	
Bosque					
4" deep 3/4" minus base	sf	\$2	14,050	\$28,100	
1" Deep 1/4" Minus	sf	\$1	14,050	\$14,050	
16"x6" Flush Conc. Tree Ring	lf	\$6	498	\$2,988	
Concrete Mowband	lf	\$6	640	\$3,840	
		Subtotal Bosque		\$48,978	
Drainage					
Trench Drain	lf	\$50	80	\$4,000	
6" PVC Drain	lf	\$20	150	\$3,000	
		Subtotal Drainage		\$7,000	
Mid-Block Curb Extension, Both Sides					
Demo Curb and Pavement	sf	\$0.75	1,500	\$1,125	
Unit Paver Extension	sf	\$9	454	\$4,086	
14" Concrete Curb	lf	\$6	94	\$564	
Catch Basins	each	\$1,500	2	\$3,000	
Drywell (Type b, 20 cy, 1 for both sides)	each	\$4,000	1	\$4,000	
Asphalt Patch	sf	\$2	141	\$282	
Crosswalk	each	\$1,000	1	\$1,000	
		Subtotal Mid-Block		\$14,057	
Irrigation					
Lawn	sf	\$0.75	5,750	\$4,313	
Planting Bed	sf	\$0.75	400	\$300	
Tree Bubblers	each	\$85	28	\$2,380	
		Subtotal Irrigation		\$6,993	
Landscape					
Finish Grading	sf	\$0.25	19,800	\$4,950	
Soil Preparation	sf	\$0.75	6,200	\$4,650	
Shrub/groundcover	sf	\$3.50	400	\$1,400	
Sod	sf	\$6	5,740	\$34,440	
Tree	each	\$375	28	\$10,500	
		Subtotal Landscape		\$55,940	
		Construction Subtotal:		\$605,012	
		Design & Engineering		\$60,501	
		Contingencies (20% of Construction Subtotal)		\$121,002	
		GRAND TOTAL		\$786,515	

PRELIMINARY CONSTRUCTION COST ESTIMATE
REDMOND DOWNTOWN ACTION PLAN
COMPOSITE IMPROVEMENTS - I

04-Apr-2000

ELEMENT - 1

6TH AND 7TH STREETS - FOREST TO CASCADE

Unit Paver Curb Extensions and Historic Lights

Effective Length of Curb Line Reconstructed	1500	LF.	
Number of Proposed Extensions	20		

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	19000	S.F.	\$0.25	\$4,750
2	Sidewalk & Pavement Demolition	19000	S.F.	\$0.75	\$14,250
3	14" Standard Curb (remove/replace)	1500	LF.	\$6.00	\$9,000
4	14" Standard Curb (25' add per each extension)	500	LF.	\$6.00	\$3,000
5	Unit Paver Extensions (80mm,1"sand,6" agg. base)	19000	S.F.	\$9.00	\$171,000
6	Catch Basins (2 per extension)	40	EA.	\$1,500	\$60,000
7	Drywells (Type B, 20 cy, 1 per extension)	20	EA.	\$4,000	\$80,000
8	8" C-900 PVC Storm Drains (70' per extension)	1400	LF	\$35.00	\$49,000
9	Buried Conduit(s) & Conductors for Street Lights	3600	LF.	\$20.00	\$72,000
10	Street Light Power Feeds & Switch Gear (0.5/block)	2	EA.	\$5,000	\$10,000
11	Street Lights (historic, 10 per block w/ base)	20	EA.	\$5,000	\$100,000
12	Crosswalk Markings	20	EA.	\$500	\$10,000
CONSTRUCTION SUBTOTAL					\$583,000

ELEMENT - 2

DESCHUTES AND EVERGREEN AVENUES - 6TH STREET TO 7TH STREET

Widen Sidewalks, Install Unit Pavers, Historic Lights, Street Trees, and Furnishings

Total Length of Street less Cross Streets	500	LF.	
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ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	10000	S.F.	\$0.25	\$2,500
2	Sidewalk, Pavement, & Driveway Apron Demolition	10000	S.F.	\$0.75	\$7,500
3	Existing Street Tree & Stump Removal	22	EA.	\$100	\$2,200
4	14" Standard Curb (remove/replace)	1000	LF.	\$6.00	\$6,000
5	Unit Paver Sidewalks (80mm,1"sand,6" agg. base)	10000	S.F.	\$9.00	\$90,000
6	Driveway/Alley Aprons (concrete, 4 per block)	8	EA.	\$1,000	\$8,000
7	Street Trees (3" dec., 12 per block)	27	EA.	\$500	\$13,500
8	Street Tree Grates (cast iron, 5'x5', 12 per block)	20	EA.	\$1,500	\$30,000
9	Irrigation System for Trees (45'/tree)	26	EA.	\$250.00	\$6,500
10	Irrigation System Water Services (2 per block)	3	EA.	\$500.00	\$1,500
11	Buried Conduit(s) & Conductors for Street Lights	1600	LF.	\$20.00	\$32,000
12	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
13	Street Lights (historic, 8 per block w/ base)	18	EA.	\$5,000	\$90,000
14	Bike Racks (2 per block)	4	EA.	\$250	\$1,000
15	Crosswalk Markings	1	EA.	\$500	\$500
CONSTRUCTION SUBTOTAL					\$296,200

ELEMENT - 3

ALLEY - DESCHUTES TO EVERGREEN BETWEEN 6TH AND 7TH STREETS
Underground Utilities, New Paving, Furnishings, and Lighting

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Common Trench Excavation & Backfill	425	LF.	\$20.00	\$8,500
2	Service Trench Excavation & Backfill	200	LF.	\$15.00	\$3,000
3	Up Wall & Over Roof Service Conduit (3")	100	LF.	\$10.00	\$1,000
4	Service Connections (meter base conversion)	14	EA.	\$1,500	\$21,000
5	Primary Power Conduit Installed (6" sch 40)	425	LF.	\$7.00	\$2,975
6	Primary Power Conduit Installed (4" sch 40)	840	LF.	\$5.00	\$4,200
7	Secondary Power Conduit Installed (3" sch 40)	800	LF.	\$4.00	\$3,200
8	Power Transformer Vaults	4	EA.	\$2,500	\$10,000
9	Power Switch Vaults	4	EA.	\$2,500	\$10,000
10	Power Pull Vaults	1	EA.	\$7,000	\$7,000
11	Power Pole & Riser Transitions	1	EA.	\$12,500	\$12,500
12	Primary Telephone Conduit Installed (4" pvc)	800	LF.	\$4.00	\$3,200
13	Telephone Service Conduit Installed (2" pvc)	800	LF.	\$4.00	\$3,200
14	Telephone Conduit Sweeps (4")	8	EA.	\$50	\$400
15	Telephone Conduit Sweeps (2")	27	EA.	\$25	\$675
16	Cable Television Conduit Installed (3" pvc)	400	LF.	\$3.00	\$1,200
17	Television Service Conduit Installed (1.5" pvc)	800	LF.	\$2.00	\$1,600
18	Television Conduit Sweeps (3")	8	EA.	\$20	\$160
19	Television Conduit Sweeps (1.5")	27	EA.	\$10	\$270
20	Concrete Paving (scored, 6" thick)	6000	S.F.	\$3.50	\$21,000
21	6" Aggregate Road Base (20'x900')	667	SY	\$6.50	\$4,336
22	Street Cuts (patching & traffic control)	2	EA.	\$2,000	\$4,000
23	Adjust Sewer Structures to Grade	2	EA.	\$300	\$600
24	Drywells (Type B, 20 cy, 2 per block)	2	EA.	\$4,000	\$8,000
25	Bike Racks (4 per block)	4	EA.	\$250	\$1,000
26	Trash Containers (4 per block)	2	EA.	\$375	\$750
27	Street Lights (historic)	5	EA.	\$5,000	\$25,000
28	Dumpster Enclosures (masonry, 15'x17'x6')	2	EA.	\$4,000	\$8,000
29	Power Company Equipment & Labor Charges	1	Job	34000	\$34,000
30	Telephone Company Equipment/Labor Charges	1	Job	17000	\$17,000
31	Television Company Equipment/Labor Charges	1	Job	2000	\$2,000
CONSTRUCTION SUBTOTAL					\$219,766

ELEMENT - 4

5TH STREET - FOREST TO EVERGREEN

Historic Lights

Length of Street	340	LF.
Percentage of Curb & Walk Requiring Replacement	0%	

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Buried Conduit(s) & Conductors for Street Lights	880	LF.	\$20.00	\$17,600
2	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
3	Street Lights (historic, 10 per block w/ base)	10	EA.	\$5,000	\$50,000
4	Crosswalk Markings	2	EA.	\$500	\$1,000
CONSTRUCTION SUBTOTAL					\$73,600

ELEMENT - 6**NORTH SIDE OF HIGHLAND AVENUE - 7TH, 8TH, AND 9TH STREETS****Curb Extensions and Historic Light Fixtures**

Length of Street	340 LF.
Number of Proposed Extensions	6
Percentage of Existing Curb to be Replaced	0%
Percentage of Existing Sidewalk to be Replaced	0%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	5700	S.F.	\$0.25	\$1,425
2	Sidewalk & Pavement Demolition	5700	S.F.	\$0.75	\$4,275
3	14" Standard Curb (85' add per each extension)	510	LF.	\$6.00	\$3,060
4	Concrete Sidewalks (4"/4", 950 sf add per extension)	5700	S.F.	\$4.75	\$27,075
5	Catch Basins (1 per extension)	6	EA.	\$1,500	\$9,000
6	Drywells (Type B, 20 cy, 1 per extension)	6	EA.	\$4,000	\$24,000
7	8" C-900 PVC Storm Drains (30' per extension)	180	LF	\$35.00	\$6,300
8	Buried Conduit(s) & Conductors for Street Lights	800	LF.	\$30.00	\$24,000
9	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
10	Street Lights (historic)	6	EA.	\$5,000	\$30,000
CONSTRUCTION SUBTOTAL					\$134,135

ELEMENT - 7**8TH STREET ROW - BETWEEN DESCHUTES AND EVERGREEN****Unit Paver Sidewalk, Street Trees, and Planter Strips**

Total Length of Walk	280 LF.
Width of Improved Strip	33
Percentage of Curb Requiring Replacement	0%
Percentage of Sidewalk Requiring Replacement	0%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	9240	S.F.	\$0.25	\$2,310
2	Unit Paver Sidewalks (80mm,1"sand,6" agg. base)	2240	S.F.	\$9.00	\$20,160
3	Concrete Sidewalks (4"/4", 920 sf per extension)	225	S.F.	\$4.75	\$1,069
4	Planter Strip Topsoil (8" thick, 75% of frontage)	6950	S.F.	\$0.25	\$1,738
5	Irrigated Landscaping (predominantly lawn)	4000	SF	\$4.00	\$16,000
6	Street Trees (3" dec.)	18	EA.	\$500	\$9,000
7	Irrigation System Water Services (2 per block)	1	EA.	\$500.00	\$500
8	Crosswalk Markings	1	EA.	\$500	\$500
CONSTRUCTION SUBTOTAL					\$51,276

COMPOSITE IMPROVEMENTS - I SUMMARY

CONSTRUCTION SUBTOTAL		\$1,357,977
CONSTRUCTION STAKING		\$67,899
ENGINEERING & SURVEYING		\$135,798
CONTINGENCY	20%	\$285,175
PROJECT TOTAL		\$1,846,848

Note: This cost estimate does not include land acquisition.

PRELIMINARY CONSTRUCTION COST ESTIMATE
REDMOND DOWNTOWN URBAN RENEWAL PLAN

05-Apr-2000

IMPROVEMENT - A

5TH AND 6TH STREETS - BLACK BUTTE TO NORTH END OF COUPLET

Concrete Sidewalks, Street Trees, Highway Lighting and Extensions Numbering

Total Length of Street less Cross Streets	6220 LF.
Number of Proposed Extensions	0
Percentage of Curb Requiring Replacement	25%
Percentage of Sidewalk Requiring Replacement	85%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	115070	S.F.	\$0.25	\$28,768
2	Sidewalk & Driveway Apron Demolition	52870	S.F.	\$0.75	\$39,653
3	14" Standard Curb (remove/replace)	3110	LF.	\$6.00	\$18,660
4	14" Standard Curb (25' add per each extension)	0	LF.	\$6.00	\$0
5	Concrete Sidewalks (4"thick w/ 4" agg. base)	52870	S.F.	\$4.75	\$251,133
6	Concrete Sidewalks (4"/4", 400 sf add per extension)	0	S.F.	\$4.75	\$0
7	Driveway Aprons (concrete, 4 per block)	82	EA.	\$1,000	\$82,000
8	Catch Basins (2 per extension)	0	EA.	\$1,500	\$0
9	Drywells (Type B, 20 cy, 1 per extension)	0	EA.	\$4,000	\$0
10	8" C-900 PVC Storm Drains (70' per extension)	0	LF	\$35.00	\$0
11	Planter Strip Topsoil (8" thick, 75% of frontage)	46650	S.F.	\$0.25	\$11,663
12	Street Trees (3" dec., 14 per block)	290	EA.	\$500	\$145,000
13	Irrigated Landscaping (predominantly lawn)	46650	SF	\$2.00	\$93,300
14	Buried Conduit(s) & Conductors for Street Lights	14040	LF.	\$20.00	\$280,800
15	Street Light Power Feeds & Switch Gear (0.5/block)	10	EA.	\$5,000	\$50,000
16	Street Lights (cobra, 4 per block, buried conductors)	82	EA.	\$3,500	\$287,000
17	Crosswalk Markings (ave. 3.5 per block)	64	EA.	\$500	\$32,000
	CONSTRUCTION SUBTOTAL				\$1,319,975
	CONSTRUCTION STAKING				\$65,999
	ENGINEERING & SURVEYING				\$131,998
	CONTINGENCY	20%			\$290,395
	PROJECT TOTAL				\$1,808,366

IMPROVEMENT - B

5TH AND 6TH STREETS - BLACK BUTTE TO HIGHLAND

Curb Extensions, Repair Paver Walks, Install Historic Lights, Street Trees, and Furnishings

Total Length of Street less Cross Streets	3560 LF.
Number of Proposed Extensions	32
Percentage of Curb Requiring Replacement	25%
Percentage of Sidewalk Requiring Replacement	30%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	21360	S.F.	\$0.25	\$5,340
2	Sidewalk & Driveway Apron Demolition	10680	S.F.	\$0.75	\$8,010
3	14" Standard Curb (remove/replace)	1780	LF.	\$6.00	\$10,680
4	14" Standard Curb (25' add per each extension)	800	LF.	\$6.00	\$4,800
5	Unit Paver Sidewalks (80mm,1"sand,6" agg. base)	21360	S.F.	\$9.00	\$192,240
6	Unit Paver Extensions (80mm,1"sand,6" agg. base)	12800	S.F.	\$9.00	\$115,200
7	Driveway Aprons (concrete, 4 per block)	47	EA.	\$1,000	\$47,000
8	Catch Basins (2 per extension)	64	EA.	\$1,500	\$96,000
9	Drywells (Type B, 20 cy, 1 per extension)	32	EA.	\$4,000	\$128,000
10	8" C-900 PVC Storm Drains (70' per extension)	2240	LF	\$35.00	\$78,400
11	Street Trees (3" dec., 16 per block)	189	EA.	\$500	\$94,500
12	Street Tree Grates (cast iron, 5'x5', 16 per block)	189	EA.	\$850	\$160,650
13	Irrigation System for Trees (45'/tree)	189	EA.	\$250.00	\$47,250
14	Irrigation System Water Services (2 per block)	23	EA.	\$500.00	\$11,500
15	Buried Conduit(s) & Conductors for Street Lights	7720	LF.	\$20.00	\$154,400
16	Street Light Power Feeds & Switch Gear (0.5/block)	5	EA.	\$5,000	\$25,000
17	Street Lights (historic, 10 per block w/ base)	118	EA.	\$5,000	\$590,000
18	Bike Racks (4 per block)	47	EA.	\$250	\$11,750
19	Trash Containers (4 per block)	47	EA.	\$375	\$17,625
20	Crosswalk Markings (ave. 3.2 per block)	55	EA.	\$500	\$27,500
	CONSTRUCTION SUBTOTAL				\$1,825,845
	CONSTRUCTION STAKING				\$91,292
	ENGINEERING & SURVEYING				\$182,585
	CONTINGENCY	20%			\$401,686
	PROJECT TOTAL				\$2,501,408

IMPROVEMENT - C1

DESCHUTES, EVERGREEN, AND FOREST AVENUES - 5TH STREET TO 8TH STREET

Widen Sidewalks, Install Unit Pavers, Historic Lights, Street Trees, and Furnishings

Total Length of Street less Cross Streets	2050 LF.
Number of Proposed Extensions With Plan B	24
Percentage of Curb Requiring Replacement	100%
Percentage of Sidewalk Requiring Replacement	100%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	41000	S.F.	\$0.25	\$10,250
2	Sidewalk, Pavement, & Driveway Apron Demolition	41000	S.F.	\$0.75	\$30,750
3	Existing Street Tree & Stump Removal	93	EA.	\$100	\$9,300
4	14" Standard Curb (remove/replace)	4100	LF.	\$6.00	\$24,600
5	14" Standard Curb (25' add per each extension)	600	LF.	\$6.00	\$3,600
6	Unit Paver Sidewalks (80mm,1"sand,6" agg. base)	41000	S.F.	\$9.00	\$369,000
7	Unit Paver Extensions (80mm,1"sand,6" agg. base)	9600	S.F.	\$9.00	\$86,400
8	Driveway/Alley Aprons (concrete, 4 per block)	32	EA.	\$1,000	\$32,000
9	Catch Basins (2 per extension)	48	EA.	\$1,500	\$72,000
10	Drywells (Type B, 20 cy, 1 per extension)	24	EA.	\$4,000	\$96,000
11	8" C-900 PVC Storm Drains (70' per extension)	1680	LF	\$35.00	\$58,800
12	Street Trees (3" dec., 12 per block)	111	EA.	\$500	\$55,500
13	Street Tree Grates (cast iron, 5'x5', 12 per block)	82	EA.	\$1,500	\$123,000
14	Irrigation System for Trees (45'/tree)	109	EA.	\$250.00	\$27,250
15	Irrigation System Water Services (2 per block)	13	EA.	\$500.00	\$6,500
16	Buried Conduit(s) & Conductors for Street Lights	4700	LF.	\$20.00	\$94,000
17	Street Light Power Feeds & Switch Gear (0.5/block)	4	EA.	\$5,000	\$20,000
18	Street Lights (historic, 8 per block w/ base)	74	EA.	\$5,000	\$370,000
19	Bike Racks (4 per block)	27	EA.	\$250	\$6,750
20	Crosswalk Markings	23	EA.	\$500	\$11,500
	CONSTRUCTION SUBTOTAL				\$1,507,200
	CONSTRUCTION STAKING				\$75,360
	ENGINEERING & SURVEYING				\$150,720
	CONTINGENCY	20%			\$331,584
	PROJECT TOTAL				\$2,064,864

Note: The quantities indicated in Improvement C1 reflect a project that will be combined with the "Improvement B" scope of work. The overlapping work is included in the "B" schedule.

IMPROVEMENT - C2**DESCHUTES, EVERGREEN, AND FOREST AVENUES - 5TH STREET TO 8TH STREET**

Widen Sidewalks, Install Unit Pavers, Historic Lights, Street Trees, and Furnishings

Total Length of Street less Cross Streets	2050 LF.
Number of Proposed Extensions Without Plan B	38
Percentage of Curb Requiring Replacement	100%
Percentage of Sidewalk Requiring Replacement	100%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	41000	S.F.	\$0.25	\$10,250
2	Sidewalk, Pavement, & Driveway Apron Demolition	41000	S.F.	\$0.75	\$30,750
3	Existing Street Tree & Stump Removal	93	EA.	\$100	\$9,300
4	14" Standard Curb (remove/replace)	4100	LF.	\$6.00	\$24,600
5	14" Standard Curb (25' add per each extension)	950	LF.	\$6.00	\$5,700
6	Unit Paver Sidewalks (80mm,1"sand,6" agg. base)	41000	S.F.	\$9.00	\$369,000
7	Unit Paver Extensions (80mm,1"sand,6" agg. base)	15200	S.F.	\$9.00	\$136,800
8	Driveway/Alley Aprons (concrete, 4 per block)	32	EA.	\$1,000	\$32,000
9	Catch Basins (2 per extension)	76	EA.	\$1,500	\$114,000
10	Drywells (Type B, 20 cy, 1 per extension)	38	EA.	\$4,000	\$152,000
11	8" C-900 PVC Storm Drains (70' per extension)	2660	LF	\$35.00	\$93,100
12	Street Trees (3" dec., 12 per block)	111	EA.	\$500	\$55,500
13	Street Tree Grates (cast iron, 5'x5', 12 per block)	82	EA.	\$1,500	\$123,000
14	Irrigation System for Trees (45'/tree)	109	EA.	\$250.00	\$27,250
15	Irrigation System Water Services (2 per block)	13	EA.	\$500.00	\$6,500
16	Buried Conduit(s) & Conductors for Street Lights	4700	LF.	\$20.00	\$94,000
17	Street Light Power Feeds & Switch Gear (0.5/block)	4	EA.	\$5,000	\$20,000
18	Street Lights (historic, 8 per block w/ base)	74	EA.	\$5,000	\$370,000
19	Bike Racks (4 per block)	27	EA.	\$250	\$6,750
20	Crosswalk Markings	48	EA.	\$500	\$24,000
	CONSTRUCTION SUBTOTAL				\$1,704,500
	CONSTRUCTION STAKING				\$85,225
	ENGINEERING & SURVEYING				\$170,450
	CONTINGENCY	20%			\$374,990
	PROJECT TOTAL				\$2,335,165

Note: The quantities indicated in Improvement C2 reflect a stand alone project that will not be combined with the "Improvement B" scope of work. The work that may have overlapped with "B" is included in the "C2" schedule.

IMPROVEMENT - D

NORTH SIDE OF HIGHLAND AVE. - 6TH STREET TO 9TH STREET

Curb Extensions, Repair Concrete Walks, Install Historic Lights, and Street Trees

Total Length of Street less Cross Streets	700 LF.
Number of Proposed Partial Extensions	6
Percentage of Curb Requiring Replacement	25%
Percentage of Sidewalk Requiring Replacement	85%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	6475	S.F.	\$0.25	\$1,619
2	Sidewalk & Driveway Apron Demolition	2975	S.F.	\$0.75	\$2,231
3	14" Standard Curb (remove/replace)	175	LF.	\$6.00	\$1,050
4	14" Standard Curb (25' add per each extension)	150	LF.	\$6.00	\$900
5	Concrete Sidewalks (4"thick w/ 4" agg. base)	2975	S.F.	\$4.75	\$14,131
6	Concrete Sidewalks (4"/4", 200 sf add per extension)	1200	S.F.	\$4.75	\$5,700
7	Driveway & Alley Aprons (concrete, 3 per block)	9	EA.	\$1,000	\$9,000
8	Catch Basins (1 per extension)	6	EA.	\$1,500	\$9,000
9	Drywells (Type B, 20 cy, 1 per extension)	6	EA.	\$4,000	\$24,000
10	8" C-900 PVC Storm Drains (30' per extension)	180	LF	\$35.00	\$6,300
11	Planter Strip Topsoil (8" thick, 75% of frontage)	2625	S.F.	\$0.25	\$656
12	Street Trees (3" dec., 6 per block)	19	EA.	\$500	\$9,500
13	Irrigated Landscaping (predominantly lawn)	2625	SF	\$2.00	\$5,250
14	Buried Conduit(s) & Conductors for Street Lights	900	LF.	\$20.00	\$18,000
15	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
16	Street Lights (historic)	6	EA.	\$5,000	\$30,000
	CONSTRUCTION SUBTOTAL				\$142,338
	CONSTRUCTION STAKING				\$7,117
	ENGINEERING & SURVEYING				\$14,234
	CONTINGENCY	20%			\$31,314
	PROJECT TOTAL				\$195,002

IMPROVEMENT - E

9TH STREET - ANTLER TO INDIAN

Install Historic Lights and Street Trees

Total Length of Street less Cross Streets	2500 LF.
Number of Proposed Extensions	16
Percentage of Curb Requiring Replacement	0%
Percentage of Sidewalk Requiring Replacement	0%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Sidewalk & Pavement Demolition	8000	S.F.	\$0.75	\$6,000
2	Earthwork (remove old plant strips, prepare base)	8000	S.F.	\$0.25	\$2,000
3	14" Standard Curb (80' per each extension)	1280	LF.	\$6.00	\$7,680
4	Concrete Sidewalks (4"/4", 920 sf per extension)	14720	S.F.	\$4.75	\$69,920
5	Catch Basins (2 per extension)	32	EA.	\$1,500	\$48,000
6	Drywells (Type B, 20 cy, 1 per extension)	16	EA.	\$4,000	\$64,000
7	8" C-900 PVC Storm Drains (70' per extension)	1120	LF	\$35.00	\$39,200
8	Street Trees (3" dec., 12 per block)	100	EA.	\$500	\$50,000
9	Irrigation System for Trees (45'/tree)	100	EA.	\$250.00	\$25,000
10	Irrigation System Water Services (2 per block)	16	EA.	\$500.00	\$8,000
11	Buried Conduit(s) & Conductors for Street Lights	5600	LF.	\$20.00	\$112,000
12	Street Light Power Feeds & Switch Gear (0.5/block)	4	EA.	\$5,000	\$20,000
13	Street Lights (historic, 10 per block w/ base)	83	EA.	\$5,000	\$415,000
	CONSTRUCTION SUBTOTAL				\$866,800
	CONSTRUCTION STAKING				\$43,340
	ENGINEERING & SURVEYING				\$86,680
	CONTINGENCY	20%			\$190,696
	PROJECT TOTAL				\$1,187,516

IMPROVEMENT - F

DESCHUTES AVENUE - 9TH STREET TO CANYON

Install Concrete Walks, Street Trees, and Repair Curbs

Total Length of Street less Cross Streets	920 LF.
Number of Proposed Extensions	0
Percentage of Curb Requiring Replacement	25%
Percentage of Sidewalk Requiring Replacement	100%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Earthwork (remove old plant strips, prepare base)	13800	S.F.	\$0.25	\$3,450
2	Sidewalk & Driveway Apron Demolition	4600	S.F.	\$0.75	\$3,450
3	14" Standard Curb (remove/replace)	460	LF.	\$6.00	\$2,760
4	14" Standard Curb (25' add per each extension)	0	LF.	\$6.00	\$0
5	Concrete Sidewalks (4"thick w/ 4" agg. base)	11040	S.F.	\$4.75	\$52,440
6	Concrete Sidewalks (4"/4", 400 sf add per extension)	0	S.F.	\$4.75	\$0
7	Driveway Aprons (concrete, 4 per block)	16	EA.	\$1,000	\$16,000
8	Catch Basins (2 per extension)	0	EA.	\$1,500	\$0
9	Drywells (Type B, 20 cy, 1 per extension)	0	EA.	\$4,000	\$0
10	8" C-900 PVC Storm Drains (70' per extension)	0	LF	\$35.00	\$0
11	Planter Strip Topsoil (8" thick, 75% of frontage)	8280	S.F.	\$0.25	\$2,070
12	Street Trees (3" dec., 16 per block)	452	EA.	\$500	\$226,000
13	Irrigated Landscaping (predominantly lawn)	8280	SF	\$2.00	\$16,560
	CONSTRUCTION SUBTOTAL				\$322,730
	CONSTRUCTION STAKING				\$16,137
	ENGINEERING & SURVEYING				\$32,273
	CONTINGENCY	20%			\$71,001
	PROJECT TOTAL				\$442,140

IMPROVEMENT - G

ALLEYS - CASCADE TO FOREST BETWEEN 6TH AND 7TH STREETS
Underground Utilities, New Paving, Furnishings, and Lighting

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Common Trench Excavation & Backfill	1250	LF.	\$20.00	\$25,000
2	Service Trench Excavation & Backfill	600	LF.	\$15.00	\$9,000
3	Up Wall & Over Roof Service Conduit (3")	300	LF.	\$10.00	\$3,000
4	Service Connections (meter base conversion)	40	EA.	\$1,500	\$60,000
5	Primary Power Conduit Installed (6" sch 40)	1250	LF.	\$7.00	\$8,750
6	Primary Power Conduit Installed (4" sch 40)	2500	LF.	\$5.00	\$12,500
7	Secondary Power Conduit Installed (3" sch 40)	2400	LF.	\$4.00	\$9,600
8	Power Transformer Vaults	14	EA.	\$2,500	\$35,000
9	Power Switch Vaults	14	EA.	\$2,500	\$35,000
10	Power Pull Vaults	2	EA.	\$7,000	\$14,000
11	Power Pole & Riser Transitions	2	EA.	\$12,500	\$25,000
12	Primary Telephone Conduit Installed (4"pvc)	2300	LF.	\$4.00	\$9,200
13	Telephone Service Conduit Installed (2" pvc)	2400	LF.	\$4.00	\$9,600
14	Telephone Conduit Sweeps (4")	24	EA.	\$50	\$1,200
15	Telephone Conduit Sweeps (2")	80	EA.	\$25	\$2,000
16	Cable Television Conduit Installed (3"pvc)	1150	LF.	\$3.00	\$3,450
17	Telephone Service Conduit Installed (1.5" pvc)	2400	LF.	\$2.00	\$4,800
18	Telephone Conduit Sweeps (3")	24	EA.	\$20	\$480
19	Telephone Conduit Sweeps (1.5")	80	EA.	\$10	\$800
20	Concrete Paving (scored, 6" thick)	18000	S.F.	\$3.50	\$63,000
21	6" Aggregate Road Base (20'x900')	2000	SY	\$6.50	\$13,000
22	Street Cuts (patching & traffic control)	3	EA.	\$2,000	\$6,000
23	Adjust Sewer Structures to Grade	6	EA.	\$300	\$1,800
24	Drywells (Type B, 20 cy, 2 per block)	6	EA.	\$4,000	\$24,000
25	Street Lights (historic)	5	EA.	\$5,000	\$25,000
26	Bike Racks	4	EA.	\$250	\$1,000
27	Trash Containers	2	EA.	\$375	\$750
28	Dumpster Enclosures (15'x17'x6', masonry)	2	EA.	\$4,000	\$8,000
29	Power Company Equipment & Labor Charges	1	Job	100000	\$100,000
30	Telephone Company Equipment/Labor Charges	1	Job	50000	\$50,000
31	Television Company Equipment/Labor Charges	1	Job	5000	\$5,000
	CONSTRUCTION SUBTOTAL				\$565,930
	CONSTRUCTION STAKING				\$28,297
	ENGINEERING & SURVEYING				\$56,593
	CONTINGENCY	20%			\$124,505
	PROJECT TOTAL				\$775,324
	ADDITIONAL COST OF UNIT PAVERS (\$3.50/sf)				\$63,000
	CONSTRUCTION SUBTOTAL WITH PAVERS				\$628,930
	CONSTRUCTION STAKING				\$31,447
	ENGINEERING & SURVEYING				\$62,893
	CONTINGENCY	20%			\$138,365
	PROJECT TOTAL WITH PAVERS				\$924,634

IMPROVEMENT - H

OFF STREET PARKING - 7TH STREET & BLACK BUTTE

Demolish Buildings and Construct Parking Lot

Total Area of Parcel	15000 S.F.
Length of Street Frontage	150 LF.
Percentage of Pavement Requiring Replacement	15%
Percentage of Parcel Area Requiring Landscaping	15%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing & Earthwork	15000	S.F.	\$0.50	\$7,500
2	Pavement Demolition	2250	S.F.	\$0.75	\$1,688
3	Building Demolition & Disposal (small wood frame)	1	EA.	\$10,000	\$5,000
4	Building Demolition & Disposal (large concrete block)	1	EA.	\$25,000	\$25,000
5	12" Standard Curb (Type C)	734	LF.	\$5.00	\$3,670
6	Concrete Sidewalks (4"thick,4"base,10' wide, frontage)	1500	S.F.	\$4.75	\$7,125
7	Drywells (Type B, 20 cy)	2	EA.	\$4,000	\$8,000
8	10" C-900 PVC Storm Drains	120	LF	\$35.00	\$4,200
9	6" Aggregate Road Base	1416	SY	\$4.50	\$6,372
10	2" Asphalt Paving	1416	SY	\$3.50	\$4,956
11	Irrigated Landscaping (predominantly shrubs)	2250	SF	\$3.50	\$7,875
12	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
13	Buried Conduit(s) & Conductors for Street Lights	250	LF.	\$20.00	\$5,000
14	Street Lights (historic, 1 per 5000 s.f.)	3	EA.	\$5,000	\$15,000
15	Pavement Marking & Signage	1	L.S.	\$2,500	\$2,500
	CONSTRUCTION SUBTOTAL				\$108,886
	CONSTRUCTION STAKING				\$5,444
	ENGINEERING & SURVEYING				\$10,889
	CONTINGENCY	20%			\$23,955
	PROJECT TOTAL				\$149,173

Note: This cost estimate does not include land acquisition.

IMPROVEMENT - I

OFF STREET PARKING - 7TH STREET & CASCADE

Demolish Buildings and Construct Parking Lot

Total Area of Parcel	20000	S.F.
Length of Street Frontage	200	LF.
Percentage of Pavement Requiring Replacement	30%	
Percentage of Parcel Area Requiring Landscaping	15%	

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing and Earthwork	20000	S.F.	\$0.50	\$10,000
2	Pavement Demolition	6000	S.F.	\$0.75	\$4,500
3	Building Demolition & Disposal (small wood frame)	3	EA.	\$10,000	\$5,000
4	12" Standard Curb (Type C)	848	LF.	\$5.00	\$4,240
5	Concrete Sidewalks (4"thick,4"base,10' wide, frontage)	2000	S.F.	\$4.75	\$9,500
6	Drywells (Type B, 20 cy)	2	EA.	\$4,000	\$8,000
7	10" C-900 PVC Storm Drains	120	LF.	\$35.00	\$4,200
8	6" Aggregate Road Base	1888	SY	\$4.50	\$8,496
9	2" Asphalt Paving	1888	SY	\$3.50	\$6,608
10	Irrigated Landscaping (predominantly shrubs)	3000	SF	\$3.50	\$10,500
11	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
12	Buried Conduit(s) & Conductors for Street Lights	300	LF.	\$20.00	\$6,000
13	Street Lights (historic, 1 per 5000 s.f.)	4	EA.	\$5,000	\$20,000
14	Pavement Marking & Signage	1	L.S.	\$2,500	\$2,500
	CONSTRUCTION SUBTOTAL				\$104,544
	CONSTRUCTION STAKING				\$5,227
	ENGINEERING & SURVEYING				\$10,454
	CONTINGENCY	20%			\$23,000
	PROJECT TOTAL				\$143,225

Note: This cost estimate does not include land acquisition.

IMPROVEMENT - J

OFF STREET PARKING - 7TH STREET & DESCHUTES

Improve Parking Lot - Add Landscaping & Historic Lights

Total Area of Parcel	10000	S.F.
Length of Street Frontage	100	LF.
Percentage of Pavement Requiring Removal	20%	
Percentage of Parcel Area Requiring Landscaping	15%	

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing and Earthwork	2000	S.F.	\$0.50	\$1,000
2	Pavement Demolition	2000	S.F.	\$0.75	\$1,500
3	12" Standard Curb (Type C)	400	LF.	\$5.00	\$2,000
4	Concrete Sidewalks (4"thick,4"base,10' wide, frontage)	400	S.F.	\$4.75	\$1,900
5	Drywells (Type B, 20 cy)	1	EA.	\$4,000	\$4,000
6	6" Aggregate Road Base (patch)	55	SY	\$15.00	\$825
7	2" Asphalt Paving (patch)	55	SY	\$15.00	\$825
8	Irrigated Landscaping (predominantly shrubs)	1500	SF	\$3.50	\$5,250
9	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
10	Buried Conduit(s) & Conductors for Street Lights	200	LF.	\$20.00	\$4,000
11	Street Lights (historic, 1 per 5000 s.f.)	2	EA.	\$5,000	\$10,000
12	Pavement Marking & Signage	1	L.S.	\$2,500	\$2,500
	CONSTRUCTION SUBTOTAL				\$38,800
	CONSTRUCTION STAKING				\$1,940
	ENGINEERING & SURVEYING				\$3,880
	CONTINGENCY	20%			\$8,536
	PROJECT TOTAL				\$53,156

Note: This cost estimate does not include land acquisition.

IMPROVEMENT - K

OFF STREET PARKING - 7TH STREET & FOREST

Improve Parking Lot - Add Historic Lights

Total Area of Parcel	20000	S.F.
Length of Street Frontage	200	LF.
Percentage of Pavement Requiring Repair	5%	
Percentage of Parcel Area Requiring Landscaping	0%	

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing and Earthwork	1000	S.F.	\$0.50	\$500
2	Pavement Demolition	1000	S.F.	\$0.75	\$750
3	6" Aggregate Road Base (patch)	111	SY	\$15.00	\$1,665
4	2" Asphalt Paving (patch)	111	SY	\$15.00	\$1,665
5	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
6	Buried Conduit(s) & Conductors for Street Lights	300	LF.	\$20.00	\$6,000
7	Street Lights (historic, 1 per 5000 s.f.)	4	EA.	\$5,000	\$20,000
8	Pavement Marking & Signage	1	L.S.	\$1,500	\$1,500
	CONSTRUCTION SUBTOTAL				\$37,080
	CONSTRUCTION STAKING				\$1,854
	ENGINEERING & SURVEYING				\$3,708
	CONTINGENCY	20%			\$8,158
	PROJECT TOTAL				\$50,800

Note: This cost estimate does not include land acquisition.

IMPROVEMENT - L

OFF STREET PARKING - 7TH STREET, FOREST to GLACIER

Improve Parking Lot - Add Historic Lights (wood frame structure remains)

Total Area of Parcel	25000	S.F.
Length of Street Frontage	250	LF.
Percentage of Pavement Requiring Repair	5%	
Percentage of Parcel Area Requiring Landscaping	0%	

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing and Earthwork	1250	S.F.	\$0.50	\$625
2	Pavement Demolition	1250	S.F.	\$0.75	\$938
3	6" Aggregate Road Base (patch)	138	SY	\$15.00	\$2,070
4	2" Asphalt Paving (patch)	138	SY	\$15.00	\$2,070
5	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
6	Buried Conduit(s) & Conductors for Street Lights	350	LF.	\$20.00	\$7,000
7	Street Lights (historic, 1 per 5000 s.f.)	5	EA.	\$5,000	\$25,000
8	Pavement Marking & Signage	1	L.S.	\$1,500	\$1,500
	CONSTRUCTION SUBTOTAL				\$44,203
	CONSTRUCTION STAKING				\$2,210
	ENGINEERING & SURVEYING				\$4,420
	CONTINGENCY	20%			\$9,725
	PROJECT TOTAL				\$60,557

Note: This cost estimate does not include land acquisition.

IMPROVEMENT - M

OFF STREET PARKING - 8TH STREET BETWEEN FOREST & EVERGREEN

Improve Parking Lot - Add Landscaping & Historic Lights

Total Area of Parcel	30000 S.F.
Length of Street Frontage	300 LF.
Percentage of Pavement Requiring Reconstruction	100%
Percentage of Parcel Area Requiring Landscaping	15%

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT
1	Clearing and Earthwork	30000	S.F.	\$0.50	\$15,000
2	Pavement Demolition (old asphalt)	30000	S.F.	\$0.25	\$7,500
3	12" Standard Curb (Type C)	1385	LF.	\$5.00	\$6,925
4	Concrete Sidewalks (4"thick,4"base,10' wide, frontage)	3000	S.F.	\$4.75	\$14,250
5	Drywells (Type B, 20 cy)	4	EA.	\$4,000	\$16,000
6	6" Aggregate Road Base	2833	SY	\$4.50	\$12,749
7	2" Asphalt Paving	2833	SY	\$3.50	\$9,916
8	Irrigated Landscaping (predominantly shrubs)	4500	SF	\$3.50	\$15,750
9	Street Light Power Feeds & Switch Gear (0.5/block)	1	EA.	\$5,000	\$5,000
10	Buried Conduit(s) & Conductors for Street Lights	400	LF.	\$20.00	\$8,000
11	Street Lights (historic, 1 per 5000 s.f.)	6	EA.	\$5,000	\$30,000
12	Pavement Marking & Signage	1	L.S.	\$2,500	\$2,500
	CONSTRUCTION SUBTOTAL				\$143,589
	CONSTRUCTION STAKING				\$7,179
	ENGINEERING & SURVEYING				\$14,359
	CONTINGENCY	20%			\$31,590
	PROJECT TOTAL				\$196,717

Note: This cost estimate does not include land acquisition.