



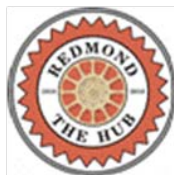
DOWNTOWN REDMOND URBAN RENEWAL PLAN UPDATE



PREPARED FOR
Redmond Urban Renewal Agency
City of Redmond
Downtown Urban Renewal
Advisory Committee

INFRASTRUCTURE REVIEW

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Introduction

This Infrastructure Analysis summarizes existing infrastructure conditions and needs in the Downtown Urban Renewal District (DTURD), with particular attention to conditions within the six preliminary subareas identified by City staff and members of the DTURD (see Figure 1). It will be used as part of the 2010 Downtown Redmond Urban Renewal Plan Update in the identification of potential urban renewal projects, either to address known and existing deficiencies and/or to serve planned new development over the next 20 years and catalyst projects identified through the Update process.

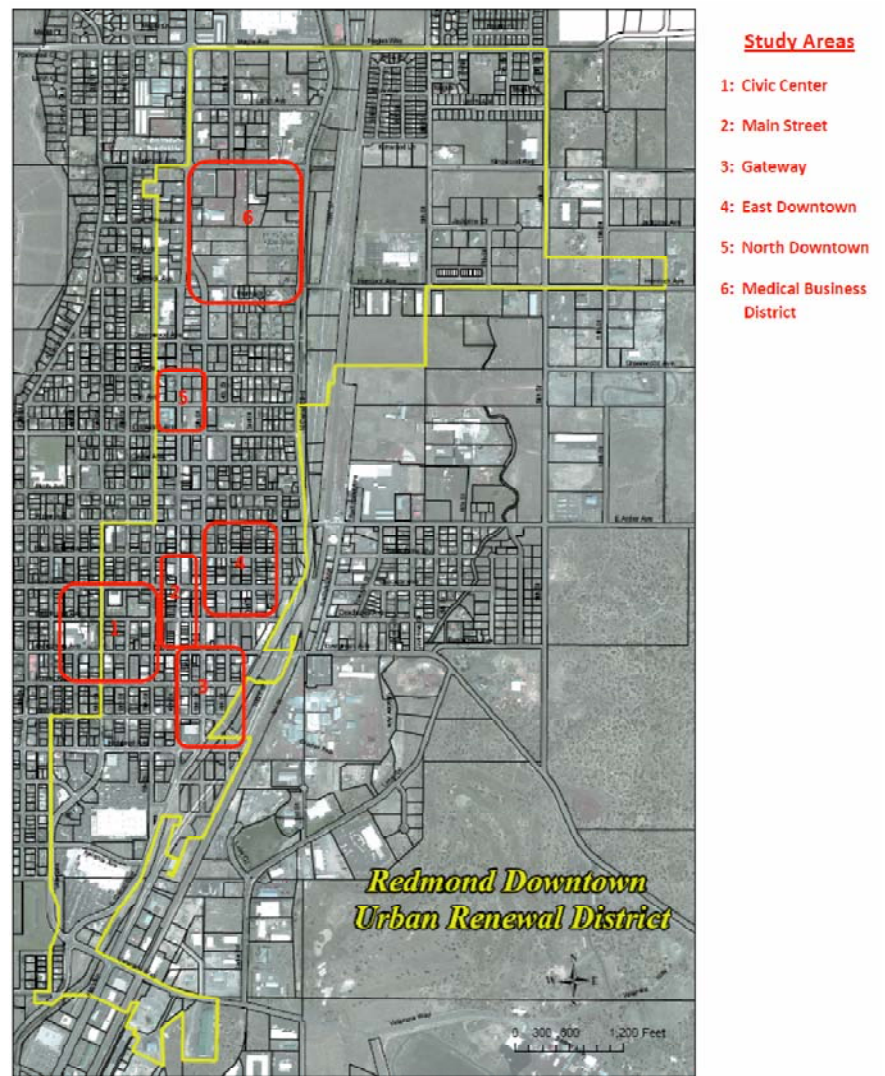
To inform the analysis, the team, led by WHPacific, reviewed the following City of Redmond infrastructure master plans:

- Transportation System Plan (2008)
- Wastewater (Collection System) and Water System Master Plan (2007)
- The Redmond Downtown Parking Management Plan (2006).
- City of Redmond Public Facilities Plan – Buildout 2030 (2008).

The team also met with City staff to review the identified master plan projects. This meeting revealed additional system needs not documented in current City master plans. The detailed summaries were developed during this meeting. The City Engineer and Public Works Director ranked the importance of each project to DTURD development, and confirmed if the project is funded, the funding/construction time frame, if the project is needed prior to redevelopment, and if urban renewal revenues can be used to fund it.

Projects were ranked as High, Moderate or Low importance. High importance projects are projects critical to improve serviceability to the area or are funded projects schedule for construction. High importance projects include pedestrian connectivity between downtown urban renewal study areas, traffic circulation, fire flow improvements, and sanitary sewer collection capacity projects. Moderate importance projects provide improvements

Figure 1 Downtown Urban Renewal Study Areas



needed as development continues, such as sidewalk infill, large traffic circulation, and water system redundancy projects. Low importance projects are not critical for redevelopment in the near term including sidewalk infill as well as projects to be constructed when warranted, such as water reservoirs and traffic signals.

The information presented in the following pages summarizes the projects identified by the master plans, as being located within the DTURD, and those identified by the City as being needed but not included in the current master plans. Projects located within the special study areas are identified.

Summary

Transportation

Most identified transportation infrastructure needs are associated with sidewalk and bike lane upgrades along several transportation corridors. Two major roadway improvements were identified in the Transportation System Plan (TSP) and by City staff.

- Improvements to Canal Boulevard from W Antler Avenue to the US 97 Reroute are identified as a future project in the TSP. The City has modified the proposed project limits to be from NW Dogwood to NW Quince. The Master Plan Estimate reflects the original TSP project limits.
- Two major transportation projects impacting the DTURD are planned. The first is an overpass for W Antler Avenue over the US 97 reroute. The second is a connectivity project for W Antler Avenue and SW Black Butte Avenue in the area of SW 5th Street and SW 6th Street.

Wastewater and Water System

A major portion of the downtown area is identified in the Wastewater and Water System Master Plan as a Pipe Replacement Area. This is an area of older piping systems that are not up to current size and material standards. Proposed improvements in the Pipe Replacement Area include the replacement of existing pipes as well as upgrades to identified sections with larger diameter mains. Projects include master plan items as well as additional projects identified by City staff. City staff indicated a reservoir (identified in the Water Master Plan) may be needed for downtown flows. However, the reservoir would be located outside the DTURD boundary and would therefore be ineligible for urban renewal funding.

The existing sanitary sewer system in the downtown area is currently near capacity. The East Side Interceptor is a project identified to help relieve the strain on this system by capturing flows east of downtown and conveying them north, around downtown, to the wastewater treatment plant. These improvements will be required to free up capacity in the existing system to allow for redevelopment downtown generating additional flows. The projects list identifies the East Side Interceptor projects located within the DTURD boundary.

Stormwater

The City of Redmond does not have a stormwater master plan. However, the City does plan to upgrade existing storm water facilities to improve the downtown drainage.

Parking

The Redmond Downtown Parking Management Plan does not recommend any large scale projects in the near (0-2 years) or mid-term (2-5 years) implementation periods. However, in the long-term implementation period (5-10 years), the Plan indicates that the City should “identify and lease/acquire strategically located parcels for use as future public off-street parking.” The development of a structured parking facility in Zone 1 is identified as a future project with no specific implementation period. Zone 1

is bounded by SW Black Butte to the north, SW Forest to the south, SW 7th to the west, and SW 5th to the east. City staff indicated downtown parking has not been an issue in the past.

Detailed Summaries

As described in the Introduction, the City has identified six special study areas as potential focal points for redevelopment. We have noted which study area the listed improvements are within or partially within. If the project has no study area number identified, it is outside the six study areas, but inside the DTURD boundary. Additionally, there are two projects that would serve the DTURD, but are outside of its boundary. Each project is identified below by type, importance to DTURD redevelopment, and identified study area.

Transportation:

Pedestrian -

High Importance to DTURD Redevelopment

- **US 97** – Sidewalks from NE Pershall to NW Jackpine. Approximately 20 percent of the lineal footage of the project area is located within the DTURD boundary.
 - City of Redmond Transportation System Plan cost estimate = \$1,855,000
 - Is it identified in the Public Facilities Plan? No
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.

++Project from Jackpine to Maple identified by City staff as high importance. This project will provide connectivity from the downtown area to the Medical Business District and Uptown areas.

Moderate Importance to DTURD Redevelopment

- **SW Evergreen Avenue** – Sidewalks from SW Canyon Drive to SW 2nd Street (Areas 1, 2 & 3)
 - City of Redmond Transportation System Plan cost estimate = \$405,000*
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **SW 7th Street** – Sidewalks from NW Dogwood Avenue to SW Indian Avenue (Area 1)
 - City of Redmond Transportation System Plan cost estimate = \$500,000
 - Project status update: Many of these improvements have been completed.
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.
- **NW Canal Boulevard** – Sidewalks from NW Upas to NW Birch Avenue. *Approximately 50 percent of the lineal footage of the project area is located within the DTURD boundary.*
 - City of Redmond Transportation System Plan cost estimate = \$2,035,000

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

- Is it identified in the Public Facilities Plan? No.
- Is it funded? No.
- Time frame to fund? No timeline determined.
- Is it needed prior to redevelopment? No.
- Could urban renewal revenues be used to fund it? Urban renewal revenues could be used to finance the portion within the DTURD boundary.

Low Importance to DTURD Redevelopment

- **SW 9th Street** – Sidewalks from SW Highland Avenue to NW Maple Avenue (Area 1)
 - City of Redmond Transportation System Plan cost estimate = \$330,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **SW Black Butte Boulevard** – Sidewalks from SW Canyon Drive to SW 2nd Street (Area 4)
 - City of Redmond Transportation System Plan cost estimate = \$370,000
 - Project status update: Completed from SW Canyon Drive to SW 5th Street; cost of remaining work estimated at \$20,000-\$30,000.
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.
- **NW Dogwood Avenue** – Sidewalks from SW Canyon Drive to SW 2nd Street (Area 5)
 - City of Redmond Transportation System Plan cost estimate = \$315,000.
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2020.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.
- **NW Kingwood Avenue** – Sidewalks from 9th Street to NW Canal Boulevard (Area 6)
 - City of Redmond Transportation System Plan cost estimate = \$480,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **NE 5th Street** – Sidewalks from NE King Way to NE Hemlock Ave. Approximately 40 percent of the lineal footage of the project area is located within the DTURD boundary.
 - City of Redmond Transportation System Plan cost estimate = \$645,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.

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(**) Denotes project needed, but not identified on Master Plans or The TSP

- Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **NE Hemlock Avenue** – Sidewalks from NW Canal Boulevard to NE 9th.
 - City of Redmond Transportation System Plan cost estimate = \$220,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **NW Canal Boulevard** – Sidewalks from Highland Avenue to Deschutes Avenue
 - City of Redmond Transportation System Plan cost estimate = \$345,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.

Bicycle -

High Importance to DTURD Redevelopment

- **SW 6th Street** – Bike lanes from NW Hemlock Avenue to SW Highland Avenue (Areas 2, 5 & 6)
 - City of Redmond Transportation System Plan cost estimate = \$30,000*
 - Project status update: Project is currently in the design process.
 - Is it identified in the Public Facilities Plan? Yes (Downtown Couplet).
 - Is it funded? Yes.
 - Time frame to construct? 2012.
 - Is it needed prior to redevelopment? Yes. These improvements are included in the 6th Street project currently under design and planned for construction in 2012.
 - Could urban renewal revenues be used to fund it? Yes.

Low Importance to DTURD Redevelopment

- **SW 9th Street** – Bike lanes from NW Negus Place to SW Highland Avenue (Area 1)
 - City of Redmond Transportation System Plan cost estimate = \$1,240,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.
- **SW Evergreen Avenue** – Bike lanes from SW Canyon Drive to SW Canal Boulevard (Areas 1 & 3)
 - City of Redmond Transportation System Plan cost estimate = \$495,000*
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

- **SW 7th St.** - Bike lanes from NW Dogwood Ave. to SW Indian Ave. (Area 1)
 - City of Redmond Transportation System Plan cost estimate = \$10,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.
- **NW Kingwood Avenue** – Bike lanes from US 97 to NW Canal Boulevard (Area 6)
 - City of Redmond Transportation System Plan cost estimate = \$90,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? No timeline determined.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.

Motor Vehicle -

High Importance to DTURD Redevelopment (Projects are currently funded)

- **SW Black Butte Avenue** – Upgrade existing traffic signals at the intersection of SW 6th Street** (Area 2)
 - Estimated Cost = \$200,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? Yes.
 - Time frame to construct? 2011.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? N/A - No further funding needs anticipated.
- **SW Evergreen Avenue** – Upgrade existing traffic signals at the intersections of SW 5th Street and SW 6th Street** (Area 3)
 - Estimated Cost = \$400,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? Yes.
 - Time frame to construct? 2011.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? N/A - No further funding needs anticipated.

Moderate Importance to DTURD Redevelopment

- **W Antler Avenue** – SW Black Butte Avenue and W Antler Avenue connectivity project at SW 5th Street and SW 6th Street**
 - Estimated Cost = \$2,000,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? 2030.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.
- **W Antler Avenue** – Highway 97 reroute overpass**

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

- Estimated Cost = \$12,000,000
- Is it identified in the Public Facilities Plan? No.
- Is it funded? No.
- Time frame to fund? 2030.
- Is it needed prior to redevelopment? No.
- Could urban renewal revenues be used to fund it? Yes.

- **SW Black Butte Avenue** – Add a traffic signal at the intersection of SW 5th Street (Area 4)
 - City of Redmond Transportation System Plan cost estimate = \$250,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? City is currently working on funding for this project.
 - Time frame to fund? 2011.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.

- **N Canal Boulevard** – Reconstruct from W Antler Avenue to US 97 Reroute (Area 6)
 - City of Redmond Transportation System Plan cost estimate = \$2,695,000. Project limits revised to extend from Dogwood Avenue to Quince Avenue.
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2025.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? Yes.

Low Importance to DTURD Redevelopment

- **SE Hemlock Avenue** – Add a traffic signal at SE 9th Street when warranted.
 - City of Redmond Transportation System Plan cost estimate = \$250,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? Yes.
 - Time frame to construct? When warranted.
 - Is it needed prior to redevelopment? No.
 - Could urban renewal revenues be used to fund it? No.

Water:

High Importance to DTURD Redevelopment

- **PR-4** – The downtown area is designated as Pipe Replacement Area. Existing water mains to be replaced with 8-inch mains, or larger water mains to current standards. (Areas 1, 2, 3 & 4)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$ 605,000*
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? Partially.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes. Pipe replacement to be completed concurrently with development.
 - Could urban renewal revenues be used to fund it? Yes.

- **SW 6th Street** – Upgrade water main to 12-inch (3,300 lf). Currently in the 6th Street improvements design** (Area 2)
 - Estimated cost = \$400,000
 - Is it identified in the Public Facilities Plan? Yes (Downtown Couplet).

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

- Is it funded? Yes.
 - Time frame to construct? 2012.
 - Is it needed prior to redevelopment? Yes. These improvements are included in the 6th Street project currently under design and planned for construction in 2012.
 - Could urban renewal revenues be used to fund it? Yes.
- **P24** – New 12-inch water main (330 lf) along SW 2nd Street from SW Black Butte Avenue to W Antler Avenue for improved fire flow (Area 4)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$46,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? Yes.
 - Time frame to construct? 2011.
 - Is it needed prior to redevelopment? Yes. Project is funded and planned for construction in 2011.
 - Could urban renewal revenues be used to fund it? N/A - No further funding needs anticipated.
 - **SW 2nd Street** – Install 12-inch water main from SW Black Butte Avenue to SW Deschutes Avenue** (Project in design phase and planned for 2011 construction.) (Area 4)
 - Added to project P24
 - **SW Black Butte Avenue** – Install 12" water main from SW 2nd Street to SW 5th Street** (Project in design phase, planned 2011 construction.) (Area 4)
 - Added to project P24

Moderate Importance to DTURD Redevelopment

- **P26** – New 8-inch water main (320 lf) along SW 4th Street from SW Forest Avenue to SW Evergreen Avenue for improved fire flow (Area 3)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$30,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes. Pipe replacement to be completed concurrently with development for needed fire flow capacity.
 - Could urban renewal revenues be used to fund it? Yes.
- **SW Evergreen Avenue** – Upgrade existing water main to 12-inch (570 lf) from SW 3rd Street to SW 5th Street** (Area 3)
 - Estimated Cost = \$68,500
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? Unknown.
 - Is it needed prior to redevelopment? Yes, required with development based upon individual fire flow needs.
 - Could urban renewal revenues be used to fund it? Yes.
- **NW Dogwood Avenue** – Upgrade existing water main to 12" (2,125 lf) from NW 9th Street to NW Canal Boulevard** (Area 5)
 - Estimated Cost = \$255,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? Unknown.

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(**) Denotes project needed, but not identified on Master Plans or The TSP

- Is it needed prior to redevelopment? Yes, required with development based upon individual fire flow needs.
- Could urban renewal revenues be used to fund it? Yes.

- **P16** – New 12-inch water main (770 lf) along NW Hemlock Avenue from NW Canal Boulevard to 770 feet west of NW Canal Boulevard for improved fire flow (Area 6)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$106,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes. To be completed concurrently with development for needed fire flow capacity.
 - Could urban renewal revenues be used to fund it? Yes.

- **Provide 12-inch water main connection** – (1,300 lf) from 6th Street to Canal Boulevard in Area 6 (SW Hemlock Avenue to SW Kingwood Avenue). Route to be determined** (Area 6)
 - Estimated Cost = \$156,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? Unknown.
 - Is it needed prior to redevelopment? Yes. This will be required to be completed with the development of this large parcel.
 - Could urban renewal revenues be used to fund it? Yes.

Low Importance to DTURD Redevelopment

- **P17 (Portion of)** – Redundancy and replacement of poor condition pipe with 7,800 lineal feet of 12-inch water main along NW 9th Street from NW Maple Avenue to SW Highland Avenue (Portion within the DTURD is complete.) (Area 1)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$1,077,000
 - Is it identified in the Public Facilities Plan? Yes.

- **P18** – New 8-inch water main (440 lf) along NW Fir Avenue from west of NW 7th Street to mid-block between NW 6th Street and NW 5th Street for improved fire flow (Area 5)
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$41,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes. To be completed concurrently with development for needed fire flow capacity.
 - Could urban renewal revenues be used to fund it? Yes.

- **SW Canal Boulevard** – Upgrade existing 10" steel water main with 12" water main (5,300 lf) of current standards.** (Area 6)
 - Estimated Cost = \$636,000
 - Is it identified in the Public Facilities Plan? No.
 - Is it funded? No.
 - Time frame to fund? Unknown.
 - Is it needed prior to redevelopment? Potentially required based upon individual fire flow needs.
 - Could urban renewal revenues be used to fund it? Yes.

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

Sanitary Sewer:

High Importance to DTURD Redevelopment

- **1,350 lineal feet of 24-inch East Side Interceptor** – parallel and west of 3rd Street from NE Kilnwood Lane to NE Negus Way
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$737,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **1,250 lineal feet of 24-inch East Side Interceptor** – parallel along BNSF Railroad ROW north of NE Hemlock Avenue and NE Kingwood Lane
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$604,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **55 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, east of the railroad ROW
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$19,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **400 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, between NE 11th Street and NE 9th Street
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$129,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **1,000 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, between NE 9th Street and NE 7th Street
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$392,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP

- **216 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, between NE 6th Street and NE 5th Street
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$71,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **172 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, west of NE 5th Street
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$67,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **470 lineal feet of 12-inch East Side Interceptor** – along NE Negus Way, west of NE 5th Street
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$155,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

- **2,600 lineal feet of 24-inch East Side Interceptor** – along BNSF Railroad ROW south of NE Hemlock Avenue
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$1,257,000
 - Is it identified in the Public Facilities Plan? Yes.
 - Is it funded? No.
 - Time frame to fund? 2015.
 - Is it needed prior to redevelopment? Yes, with development, dependent upon redevelopment increased flows.
 - Could urban renewal revenues be used to fund it? Yes.

Parking: N/A

Stormwater:

High Importance to DTURD Redevelopment

- **Currently in the 6th Street improvements design** (Area 2)**
 - Estimated Cost = \$ N/A
 - Is it funded? Yes.
 - Time frame to construct? 2011.
 - Is it needed prior to redevelopment? Will be completed with the 6th Street improvements.
 - Could urban renewal revenues be used to fund it? N/A

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(**) Denotes project needed, but not identified on Master Plans or The TSP

- **Storm sewer improvements from 6th Street and Greenwood Avenue to the Dry Canyon.**
Potential improvements from Jackpine Avenue and 6th Street may be needed based upon Greenwood Avenue improvements.
 - Estimated Cost = Unknown.
 - Is it funded? Unknown.
 - Time frame to fund? 2012.
 - Is it needed prior to redevelopment? Yes, concurrent with development.
 - Could urban renewal revenues be used to fund it? Urban renewal revenues could be used for the portion within the DTURD boundary.

Projects Outside the URA

Water:

Moderate Importance to DTURD Redevelopment

- **SW Evergreen Avenue** – Upgrade existing water main west (580 lf) of SW 9th Street, to 12" water main** (Area 1)
 - Estimated Cost =\$70,000
 - Is it funded? No.
 - Time frame to fund? Needed for redevelopment of the Evergreen School.
 - Is it needed prior to redevelopment? With the redevelopment of the Evergreen School.
 - Could urban renewal revenues be used to fund it? Yes.

Low Importance to DTURD Redevelopment

- **Construction of reservoir R-1 as identified in the Water Master Plan may be needed for downtown capacity.**
 - Wastewater (Collection System) and Water System Master Plan estimated cost = \$4,000,000
 - Is it funded? No.
 - Time frame to fund? 2017.
 - Is it needed prior to redevelopment? Depends upon demand and build out of downtown.

(*) Denotes project located in more than one of the six study areas

(**) Denotes project needed, but not identified on Master Plans or The TSP