

Rhododendron Main Street Redevelopment Concept Plan



Appendices





FEASIBILITY STUDY FOR REDEVELOPMENT OF TWO SITES IN RHODODENDRON, OREGON

PREPARED FOR
MIG, INC
MAY 2020

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I. INTRODUCTION

Johnson Economics was retained to assess development potential for a range of alternative uses in the Rhododendron area. This report assesses recent market trends and current conditions for a range of product types, which provides a context within which prospective development programs in the Rhododendron community and the subject sites can be assessed.

II. EXECUTIVE SUMMARY

SOCIO-ECONOMIC TRENDS

The Portland Metro economy has experienced strong growth in this business cycle, adding jobs at a 2-4% annual rate, compared to 1.5-2.0% on the national level. This has attracted a large number of new households to the region, contributing to annual household growth in the 15,000-20,000 range. The growth has moderated in recent years, as the economic cycle has matured.

The rate of job growth in Clackamas County generally tracks the remainder of the Metro Area and has hovered around 2.0% over the last two years (3,400 jobs/year). Professional services, health/education, and construction have been the driving sectors in recent years. Annual household growth has ranged from 1,500 to 3,000 in recent years. In-migration has averaged roughly 1,700 households per year on a net basis.

The area along Highway 26 east of Sandy and west of Mt. Hood currently employs around 2,000 workers, after adding roughly 65 new jobs per year over the past decade. The area has a relatively large share of workers below the age of 30, and the population distribution in this area shows a concentration in the 20-24 age group. Recent job growth has been weighted more to older age groups, which have not seen a proportionate increase in residents. This may indicate inadequate housing appropriate for middle-age and older workers.

Tourism has until recently been on a robust upward trend in the Mt. Hood and Columbia Gorge area. Adjusted for inflation, visitor spending increased by 30% over the past 10 years, reflecting a 2.7% annual growth rate. Spending on accommodation grew by 86% over the period, while food services grew by 52% and retail spending 22% – adjusted for inflation.

RENTAL RESIDENTIAL MARKET

Rental units have seen stronger demand growth than for-sale units over the past decade, and the Portland Metro Area has been among the strongest rental markets in the nation. In the northeast portion of Clackamas County, the apartment vacancy rate fluctuated between 2.5% and 4.0% during most of the last decade, indicating an undersupplied market. However, after nearly 140 units were delivered in 2019, the rate has approached a balanced 5.0% rate. Annual rent growth peaked at 5.9% in 2018, and has since decelerated to 3.7%. This is still relatively high, indicating a need for additional supply. For the next five years, we estimate the annual absorption potential to be around 30 units per year in this market.

Based on a survey of newer apartment projects in NE Clackamas, we estimate that the subject sites can achieve monthly rents in the range of \$1.27 to \$1.63 per square foot (PSF) in today's market, depending on type and size. With the following unit mix, this translates into a blended average of \$1.44 PSF.



FIGURE 2.1: ACHIEVABLE PRICING, RENTAL APARTMENTS

Unit Type	Units	Unit Mix	Avg. Size	RENT	
				Per Unit	Per SF
1B/1b	20	33%	700	\$1,139	\$1.63
2B/1b	15	25%	800	\$1,189	\$1.49
2B/2b	5	8%	950	\$1,303	\$1.37
3B/2b	10	17%	1,100	\$1,501	\$1.36
3B/2b TH	10	17%	1,300	\$1,651	\$1.27
Total/Avg.	60	100%	913	\$1,311	\$1.44

SOURCE: JOHNSON ECONOMICS

FOR-SALE RESIDENTIAL MARKET

The market for condominium flats and attached single-family homes has been somewhat weak in the wake of the 2008-09 recession. This is largely due to the higher thresholds for entry into the ownership market, which is affecting these housing forms disproportionately.

The market for attached homes and condo flats is small in NE Clackamas, where approximately 70 attached homes and 15 condo flats change hands every year. Of these, approximately 20 are new homes.

The new homes added to the market in recent years have not been enough to meet demand. In 2019, homes listed for sale were typically sold within one month, while two to three months generally represent a balanced market. Coming out of the 2008-09 recession, the median market time was more than five months. We expect the annual absorption potential for new homes in this market to be around 25 homes per year over the coming five years.

In response to the demand pressure, sales prices have continued to escalate rapidly in this market. The median price increased 4.9% per year on average over the past five years, and 10.4% in 2019. As of 2019, the median is \$286,000, or \$199 PSF.

Based on a survey of recent sales transactions in NE Clackamas, we estimate that the subject sites can achieve sales prices in the range of \$193-215 PSF for medium-quality attached homes and condo flats.

HOSPITALITY MARKET

The Mt. Hood/Columbia Gorge tourist region has seen some of the strongest growth in hotel and motel revenues over the past decade. Adjusted for inflation, the growth was 52% over the decade, which represents an average annual gain of 4.3%. The growth was particularly strong between 2014 and 2017, but has moderated over the most recent years. The current coronavirus crisis has had significant negative impact on the market, though continued growth in demand for rooms is expected over the long term. Assuming the 4.3% growth rate for future room demand indicates demand for an additional 25 rooms per year in this market.

Based on a survey of hotels in the Highway 26 corridor, we estimate that the subject sites can achieve average daily room rates of \$180-250 for a standard room, depending on hotel format. We regard the potential for limited-service and boutique hotels to be stronger than full-service hotels.



FIGURE 2.2: ACHIEVABLE STANDARD ROOM RATES

Hotel Format	Annual Average Standard Rate	
	Low	High
Limited-Service Hotel	\$180	\$200
Boutique Hotel, Bed & Breakfast	\$220	\$240
Full-Service Hotel, Lodge	\$230	\$250

SOURCE: JOHNSON ECONOMICS

COMMERCIAL SPACE

The market for commercial space has been weaker than most other real estate markets over the past decade, due to the shift from brick-and-mortar to online shopping. However, downtown areas and tourist routes have performed relatively well, as these are dominated by eating and drinking places, which have continued to see growth.

NE Clackamas appears undersupplied in terms commercial space, as it currently has a vacancy rate of only 0.7%. The county-wide rate, in comparison, is 4.4%. Both rates are low. A rate around 7.5% is typically regarded to represent a healthy market. In NE Clackamas, the vacancy rate has not been above 4.0% since 2011, according to CoStar.

Net absorption of space in this market has averaged roughly 5,000 square feet per year over the past decade. Though, as indicated by the vacancy rates, potential absorption has likely been higher. We would regard 5,000 square feet to be a conservative assumption for future annual absorption potential in this market.

With a very limited amount of available space, historical lease rates in the market are highly dependent on the quality of space available at any time. Thus, there has been significant fluctuation in the average asking rate in recent years, down to as low as \$12.51 in late 2018. The current average is \$23.96, according to CoStar (NNN equivalent).

Based on a survey of available spaces along Highway 26, we estimate that the subject sites can achieve annual NNN lease rates in the range of \$18-22 for freestanding buildings oriented toward pass-through traffic. We expect smaller in-line strip mall spaces to be more challenging, possibly with achievable lease rates in the \$13-15 range.

FIGURE 2.3: ACHIEVABLE ANNUAL LEASE RATES, SUBJECT SITES (NNN)

TYPE OF SPACE	LOW	HIGH
Secondary/in-line strip space	\$13.00	\$15.00
Freestanding building w/signage	\$18.00	\$20.00
Drive-through restaurant	\$20.00	\$22.00

SOURCE: JOHNSON ECONOMICS



III. SUBJECT SITES AND MARKET AREA

SUBJECT SITES

The two subject sites are located in Rhododendron, in Clackamas County, Oregon. The sites total approximately 3.8 acres, and are situated west of Highway 26, centrally in Rhododendron's commercial area. The Zigzag river runs west of the sites.

FIGURE 3.1: SUBJECT SITE



SOURCE: Metro, Google



MARKET AREA

The Primary Market Area (PMA) is defined as the geographic region from which the subject development is expected to draw most of its market support, and within which similar projects compete on a comparable basis. In other words, it is the geographic region from which we would expect potential tenants to evaluate alternative options.

Throughout this analysis we use Northeast Clackamas – as outlined below – as the market area. Market trends, supply, demand, absorption, and price growth will be analyzed for this area. Most of the comparables used for pricing analyses are from this area as well.

FIGURE 3.2: PRIMARY MARKET AREA



SOURCE: JOHNSON ECONOMICS, Google



IV. REGIONAL SOCIO-ECONOMIC TRENDS

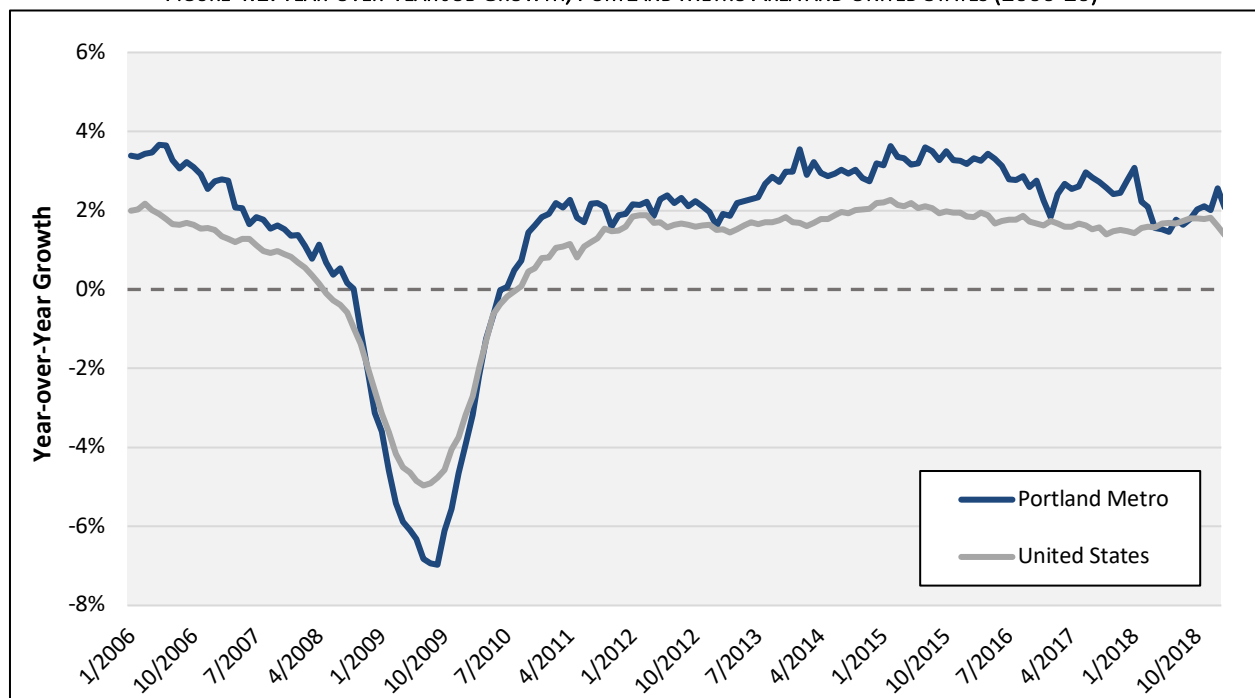
EMPLOYMENT

PORTLAND METRO

The Portland Metro Area is a high-growth economy that tends to grow more rapidly than the remainder of the nation during good times and decline more rapidly in downturns. This is largely a function of the region's semi-conductor industry, anchored by Intel, which exhibits considerable cyclicality. The cyclicality generates strong employment-related in-migration in good times, causing rapid expansion of service industries, which are then forced to cut back during contractions.

During the current business cycle, job growth has for the most part ranged between 2% and 4% per year – on average a full percentage point higher than the national economy. The mobility of the millennials, many of whom enrolled in college following the last recession and entered the labor market in 2013 onwards, fueled the region's job growth between 2013 and 2017. However, once the millennial wave was employed, the labor market tightened and brought the growth rate closer to the national rate. Job growth over the past year has hovered around 2.0%, representing approximately 25,000 new jobs per year.

FIGURE 4.1: YEAR-OVER-YEAR JOB GROWTH, PORTLAND METRO AREA AND UNITED STATES (2006-20)

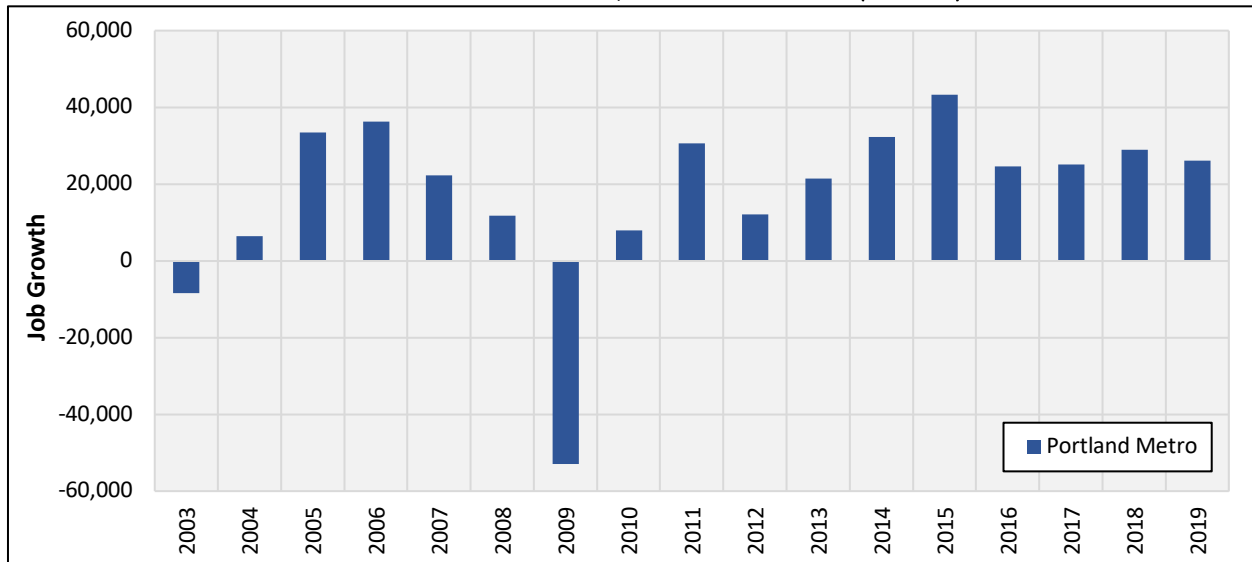


SOURCE: Oregon Employment Department, JOHNSON ECONOMICS

2015 marked the peak of this business cycle in terms of job growth, with an increase of 43,000 jobs regionally (measured by average annual employment, see chart next page). Since 2015, the job growth has been fairly stable, averaging 26,000 jobs annually. Nearly 150,000 jobs have been added regionally over the last five years.



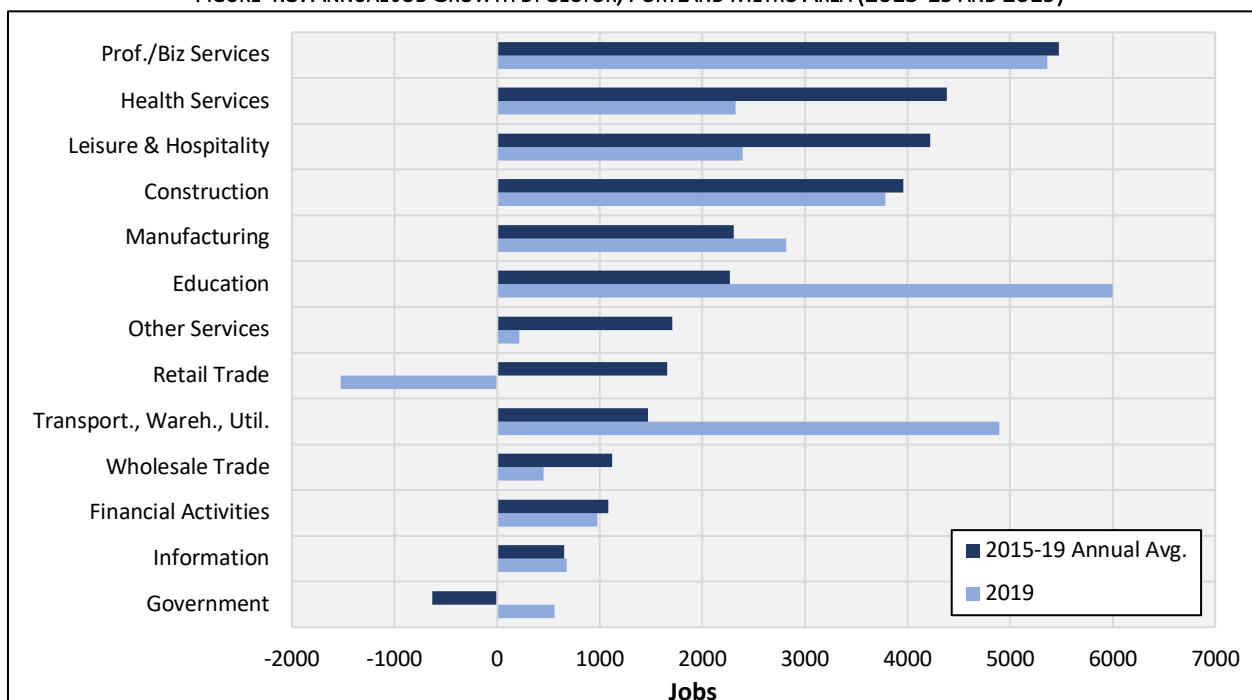
FIGURE 4.2: ANNUAL JOB GROWTH, PORTLAND METRO AREA (2003-19)



SOURCE: Oregon Employment Department, JOHNSON ECONOMICS

In recent years, professional and business services have been the main driver of job growth in the region, adding 27,000 jobs over the last five years. Health services, leisure/hospitality, and construction have also contributed significantly to the growth. In 2019, education was the largest contributor, with 6,000 new jobs. Transportation and warehousing also saw significant growth, with nearly 5,000 new jobs. The latter is largely a function of increased online shopping. This is reducing employment growth in the retail industry, which also is affected by increasing use of self-checkout. Retail was the only industry with job losses in 2019.

FIGURE 4.3: ANNUAL JOB GROWTH BY SECTOR, PORTLAND METRO AREA (2015-19 AND 2019)



SOURCE: Oregon Employment Department, JOHNSON ECONOMICS

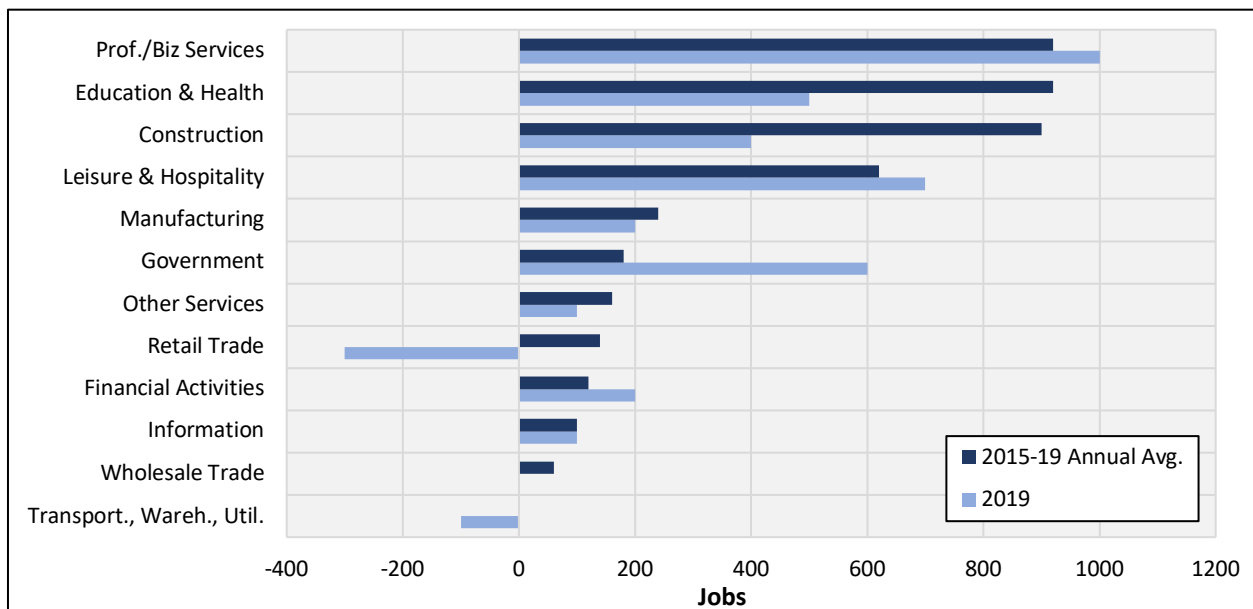
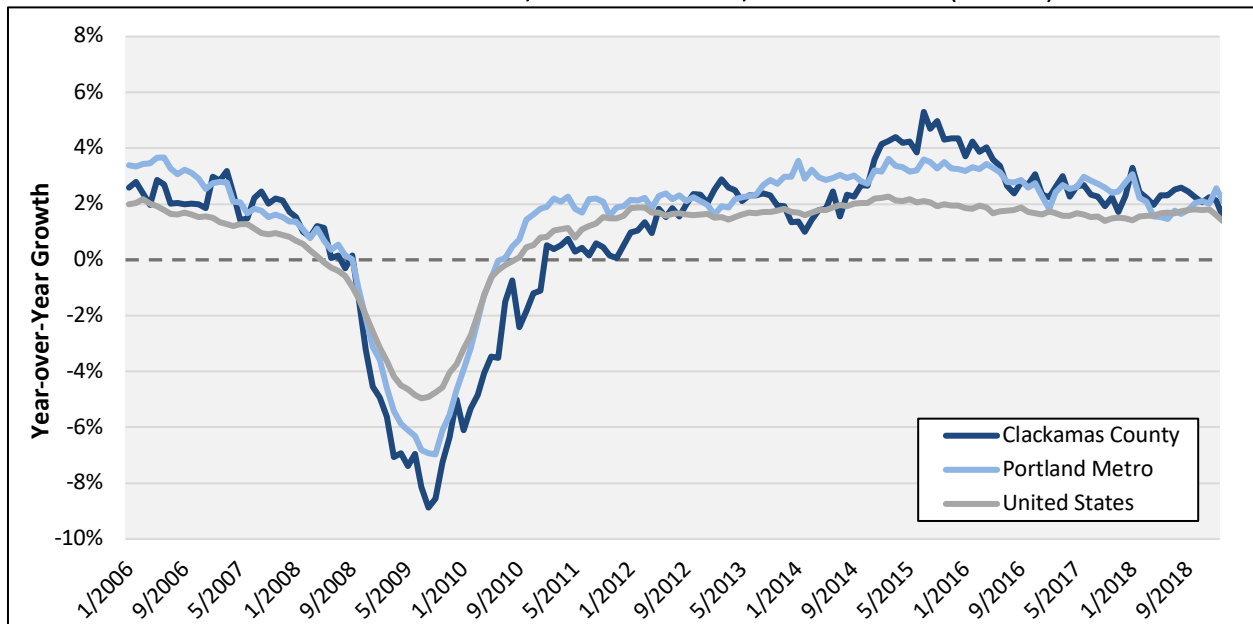


CLACKAMAS COUNTY

Clackamas County has largely tracked the remainder of the region in terms of job growth in recent years. It was relatively hard hit by the last downturn due to its reliance on single-family construction. However, as homebuilding gradually accelerated, and the new households brought additional demand for goods and services, the county saw strong growth. In relative terms, the peak was in 2016, when the annual growth rate hovered between 4% and 5%. Job growth in 2019 was 3,400, or 2.1%.

The three industries that have contributed most of the growth over the past five years are professional/business services, education/health, and construction. The three industries have averaged roughly 900 new jobs per year over this period. In 2019, only professional/business services retained the momentum, adding 1,000 new jobs.

FIGURE 4.4: ANNUAL JOB GROWTH, TOTAL AND BY SECTOR, CLACKAMAS COUNTY (2006-20)



SOURCE: Oregon Employment Department, JOHNSON ECONOMICS



WORKFORCE

PORTLAND METRO AND CLACKAMAS COUNTY

Whereas baby boomers in their fifties and sixties dominated job growth in the region in the previous business cycle, millennials have dominated in this cycle. Many millennials were unemployed during the last downturn, causing a large share to enroll in higher education. A few years later, a wave of college graduates entered the labor force, causing the 25-34 age segment to be the largest growth segment in the workforce. As the majority of these were without the savings, creditworthiness, and incomes required to buy a home, the wave of newly employed millennials led to strong demand for apartments in the region. By 2017, most of these millennials were already employed, leading to more even job growth across age segments. In 2018, the 35-44 age group was the largest contributor to new job growth in Clackamas County. Seniors (age 65+) also contributed strongly, though much of this is part-time jobs.

FIGURE 4.5: JOB GROWTH BY WORKER AGE, PORTLAND METRO AREA AND CLACKAMAS COUNTY (2005-18)

METRO	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
15-24	2,247	2,016	-4,656	-12,218	-10,660	-1,113	1,465	3,605	6,049	6,218	5,230	2,914	3,416	2,286
25-34	4,961	5,599	2,905	-4,341	-12,194	464	3,120	3,428	5,073	8,197	8,590	7,194	4,374	5,055
35-44	2,832	2,330	668	-3,227	-9,535	3,497	6,659	5,583	6,336	5,770	8,251	8,173	7,035	4,798
45-54	4,355	2,836	409	-4,157	-10,924	-1,113	958	1,443	4,333	4,472	5,228	4,040	3,298	1,932
55-64	8,539	8,783	7,744	5,428	-1,859	4,169	4,934	4,016	3,694	3,363	5,428	3,589	2,695	2,993
65-99	2,513	2,767	2,464	1,524	-32	2,609	3,431	3,286	3,258	3,294	3,905	4,597	4,856	3,179
TOTAL	25,447	24,331	9,533	-16,991	-45,204	8,514	20,566	21,362	28,744	31,315	36,634	30,506	25,673	19,733

CLACK. CO.	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
19-24	430	-255	194	-1,178	-1,734	-78	-46	400	349	648	921	286	178	264
25-34	823	395	832	-1,005	-2,275	-134	139	440	155	635	1,324	1,187	1,003	349
35-44	972	-42	-120	-1,447	-1,804	-81	322	830	274	867	1,124	1,549	1,201	925
45-54	1,235	606	-18	-992	-1,919	-256	-257	-304	138	417	677	662	593	346
55-64	1,599	1,294	1,502	615	-124	610	605	763	422	437	599	1,133	965	326
65-99	355	472	563	115	-2	208	508	587	383	507	577	850	799	746
TOTAL	5,704	2,877	3,008	-4,642	-9,175	-42	1,047	2,790	1,897	3,857	5,660	6,008	4,894	3,161

SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

In Clackamas County, net job growth in the 25-34 age segment has taken place at wage levels between \$40,000 and \$80,000 over the last years. The 35-44 segment has seen strongest growth in the \$60,000-80,000 range, while older working-age segments have also seen growth at higher wage levels. (Data not yet available for 2019.)

FIGURE 4.6: JOB GROWTH BY WORKER AGE AND WAGE, CLACKAMAS COUNTY (2015-18)

2015-18 Clack. Co.	19-24	25-34	35-44	45-54	55-64	65-99	Total
<\$10,000	-1,128	-113	57	0	14	175	-995
\$10,000-\$19,999	-1,517	-3,565	252	-248	72	-700	-5,705
\$20,000-\$29,999	930	553	-1,209	-2,493	-361	464	-2,116
\$30,000-\$39,999	836	-1,707	200	1,773	-3,792	1,122	-1,568
\$40,000-\$49,999	1,426	5,275	-312	-908	3,665	-96	9,050
\$50,000-\$59,999	155	-936	373	-3,555	329	669	-2,966
\$60,000-\$69,999	37	2,035	1,921	2,188	-194	147	6,133
\$70,000-\$79,999	-17	1,071	2,962	853	1,726	412	7,006
\$80,000-\$89,999	0	-110	-3,000	693	81	180	-2,156
\$90,000-\$100,000	0	34	2,514	752	1,171	8	4,479
>\$100,000	6	1	-80	2,546	-288	14	2,200
Total	728	2,538	3,676	1,601	2,424	2,395	14,064

SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



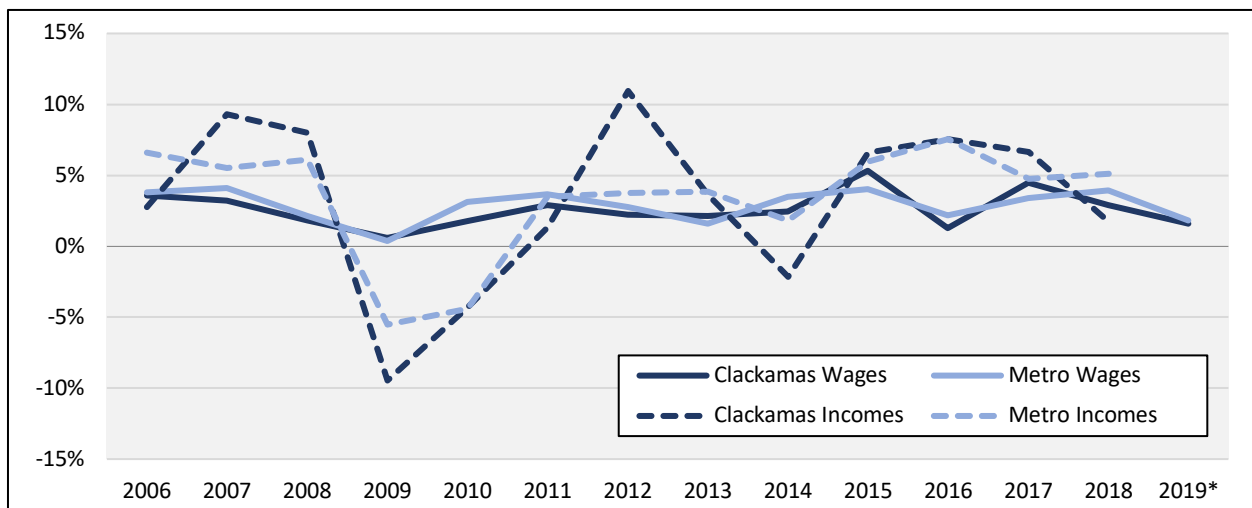
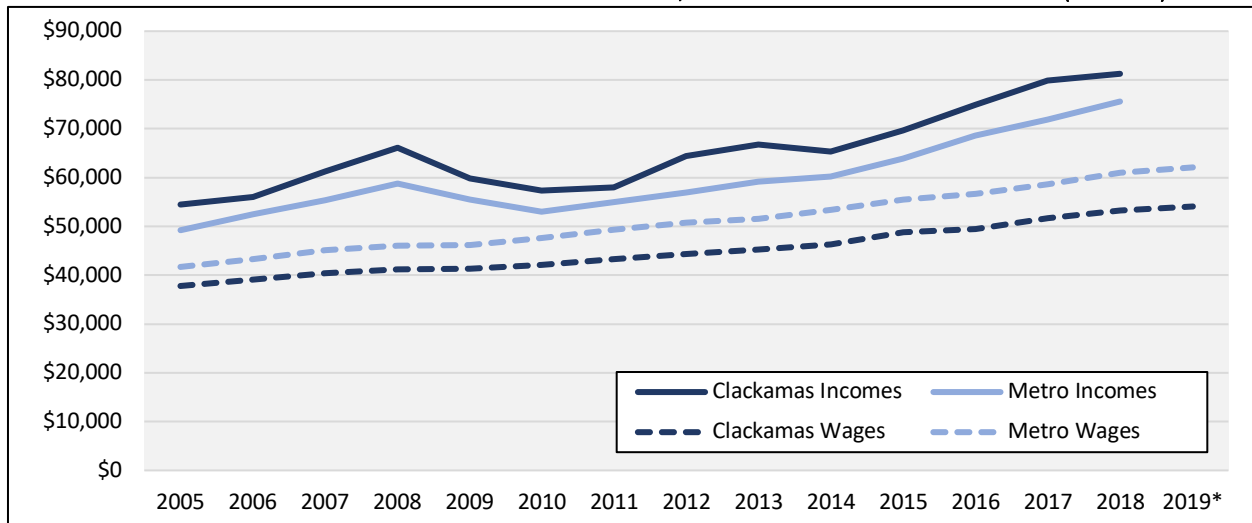
WAGES & INCOME

The average wage level is currently \$62,000 in the Portland Metro Area and \$54,000 in Clackamas County. The lower wages in Clackamas can be attributed to an economy weighted to industrial and retail sectors, where wage levels are relatively low. In both geographies, the annual wage growth has hovered around 3% over the most recent years.

Household incomes tend to exhibit stronger cyclical fluctuations as they are affected by employment as well as wage levels. The median income level as of 2018 was \$76,000 in the Metro Area and \$81,000 in Clackamas County. The higher income levels in the county can largely be attributed to Happy Valley, which includes many high-wage residents with employment outside the county.

Income growth accelerated in this business cycle until 2016, when both the region and the county exhibited an 8% increase, according to the Census Bureau. Data for 2018 indicates 5% income growth on the Metro level and 2% on the county level. However, the annual estimates have relatively wide margins of error and tend to be somewhat unreliable. Based on the cyclical trend, we would expect current income growth to be around 4% per year, both in the region and the county.

FIGURE 4.7: MEDIAN HOUSEHOLD INCOME AND AVERAGE WAGE, CLACKAMAS CO. AND PORTLAND METRO (2005-19)



* 2019 full-year estimate based on data through Q3.

SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



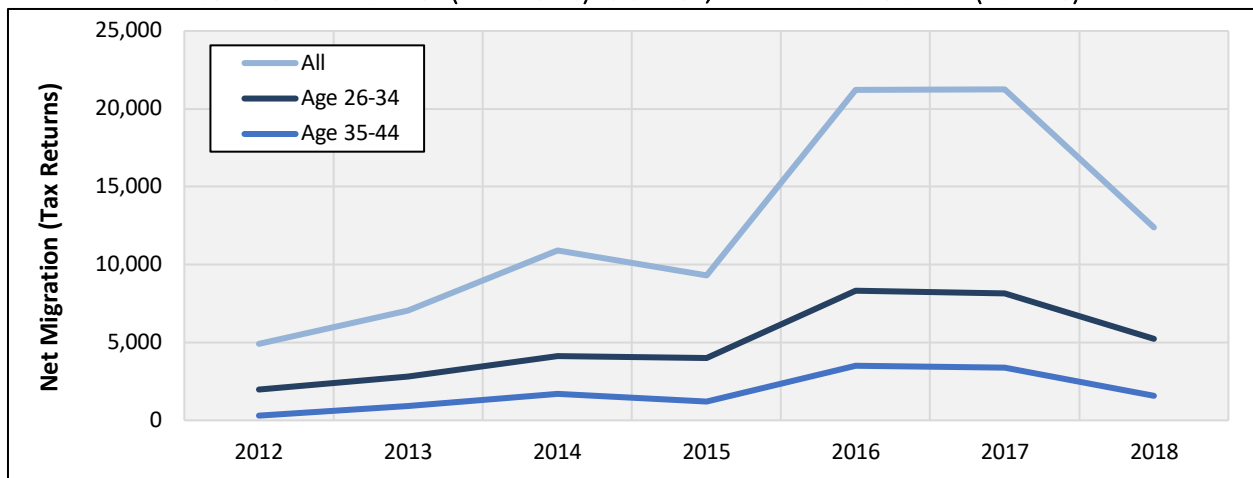
MIGRATION

The best dataset on migration flows is based on IRS tax returns, available on the state and county level. On the state level, this dataset includes tabulations of age and income. The following charts display net migration measured in number of tax returns, which is a proxy for households.

OREGON

Measured in tax returns, the net inflow to Oregon increased from 5,000 in 2012 to 21,000 in 2016 and 2017, before falling to around 12,000 in 2018. Measured per 1,000, the migration rate ranged from 5 to 14 per year, with a rate of 8 in 2018. In 2018, the inflow was 67,000 and the outflow was 55,000. The migration trend roughly corresponds to job growth among 25-34-year-olds, who are the most mobile age segment, accounting for 40% of the migration. This age group represented a net inflow of 8,000 tax returns in 2017 and 5,000 in 2018.

FIGURE 4.8: NET MIGRATION (TAX RETURNS) TO OREGON, BY YEAR AND AGE SEGMENT (2012-18)

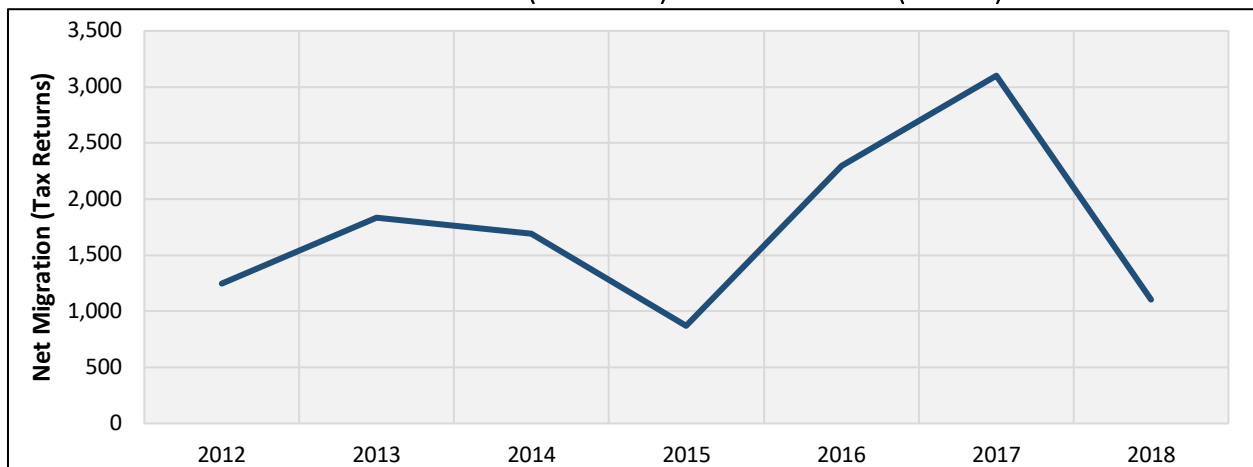


SOURCE: Internal Revenue Service, JOHNSON ECONOMICS

CLACKAMAS COUNTY

Since 2012, Clackamas County has averaged out-migration of 12,700 tax returns per year, while in-migration has averaged 14,500, for a net gain of 1,700 per year. The net in-migration peaked in 2017, with an increase of more than 3,000, before falling back to around 1,100 in 2018.

FIGURE 4.9: NET MIGRATION (TAX RETURNS) TO CLACKAMAS COUNTY (2012-18)



SOURCE: Internal Revenue Service, JOHNSON ECONOMICS



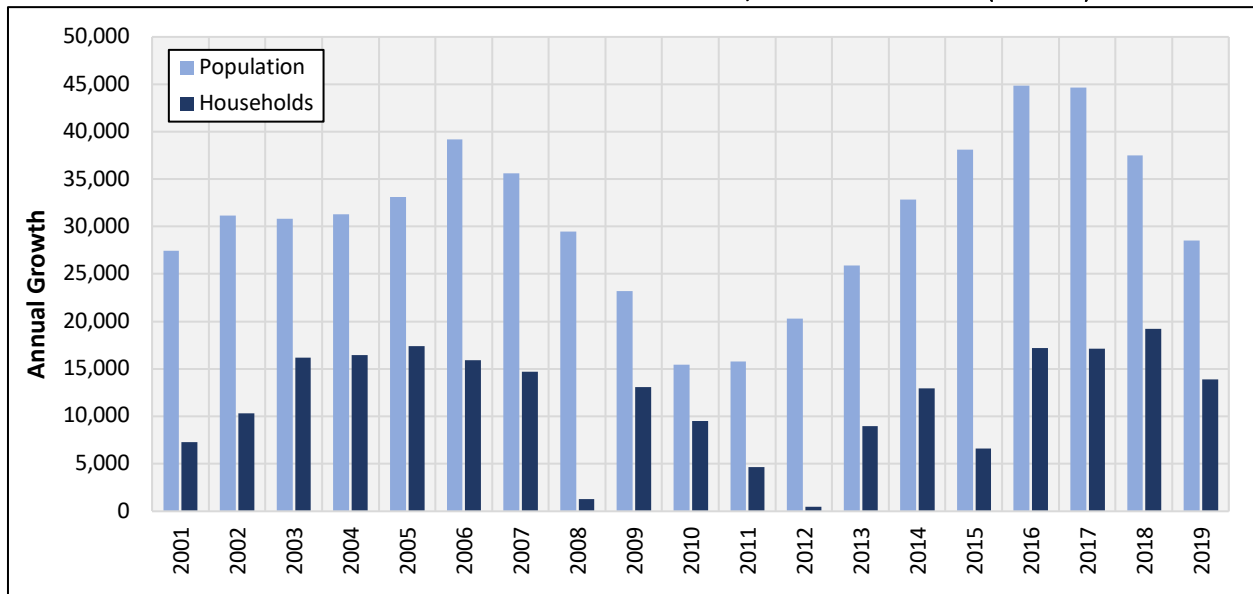
POPULATION AND HOUSEHOLDS

PORTLAND METRO

The seven-county Metro area currently totals 2.5 million people, according to the Census Bureau. The population grew by around 30,000 per year in the previous decade. The growth decelerated to 15,000 in 2010, before accelerating in the following years to a peak of 45,000 in 2016, and moderating to 29,000 in 2019. In percent terms, the annual growth increased from 0.7% in 2010 to 1.9% in 2016-17, before falling to 1.5% in 2019, averaging 1.4% since 2000.

Household growth has generally reflected population growth, though the last downturn forced a consolidation of households and thus limited the growth. This has reversed in recent years, and the record level of apartment completions in 2018 helped accommodate the strongest household growth in this decade, with an increase of 19,000 (2.1%), despite a moderation in the population growth. The household estimates shown below are developed by Johnson Economics on the basis of PSU population estimates, census estimates, completed housing units, and vacancy rates.

FIGURE 4.10: ANNUAL POPULATION AND HOUSEHOLD GROWTH, PORTLAND METRO AREA (2001-19)



SOURCE: U.S. Census Bureau, Portland State University, JOHNSON ECONOMICS

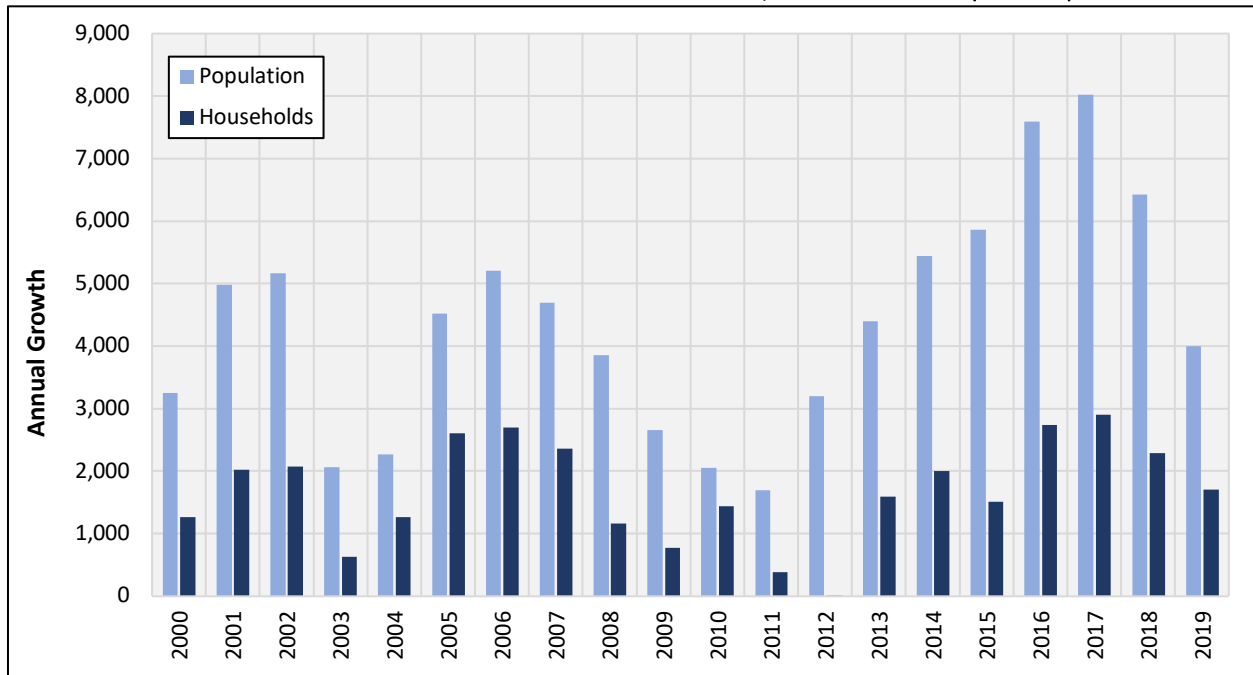
CLACKAMAS COUNTY

Population growth in Clackamas County reached 5,000 per year during the peak years of the 2000s, before falling to 1,700 in the wake of the 2008 recession. The growth accelerated as the economic recovery took hold, peaking at 8,000 in 2017, according to PSU, before falling back down to 4,000 in 2019.

Household growth in the county ranged from 600 to 2,700 per year during the 2000s, with the peak reached in 2006. Since 2013, the annual growth has ranged from 1,500 to 2,900, with 2017 as the peak. Estimated growth in 2019 is 1,700 households. This is in line with the number of residential buildings permits in the county, which have totaled 1,700-1,800 in each of the last three years.



FIGURE 4.11: ANNUAL POPULATION AND HOUSEHOLD GROWTH, CLACKAMAS COUNTY (2001-19)



SOURCE: U.S. Census Bureau, Portland State University, JOHNSON ECONOMICS

HOUSEHOLD FORMATION

Regionally, the peak concentration of millennials is currently 30 years of age (see next page). Thus, we can assume that the wave of household formation driven by millennials is behind us. Although millennials remain in their parents' homes longer than previous generations, research has shown that a large majority are moved out by this age. JOHNSON ECONOMICS estimates that 85% of all millennials (born 1980-99) nationwide by now have moved out from their parents.

Over the coming decade, the millennial wave will move into the typical family age. However, the rate of family formation is likely to be lower than it was for previous generations. The region has seen steep declines in birth rates and family formation over the past ten years, more pronounced than nationally. The steeper declines can largely be explained by the job growth, which has attracted young, educated millennials. The educated population has always exhibited relatively few and late births, and millennials migrating to Portland for work likely represent even lower propensity for forming families, as their moving decisions reflect an emphasis on career rather than family, and because Portland's urban profile represents appeal to households without children. Thus, we do not expect a dramatic outflow from the apartment market to more family-friendly housing forms in coming years.



V. LOCAL SOCIO-ECONOMIC TRENDS

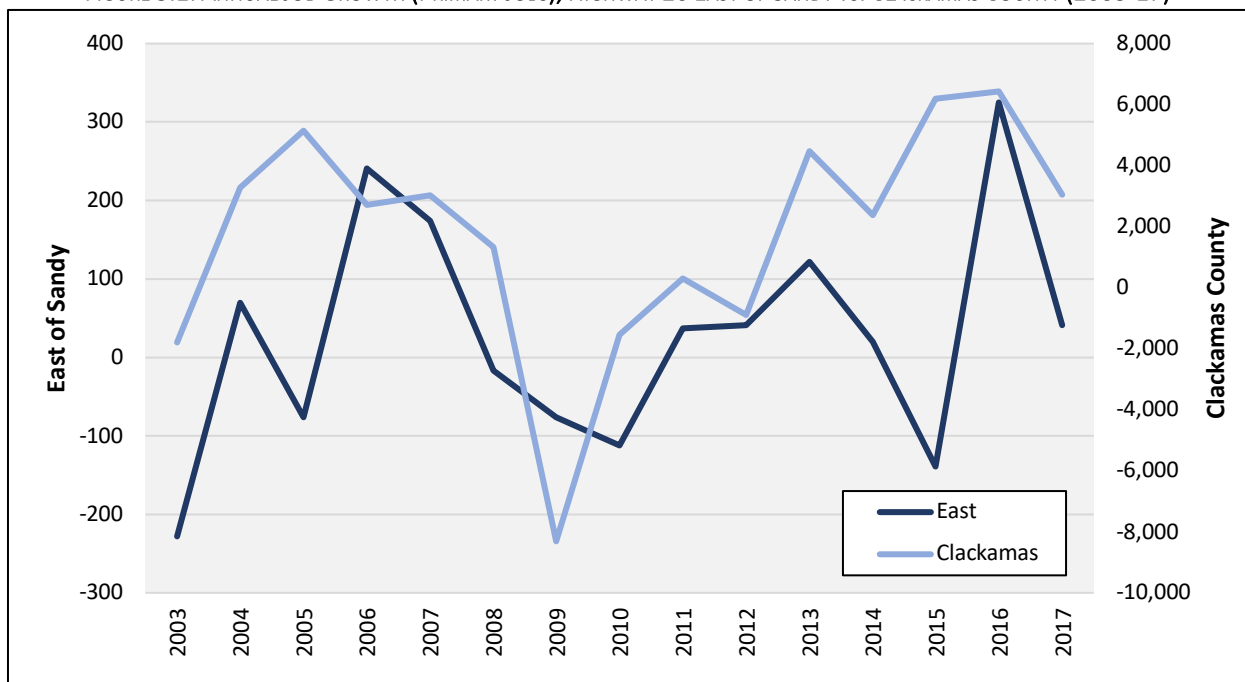
EMPLOYMENT AND WORKFORCE

Employment data on the sub-county level is only available through 2017. Here we focus on the portion of Clackamas County that lies along Highway 26 east of Sandy. Employment counts represent primary jobs, which are the highest paying job of each individual worker. This may exclude some seasonal jobs.

The villages and cities along Highway 26 east of Sandy supported 2,000 primary jobs (highest paying job of each worker) in 2017, accounting for 1.3% of the county's primary employment. Employment in the corridor has grown at a faster pace than in the remainder of the county in recent years, expanding 29% (3.7% per year) since 2010, compared to 17% (2.2% per year) in the county, and representing 2.0% of the county-wide growth.

Roughly 450 new primary jobs was created along Highway 26 east of Sandy between 2010 and 2017, for an average of 65 jobs per year. In a 10- and 15-year perspective, the average annual job growth is 25-30 jobs per year. The growth largely tracks the regional trend, though it tends to fluctuate more from year to year.

FIGURE 5.1: ANNUAL JOB GROWTH (PRIMARY JOBS), HIGHWAY 26 EAST OF SANDY VS. CLACKAMAS COUNTY (2003-17)



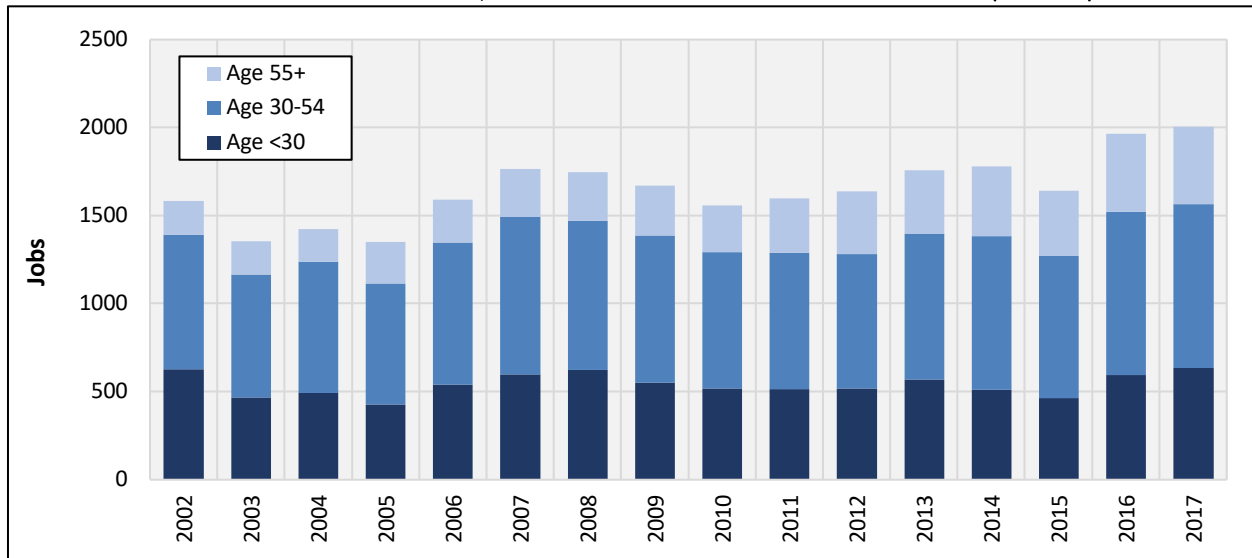
SOURCE: U. S. Census Bureau, JOHNSON ECONOMICS

The corridor employs a relatively large share of young workers, which is common in tourist-oriented industries (see chart next page). As of 2017, 32% of the workers were below the age of 30, compared to 22% in the county. The corridor has relatively few workers between 30 and 54, accounting for 46%, compared to 54% in the county.

Between 2010 and 2017, this area east of Sandy added 115 workers below 30, 159 workers between 30 and 54, and 173 workers 55 or older. The latter age group represents by far the strongest growth in relative terms, mainly due to the aging of the large baby boomer cohort, which tends to work longer than previous generations.



FIGURE 5.2: PRIMARY JOBS BY AGE, HIGHWAY 26 EAST OF SANDY VS. CLACKAMAS COUNTY (2002-17)

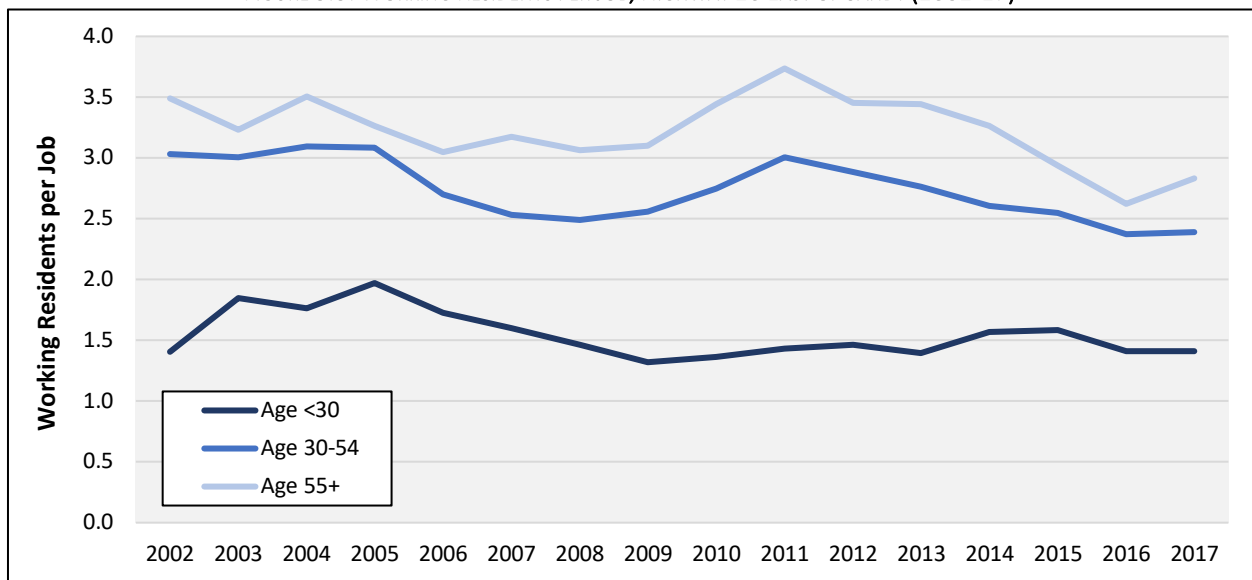


SOURCE: U. S. Census Bureau, JOHNSON ECONOMICS

Out of the net increase of 450 jobs in this area east of Sandy between 2010 and 2017, nearly two-thirds were held by workers living outside the area. This may indicate a shortage of appropriate housing inside the area, although this share is only slightly higher than in the past.

The area east of Sandy has always had many residents with employment outside the area, but we see declines in the ratio of working residents to jobs in recent years. This is particularly notable in the 30-54 and 55+ age groups. Among younger workers, on the other hand, the ratio has been relatively stable at around 1.5 resident workers per local job. This may indicate that workers above the age of 30 are having greater difficulty in finding appropriate housing in the area.

FIGURE 5.3: WORKING RESIDENTS PER JOB, HIGHWAY 26 EAST OF SANDY (2002-17)



SOURCE: U. S. Census Bureau, JOHNSON ECONOMICS



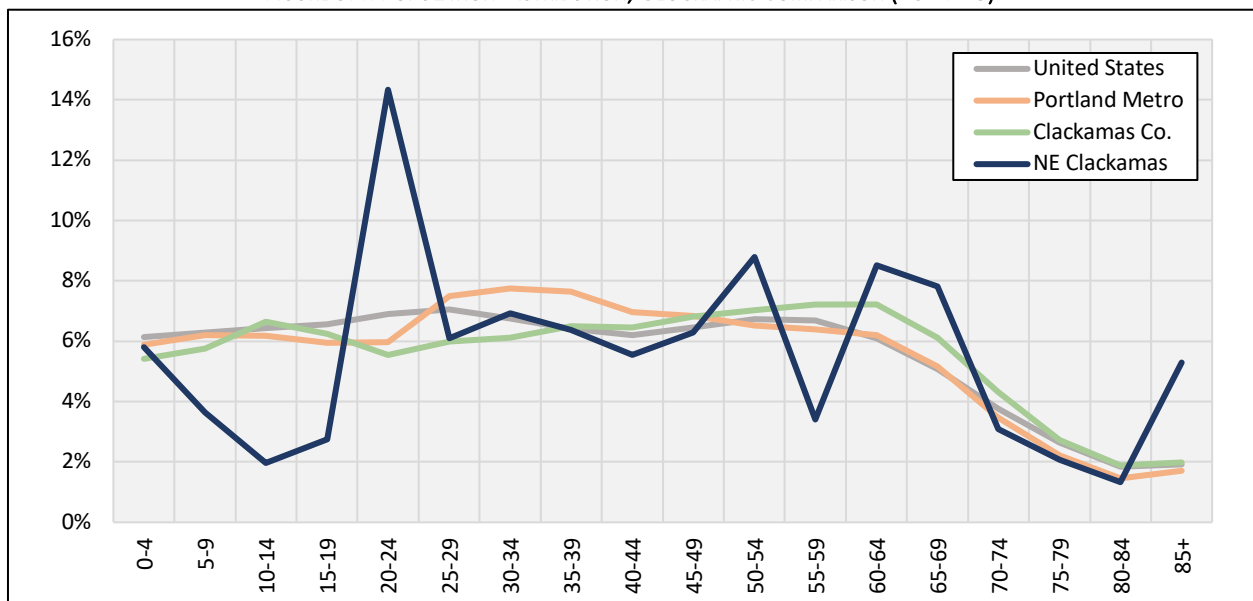
POPULATION AND HOUSEHOLDS

AGE DISTRIBUTION

The Portland Metro population is characterized by a large concentration in the 25-39 age group, reflecting that Portland has a strong appeal to young, post-college households without children. Clackamas County reflects a typical suburban pattern, with few young-adult households and larger concentrations of family households, especially those with middle- and high-school children. Clackamas also has a large share of empty-nesters and senior.

The NE Clackamas PMA, including Sandy, breaks with the remainder of the county with a very large concentration of young adults in the typical college age (20-24). This age group likely reflects a combination of independent apartment renters and adult children still living with their parents. The PMA appears to have relatively few families with school-age children.

FIGURE 5.4: POPULATION DISTRIBUTION, GEOGRAPHIC COMPARISON (2014-18)



SOURCE: U. S. Census Bureau, JOHNSON ECONOMICS

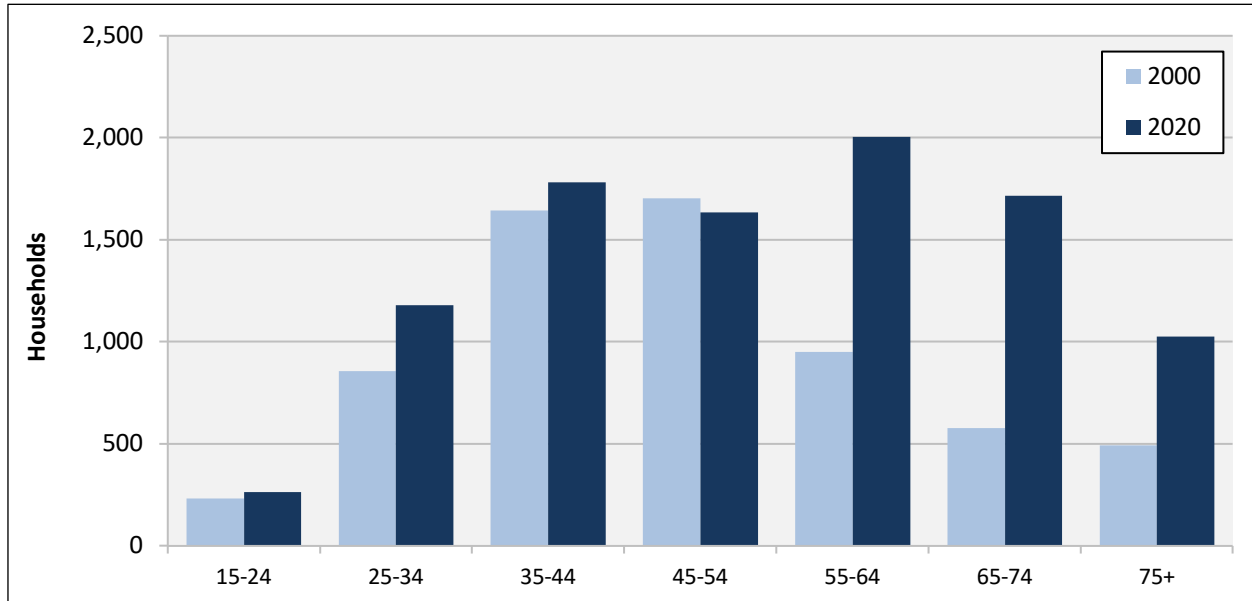
HOUSEHOLD GROWTH

Based on current-year estimates from Environics (extrapolated census trends), the East Clackamas PMA has grown from 6,500 to 9,600 households since the turn of the millennium. This suggests an increase of 3,100 households and translates into average annual growth of 2.0%.

The following chart shows how the household growth within the PMA has been distributed across age groups since 2000. The data reveals particularly strong growth among empty nesters and seniors. This is consistent with nationwide demographic trends, reflecting that the cusp of the baby boomer wave has moved from the family stage to older segments. However, the growth in these segments within the PMA is stronger than seen nationally or regionally, indicating that the PMA is particularly attractive to these cohorts. Healthy growth has also been seen among young households in the 25-34 age group.



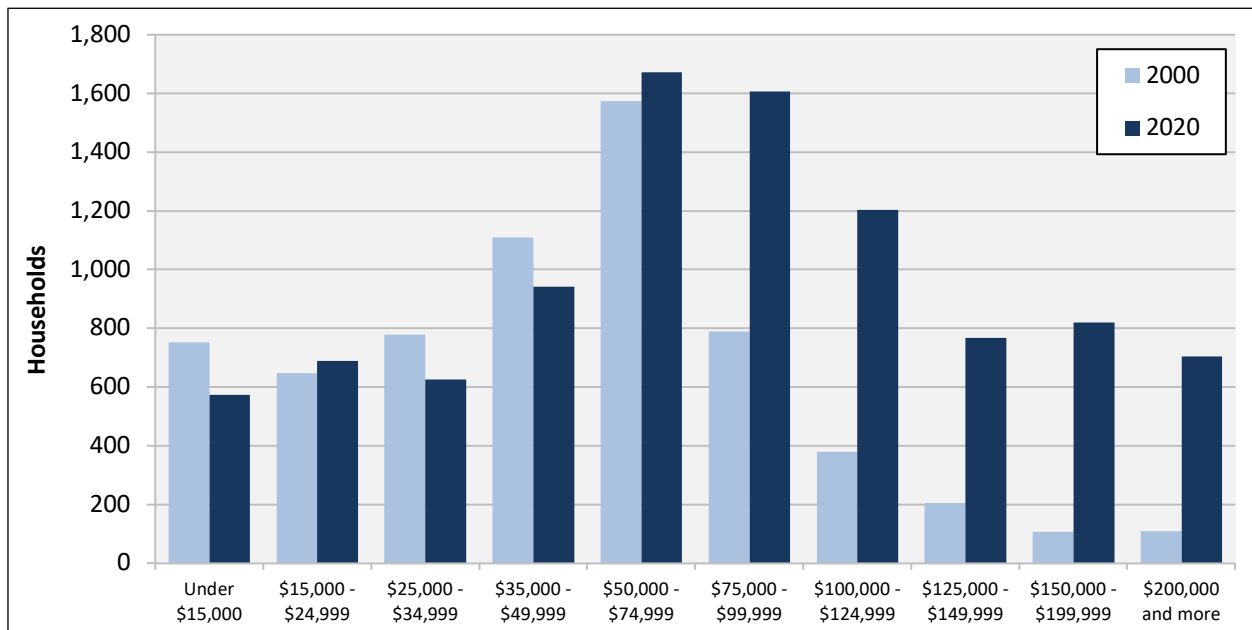
FIGURE 5.5: AGE PROFILE OF PMA HOUSEHOLDS, 2000 AND 2020



SOURCE: Environics

With respect to income, the strongest growth since 2000 has taken place in mid/upper- and upper-income categories. On a net basis, 86% of the growth has taken place among households with incomes above \$100,000, while declines have taken place below \$50,000.

FIGURE 5.6: INCOME PROFILE OF PMA HOUSEHOLDS, 2000 AND 2020



SOURCE: Environics

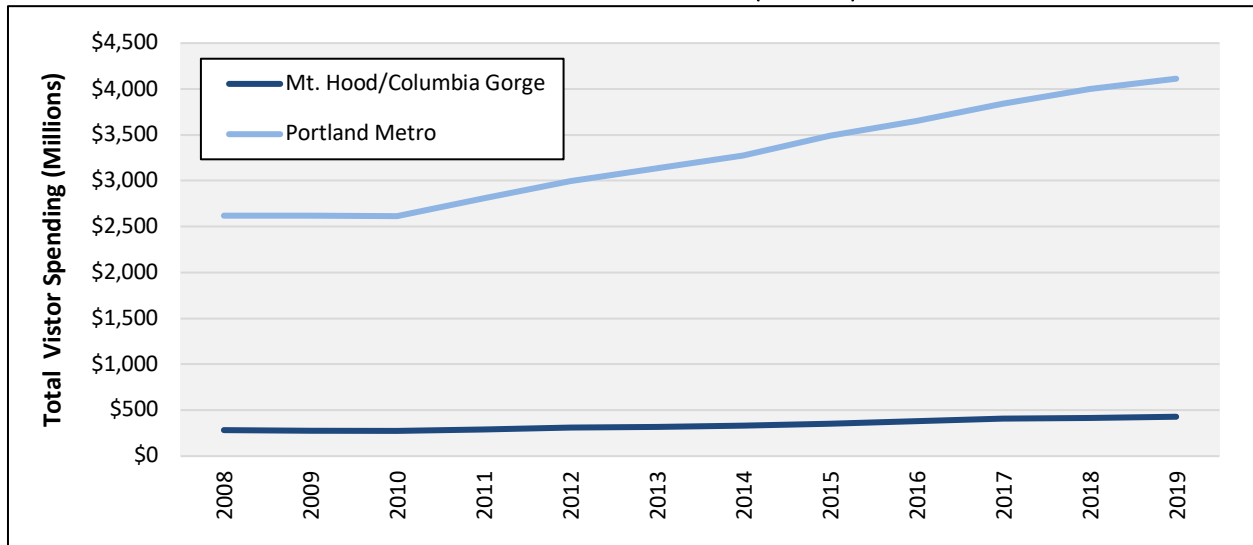


TOURISM

VISITOR SPENDING

Tourist activity increased steadily during the last decade, both in the Portland Metro Area and in the Mt. Hood/Columbia Gorge tourist region. In 2019, total visitor spending increased \$116 million (+3.8%) to \$4.1 billion in the Portland Metro Area and \$16 million (+2.9%) to a total of \$429 million in the Hood/Gorge region.

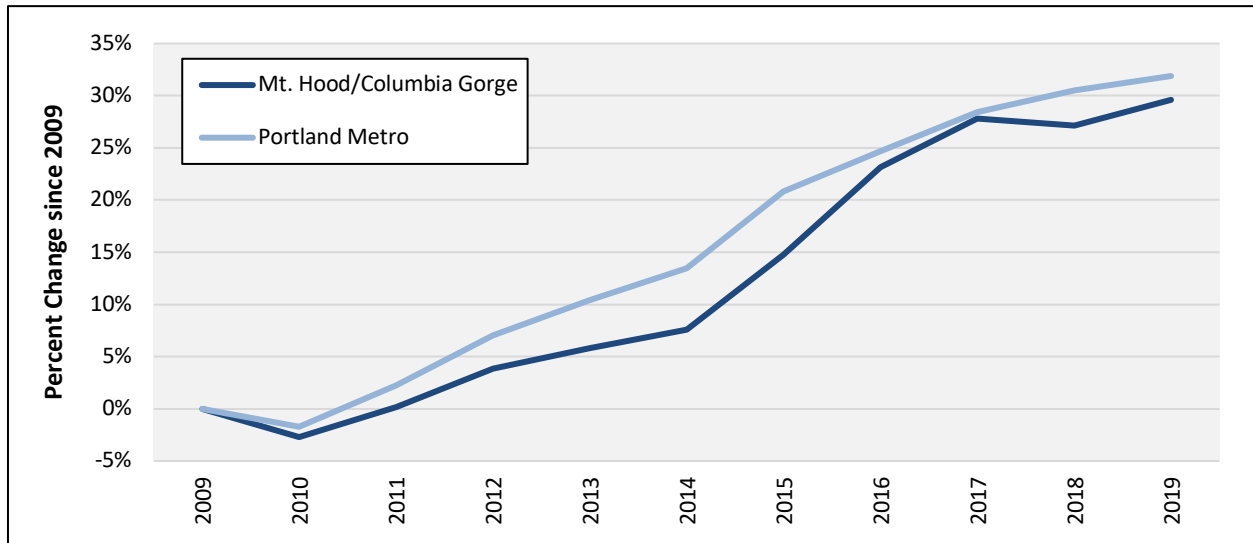
FIGURE 5.7: TOTAL VISITOR SPENDING (2008-19)



SOURCE: Dean Runyan Associates, JOHNSON ECONOMICS

In relative terms, the growth in tourist activity in the Hood/Gorge region has been comparable to that of the wider region over the past ten years. Measured from 2009, and adjusted for inflation, visitor spending increased 30% in the Hood/Gorge region over the past ten years, compared to 32% in the Portland Metro Area. The strongest growth in took place between 2014 and 2017, and the pace of growth has moderated somewhat since then, in line with economic and demographic growth.

FIGURE 5.8 CUMULATIVE GROWTH IN VISITOR SPENDING SINCE 2009

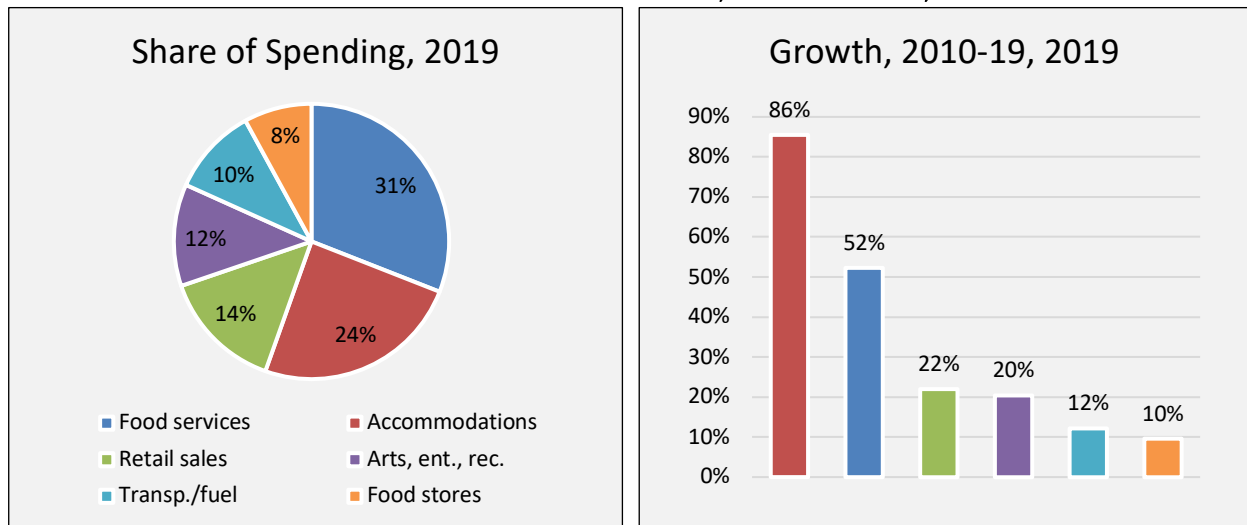


SOURCE: Dean Runyan Associates, JOHNSON ECONOMICS



In 2019, 55% of total visitor spending in the Hood/Gorge region went to food services and accommodations. While food services account for a larger share of the spending, accommodations has seen the strongest growth over the last decade. The spending on accommodations has nearly doubled over this period, increasing by 86% after adjustment for inflation.

FIGURE 5.9: TOTAL DIRECT VISITOR SPENDING AND GROWTH BY COMMODITY, INFLATION-ADJUSTED, MT. HOOD & COLUMBIA GORGE



SOURCE: Dean Runyan Associates, JOHNSON ECONOMICS



VI. RENTAL RESIDENTIAL

MARKET CONDITIONS

Demand for rental housing has been strong in this decade nationwide. The late-2000s foreclosure crisis and ensuing recession led to more restrictive lending, which shifted housing demand from the ownership market to the rental market. Demand in this decade has also been boosted by the large millennial cohort reaching adulthood and forming their first households. High thresholds to creditworthiness and down payment, coupled with high levels of student debt, have largely relegated the millennials to the rental market. The demand has reduced vacancy and increased rents all over the nation, though increased construction has alleviated market pressures in recent years.

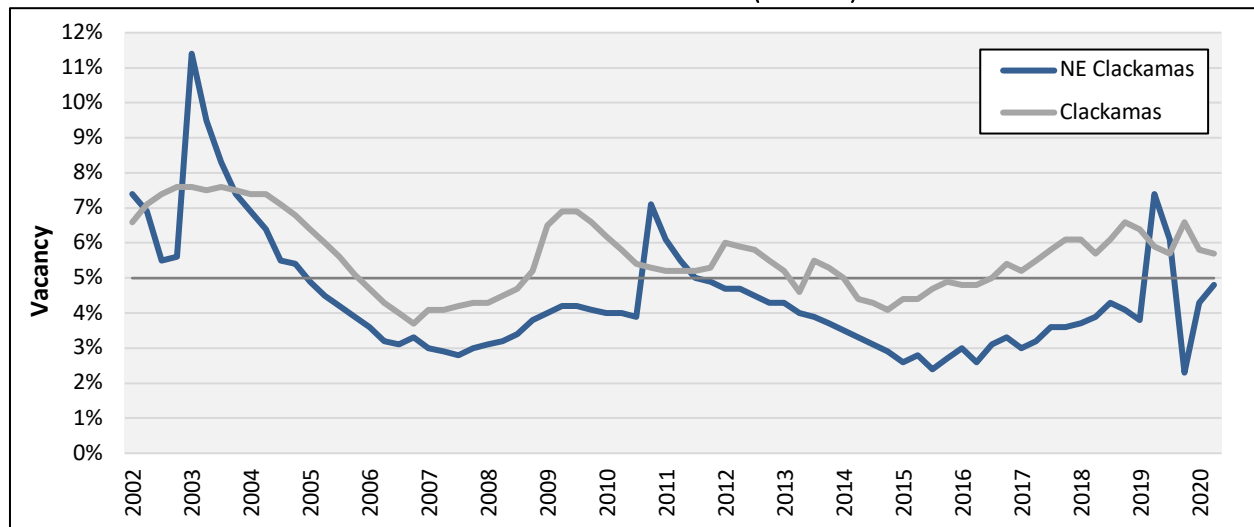
Rhododendron has no professionally managed rental properties. Additionally, a large portion of the rental market in Mount Hood Villages are income-restricted properties with regulated rent levels. In order to evaluate historical trends for market-rate properties, we therefore rely on data for Northeast Clackamas County, as reported by CoStar. We compare this to trends in Clackamas County as a whole.

VACANCY

A vacancy rate around 5.0% typically represents a healthy supply-demand balance where rent increases keep in line with wage and income growth. In greater Clackamas County, the vacancy rate has hovered around 5% throughout most of this decade, according to CoStar. However, over the past two years it has risen to around 6%, indicating a slight oversupply. In Northeast Clackamas, the vacancy rate has been roughly two percentage points lower than the county rate in recent years, though there have been some fluctuations recently due to the completion of new projects. Ignoring these fluctuations, the rate has climbed steadily over the past five years to a current 5% level.

We expect the vacancy rate in Rhododendron to be lower than reflected in the CoStar data for NE Clackamas. In our survey of rental properties within the city, we did not identify a single vacant unit.

FIGURE 6.1: RENTAL VACANCY TREND (2002-20)



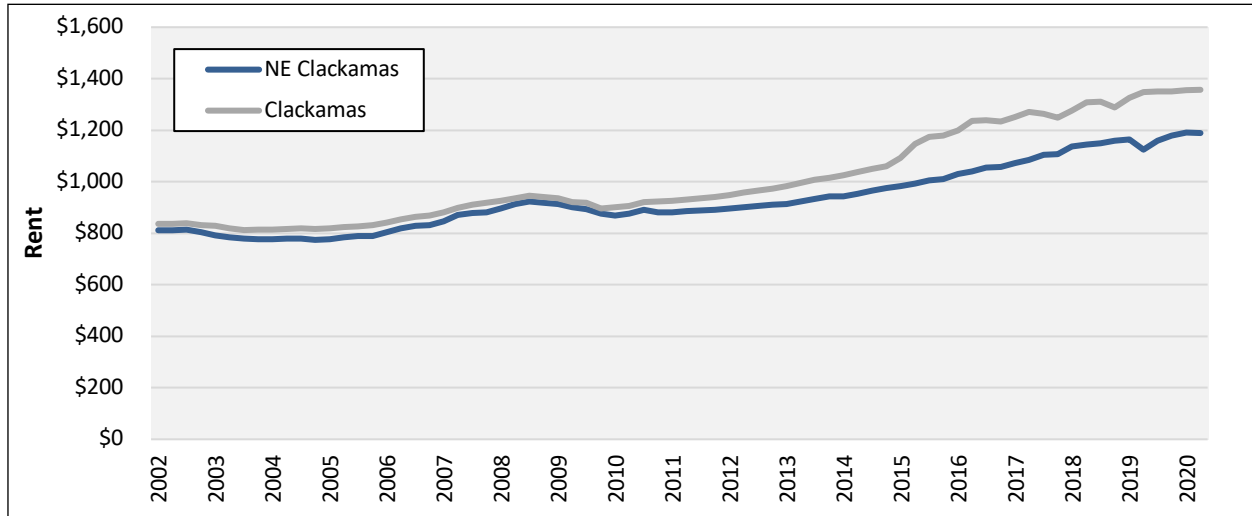
SOURCE: CoStar

RENTS

The average market-rate unit in NE Clackamas County currently rents for \$1,189 per month. This represents a roughly 15% discount to the average rent level in the county. The NE Clackamas rent level has largely tracked the remainder of the county over the past two decades, though the discount has deepened over the past five years. The delivery of new apartment projects with extensive, modern amenities in the western half of the county has likely contributed to stronger rent growth in these markets than in the NE, where much of the new supply has been centered on Sandy.



FIGURE 6.2: AVERAGE MONTHLY RENT (2002-20)



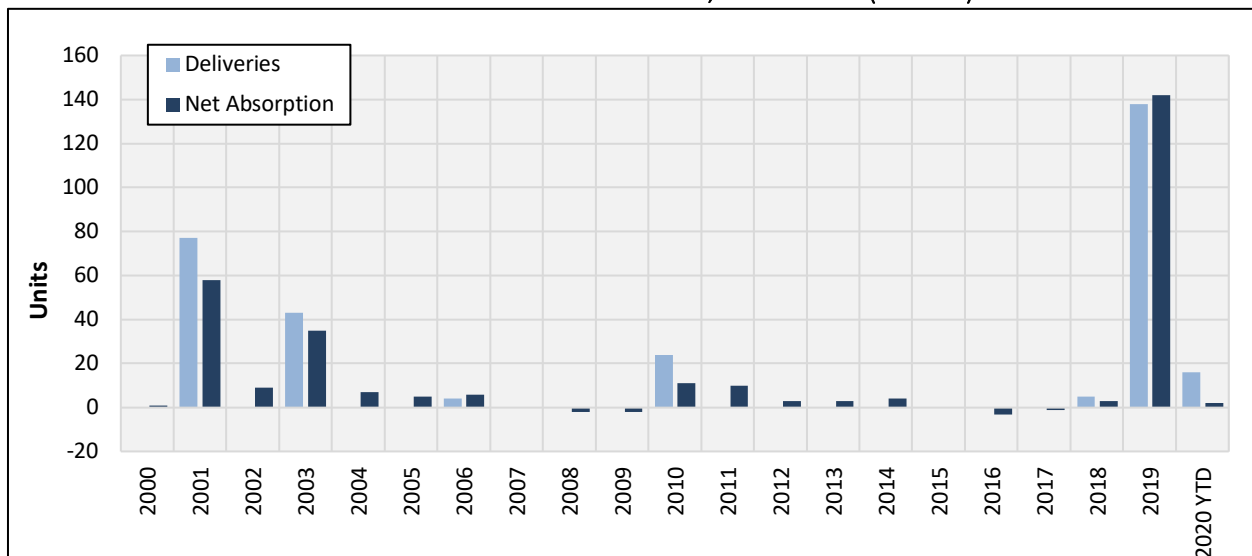
SOURCE: CoStar

Over the past ten years, the average rent level in NE Clackamas has increased 34% according to CoStar (3.2% annual average). This compares to 46% in greater Clackamas County. In the last decade, the annual rent growth in NE Clackamas peaked at 5.9% per year in Q1 2018. In comparison, Clackamas saw a high of 11.8% in Q3 2015. The delivery of new apartment supply has since cooled these markets and reduced the rent growth in recent years. Current year-over-year growth is 1.6% in the region and 3.7% in NE Clackamas.

SUPPLY AND ABSORPTION

New apartment development has until recently been very limited in NE Clackamas. 167 new units were delivered over the past decade, of which 138 were delivered in 2019. Until 2019, absorption was therefore limited by a lack of new supply. Average annual absorption during the decade was 20 units. The underlying absorption potential might have been more than twice this rate. For the next five years, we would assume an absorption potential of 30-40 units per year.

FIGURE 6.3: DELIVERIES AND NET ABSORPTION, NE CLACKAMAS (2000-20)



SOURCE: CoStar

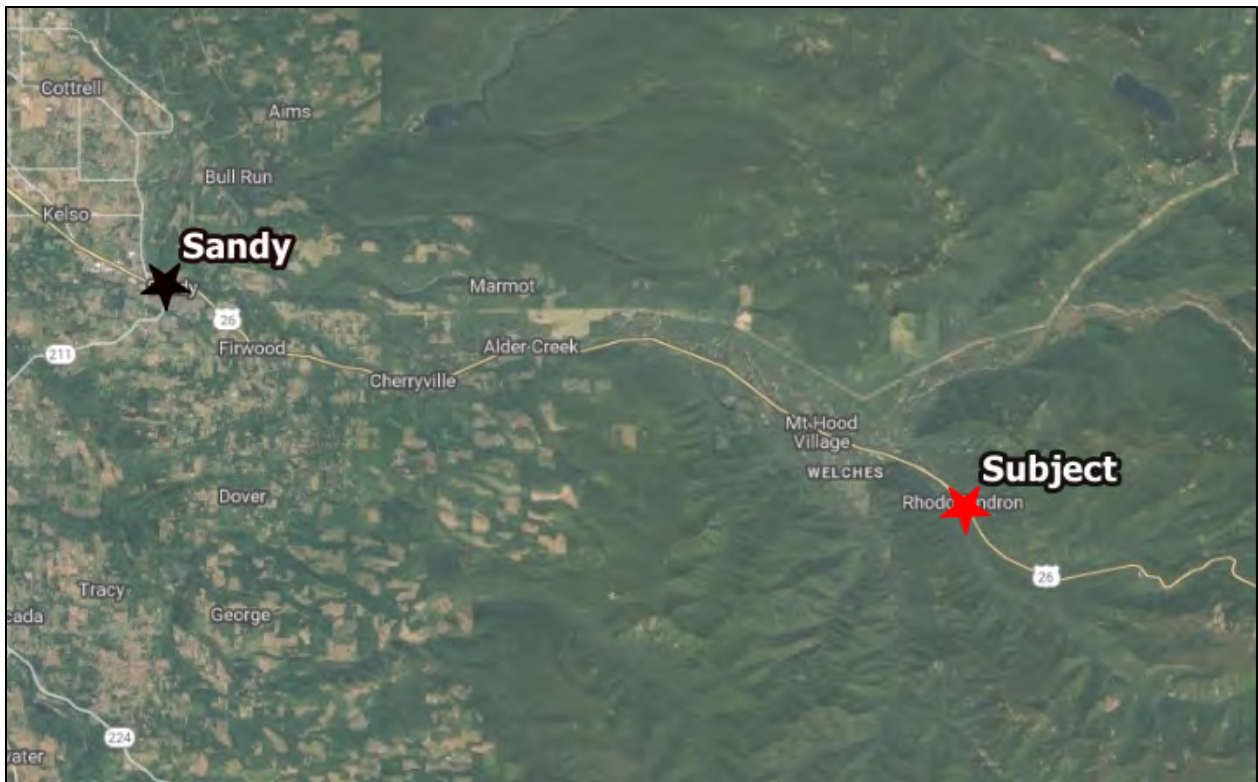
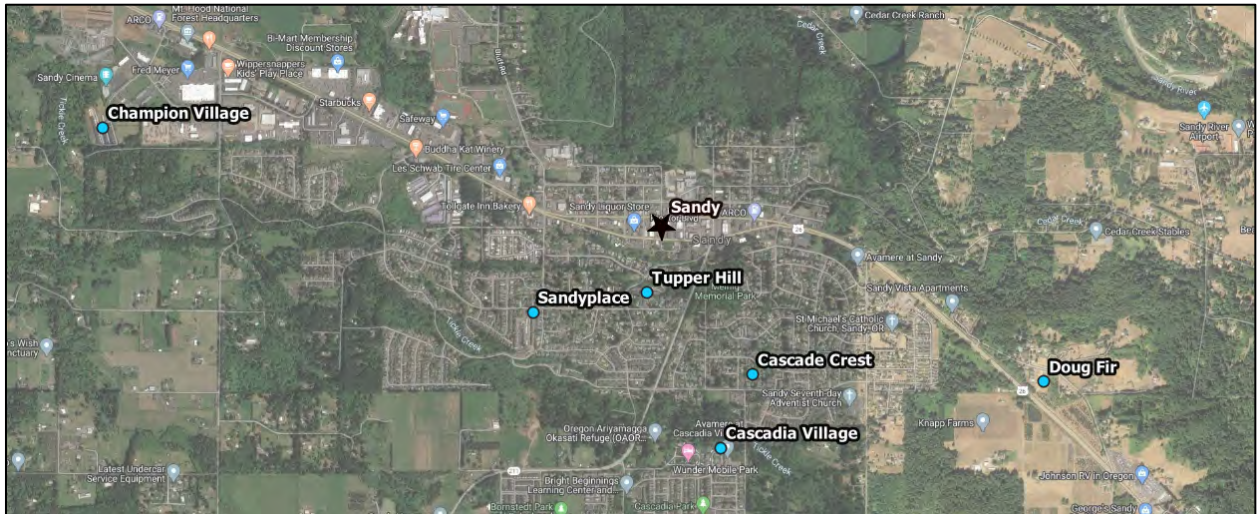


COMPETITIVE ENVIRONMENT

COMPETITIVE SURVEY

JOHNSON ECONOMICS surveyed six apartment projects in Sandy, OR for this analysis. The projects were completed between 2001 and 2020. Although Sandy is a little over 18 miles from the subject site, these properties are the closest available indicators for the Rhododendron market. A summary of rent and occupancy is outlined on the next few pages, with detailed profiles of the comparables provided in the appendix.

FIGURE 6.4: MAP OF SURVEYED APARTMENT PROPERTIES



SOURCE: JOHNSON ECONOMICS, Google



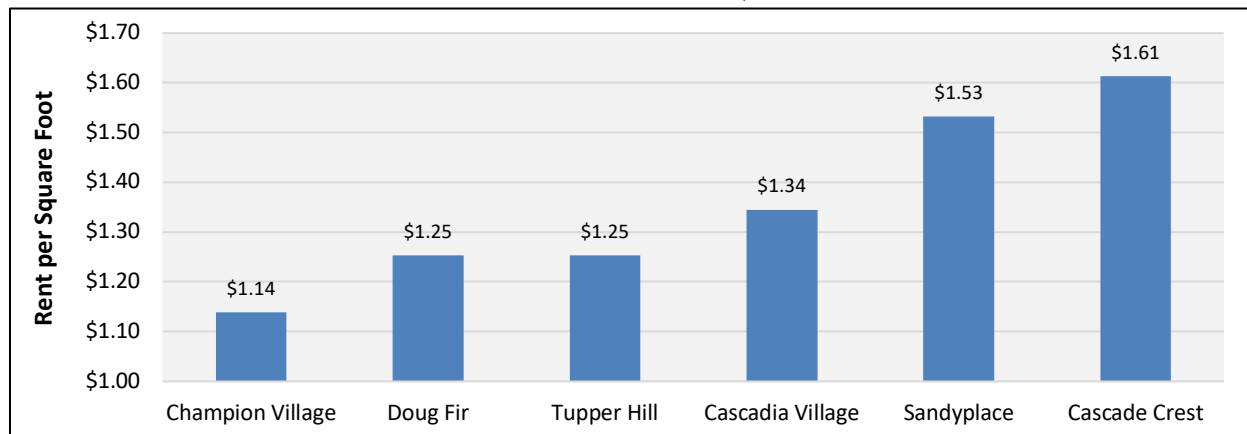
FIGURE 6.5: RENT AND OCCUPANCY SUMMARY, SURVEYED APARTMENT PROPERTIES

Project Name/ Location	Year	Occupancy	UNIT CHARACTERISTICS						RENT CHARACTERISTICS			
			Type	Units	Mix	Sq. Ft.	Vacant		Low Rent	High Rent	Avg. Rent	Avg. Rent Per SF.
1) Champion Village 16757 Chula Vista Ave Sandy, OR	2018	N/A	3B/2.5b	Not disclosed	1,890	Not disclosed	1,942	0	0%	\$1,875 - \$2,350	\$2,113	\$1.12
			4B/2.5							\$2,250 - \$2,250	\$2,250	\$1.16
			Tot./Avg:							65	100%	1,916
2) Sandyplace 38100 Sandy Heights St Sandy, OR	2019	99%	Studio	12	9%	533	0	0%	\$1,125 - \$1,125	\$1,125	\$2.11	
			1B/1b	48	35%	736	1	2%	\$1,245 - \$1,245	\$1,245	\$1.69	
			2B/2b	66	48%	999	1	2%	\$1,375 - \$1,520	\$1,404	\$1.41	
			3B/2b	12	9%	1,205	0	0%	\$1,770 - \$1,770	\$1,770	\$1.47	
			Tot./Avg:	138	100%	885	2	1%	\$1,125 - \$1,770	\$1,356	\$1.53	
3) Doug Fir 41300 SE Vista Loop Dr Sandy, OR	2020	N/A	2B/1b	Not disclosed	926	Not disclosed	968	Not disclosed	1,405	\$1,399 - \$1,399	\$1,399	\$1.51
			2B/2b							\$1,499 - \$1,499	\$1,499	\$1.55
			3B/2b							\$1,899 - \$1,899	\$1,899	\$1.35
			Tot./Avg:							24	100%	1,100
4) Tupper Hill 38800 Creekside Loop Sandy, OR	2010	100%	2B/2b	24	100%	1,000	0	0%	\$1,253 - \$1,253	\$1,253	\$1.25	
			Tot./Avg:	24	100%	1,000	0	0%	\$1,253 - \$1,253	\$1,253	\$1.25	
5) Cascadia Village 39331 Cascadia Village Dr Sandy, OR	2003	95%	1B/1b	15	35%	673	2	87%	\$1,145 - \$1,195	\$1,170	\$1.74	
			2B/1b	14	33%	1,021	0	100%	\$1,245 - \$1,295	\$1,270	\$1.24	
			2B/2b	14	33%	1,153	0	100%	\$1,345 - \$1,395	\$1,370	\$1.19	
			Tot./Avg:	43	100%	943	2	5%	\$1,145 - \$1,395	\$1,268	\$1.34	
6) Cascade Crest 39551 Durbarco Rd Sandy, OR	2001	100%	Studio	12	16%	549	0	0%	\$1,050 - \$1,090	\$1,070	\$1.95	
			1B/1b	54	70%	728	0	0%	\$1,160 - \$1,210	\$1,185	\$1.63	
			2B/2b Sm	11	14%	973	0	0%	\$1,289 - \$1,340	\$1,315	\$1.35	
			Tot./Avg:	77	100%	735	0	0%	\$1,050 - \$1,340	\$1,196	\$1.61	

SOURCE: Property managers/agents, property websites, Craigslist, RealPage, CoStar, JOHNSON ECONOMICS

The highest rent levels in the survey are observed at Champion Village (built 2018), which is the most upscale building in the sample. Gross rents at Champion Village average \$2,181; however due to its large unit sizes the property averages the lowest price per square-foot (PSF) of the comparables at \$1.16. Cascade Crest has the highest PSF rates in the survey at \$1.61, which can be attributed to its relatively small units. Sandyplace has the second highest rates on a PSF basis (\$1.53). Barring the large units at Champion Village, the lowest rates in the survey are at Doug Fir and Tupper Hill, with blended averages of \$1.25 each.

FIGURE 6.6: AVERAGE RENTS PER SQUARE FOOT



SOURCE: JOHNSON ECONOMICS

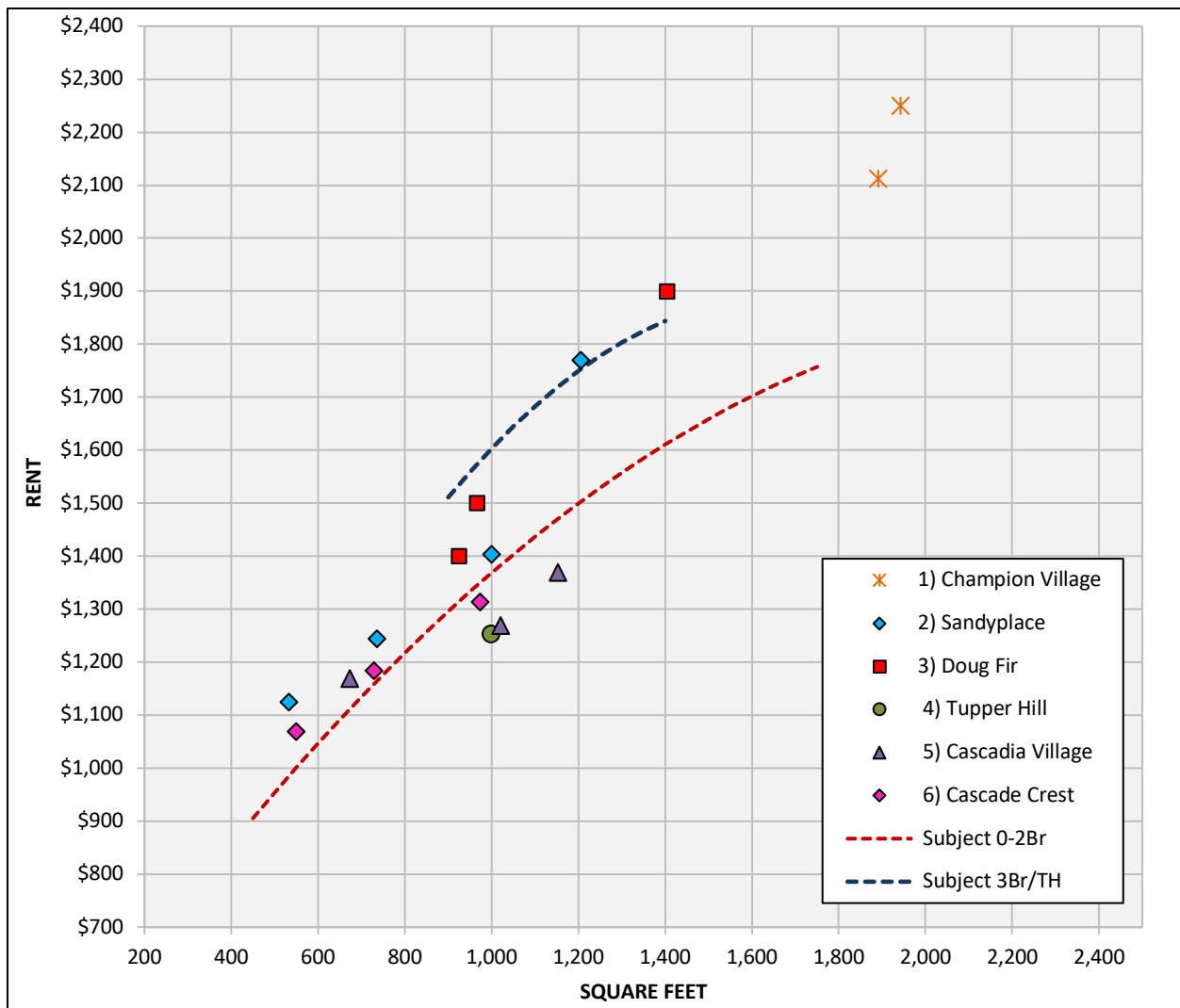


SUBJECT ACHIEVABLE PRICING

We expect achievable pricing at the subject sites to be somewhat lower than achievable rent levels in Sandy due to the limited access to services and amenities in Rhododendron. However, the closer proximity to Mt. Hood, which is especially important to those who work Mt. Hood, suggests pricing close to Sandy's levels. We would expect a project with a mid-market profile and up-to-date amenities to achieve pricing above Tupper Hill and Cascadia Village, which are the most downscale of the surveyed properties, with somewhat dated finishes.

The following chart shows estimated achievable rents at the subject sites plotted against pricing at the surveyed properties. A separate rent curve is indicated for three-bedroom apartments and townhomes, as these capture premiums in the current market.

FIGURE 6.7: SUBJECT ACHIEVABLE PRICING AND COMPARABLE PRICING



SOURCE: JOHNSON ECONOMICS



The following table displays our estimates of achievable pricing at the subject site for a range of unit types and sizes. The table also includes our unit mix recommendations, assuming a total count of 130 units. The project will be targeted towards a younger demographic, consistent with demographic trends and reflecting the proximity to Mount Hood where the age distribution of seasonal employees is skewed young. The recommended mix yields a blended average of \$1.48 per square foot, with an average monthly rent level of \$1,231 in current dollars. These rates reflect current market pricing for 12-month contracts.

FIGURE 6.8: ACHIEVABLE PRICING, RENTAL APARTMENTS

Unit Type	Units	Unit Mix	Avg. Size	RENT	
				Per Unit	Per SF
1B/1b	20	33%	700	\$1,139	\$1.63
2B/1b	15	25%	800	\$1,189	\$1.49
2B/2b	5	8%	950	\$1,303	\$1.37
3B/2b	10	17%	1,100	\$1,501	\$1.36
3B/2b TH	10	17%	1,300	\$1,651	\$1.27
Total/Avg.	60	100%	913	\$1,311	\$1.44

SOURCE: JOHNSON ECONOMICS



VII. FOR-SALE RESIDENTIAL

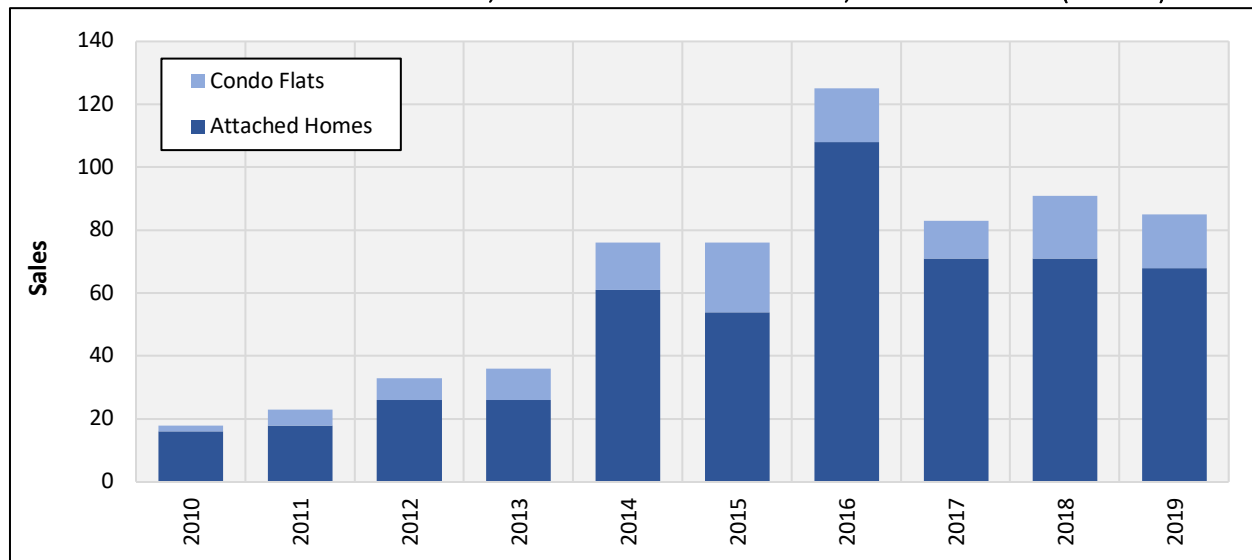
MARKET CONDITIONS

Our focus in this analysis is on high- and medium-density development forms, including condo flats and attached single-family homes (townhomes and duplexes). The market for these types of homes was hard hit by the 2008-09 recession, which brought about regulatory changes that raised the threshold for homebuyers in terms of creditworthiness and down payments. This affected young buyers disproportionately, who were also the most likely to lose their jobs or receive pay cuts during the downturn. Many of these were forced into the apartment market, where rapidly rising rents made saving up for down payments difficult during the years of recovery. This has reduced the flow of households from the rental market to the ownership market. As condos and attached homes for many represent transitional solutions between rentals and single-family ownership homes, the demand for these housing forms has therefore declined. The demand for condo flats is currently dominated by seniors. On the supply side, condo units have fallen out of favor with developers due to the increase in construction defect lawsuits.

SALES VOLUME

The market for condo flats and attached homes in the NE Clackamas PMA is limited. At the low point in 2010, only 18 homes were sold. The sales volume increased over the following years to a high of 125 in 2016, and thereafter stabilizing around 85 sales per year. Sales of new homes have averaged roughly 20 transactions per year over the most recent years, according to RMLS.

FIGURE 7.1: ANNUAL SALES TRANSACTIONS, ATTACHED HOMES AND CONDO FLATS, NE CLACKAMAS PMA (2010-19)



SOURCE: RMLS, JOHNSON ECONOMICS

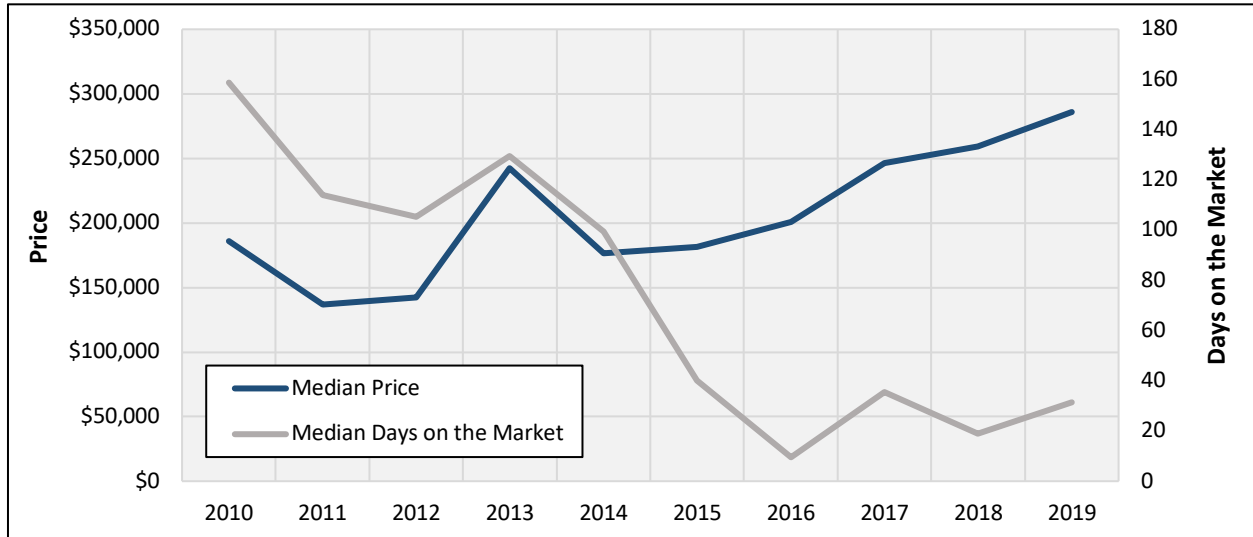
PRICES AND MARKET TIME

Home prices bottomed in 2011, when the median price in this area was \$137,000, or \$100 per square foot (PSF). The median price level has since been on an upward trend, reaching \$286,000 (\$199 PSF) in 2019 (see next page). The 2019 level represented a 10% increase from the previous year. Annual price growth at this rate suggests an undersupplied market.

Coming out of the 2008-09 recession, the typical unit was on the market nearly six months before selling. The median market time fell to a low of 10 days in 2016, before increasing again to 31 in 2019. A one-month market time is still low in a historical context. Along with the price growth, this confirms that the market has been undersupplied in recent years.



FIGURE 7.2: MEDIAN SALES PRICE AND DAYS ON THE MARKET, ATTACHED HOMES AND CONDO FLATS, NE CLACKAMAS PMA (2010-19)



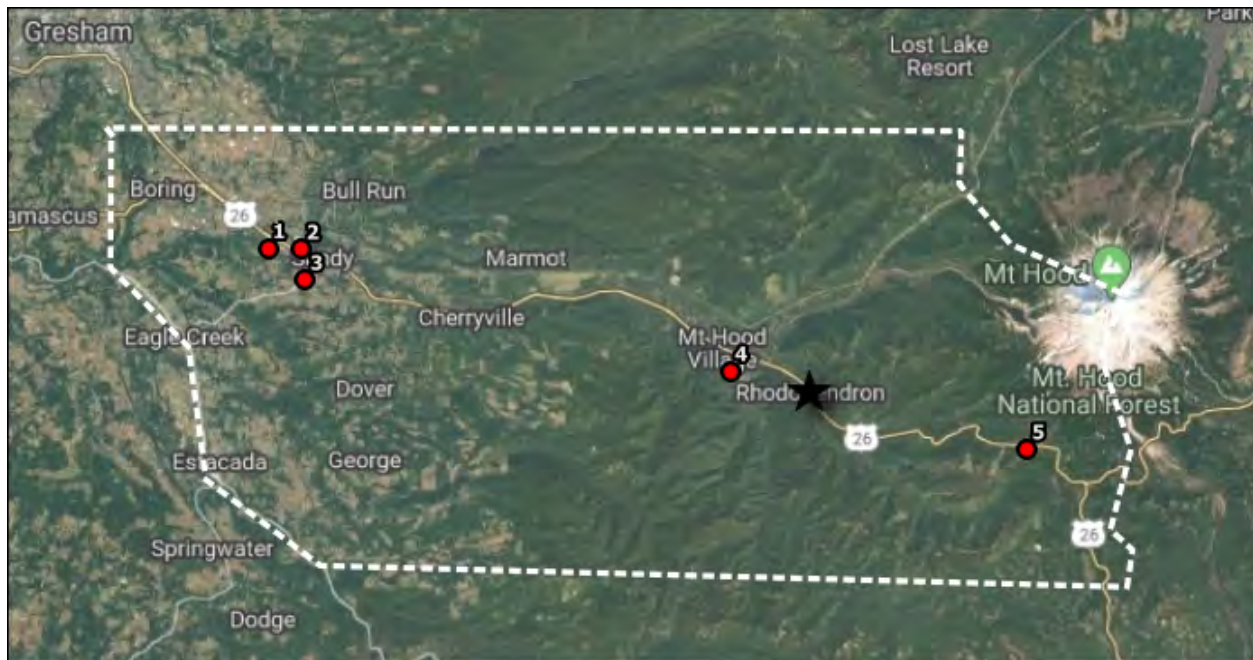
SOURCE: RMLS, JOHNSON ECONOMICS

COMPETITIVE ENVIRONMENT

COMPETITIVE SURVEY

There are few transactions of recent date involving new construction attached homes or condo flats in the NE Clackamas PMA. In the following, we include profiles of five developments with new homes built over the past three years. We provide the historical sales prices as well as an indication of the current average per-square-foot value, based on median price trend in the PMA. Four of the projects are attached home projects, located in Sandy and Welches, while one is a single-building condo project in Government Camp.

FIGURE 7.3: MAP OF SURVEYED CONDOMINIUM AND ATTACHED HOME PROJECTS



SOURCE: JOHNSON ECONOMICS



FIGURE 7.4: SURVEYED ATTACHED HOME AND CONDO FLAT PROJECTS

   					
1) Chula Vista Ave/Champion Way, Sandy, OR					
Year built:	2017-19	Sale date:	5/26/17 - 2/17/20	Estimated current value:	\$203
Bed/bath:	3B/2.5b	Sale price:	\$284,500 - \$352,500	Market adjustment:	-5.0%
Square feet:	1,690-1,942	Price/SF:	\$147-\$205	Indicated Rhody price:	\$193
   					
2) 16971-16991 University Ave, Sandy, OR					
Year built:	2019-20	Sale date:	11/26/18 - 4/20/20	Estimated current value:	\$184
Bed/bath:	4B/2.5-3b	Sale price:	\$309,900 - \$342,000	Market adjustment:	-5.0%
Square feet:	1,677-1,865	Price/SF:	\$172 - \$191	Indicated Rhody price:	\$175
   					
3) 37803-37993 Killarney St, Sandy, OR					
Year built:	2017	Sale date:	1/20/17 - 3/3/17	Estimated current value:	\$226
Bed/bath:	3B/2.5b	Sale price:	\$224,950 - \$247,000	Market adjustment:	-5.0%
Square feet:	1,462-1,730	Price/SF:	\$177 - \$191	Indicated Rhody price:	\$215

SOURCE: RMLS, Metrostudy, Zillow, Google Earth, JOHNSON ECONOMICS



FIGURE 7.5: SURVEYED ATTACHED HOME AND CONDO FLAT PROJECTS, CONTINUED

					
4) 67685-67693 E Fairway Ave, Welches, OR					
Year built:	2017	Sale date:	8/18/17 - 10/11/19	Estimated current value:	\$216
Bed/bath:	3B/2.5b	Sale price:	\$369,000 - \$393,000	Market adjustment:	-5.0%
Square feet:	1,801 - 1,867	Price/SF:	\$205 - \$210	Indicated Rhody price:	\$205
					
5) 31077 East Multorpor Drive, Government Camp, OR (Golden Poles Chalet, Rebuild)					
Year built:	2019	Sale date:	11/14/18 - 11/23/19	Estimated current value:	\$248
Bed/bath:	2B/2b, 4B/3b	Sale price:	\$343,000 - \$555,497	Market adjustment:	-15.0%
Square feet:	1,423 - 2,296	Price/SF:	\$207 - \$322	Indicated Rhody price:	\$211

SOURCE: RMLS, Metrostudy, Zillow, Google Earth, JOHNSON ECONOMICS

SUBJECT ACHIEVABLE PRICING

In order to estimate achievable pricing in Rhododendron, we apply adjustments to the observed prices in the survey. Government Camp generally has the highest home prices of the cities included in the survey, reflecting its proximity to the mountain as well as other amenities in the village. We apply a 15% discount to price observations from Government Camp. For observations from Sandy and Welches, we apply a 5% discount. This takes into account the roadside location of the subject sites, which we expect to be somewhat less marketable than more protected sites and view sites. With these adjustments, a price range of \$193-215 is indicated in today's market for the subject sites, assuming a medium quality level.

FIGURE 7.6: ACHIEVABLE PRICING, SUBJECT SITES

COMPARABLE	INDICATED PRICE/SF
1) Chula Vista Ave/Champion Way, Sandy, OR	\$193
2) 16971-16991 University Ave, Sandy, OR	\$175
3) 37803-37993 Killarney St, Sandy, OR	\$215
4) 67685-67693 E Fairway Ave, Welches, OR	\$205
5) 31077 East Multorpor Drive, Government Camp, OR	\$211
Achievable pricing, subject sites	\$193-215

SOURCE: JOHNSON ECONOMICS



VIII. HOSPITALITY

MARKET CONDITIONS

The hospitality sector saw strong growth in the last decade, reflecting that the economic expansion increased business activity as well as leisure travel. Corporate travel, conventions, relocations, and tourism all contributed to the growth, leading to rising occupancy and room rates, as well as increased development activity.

Room demand in Oregon and the Portland Metro Area grew more than it did on the national level during the decade. The growth was particularly rapid during the middle of the decade, but moderated toward the end, in line with the wider economy. At the same time, a large number of new rooms were added to the market, putting downward pressure on occupancy and room rates.

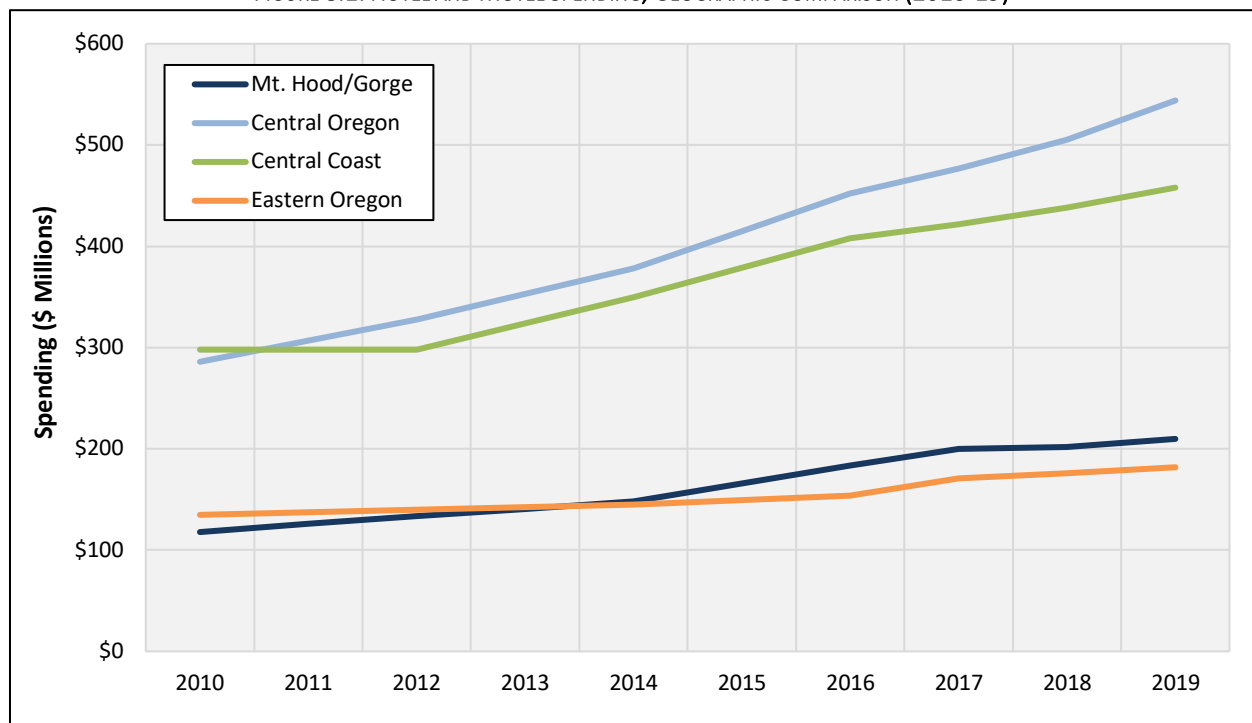
The current Coronavirus crisis has had major impact on the hotel market. As of mid-April 2020, the Portland Metro occupancy rate is 20%, down from 74% at the same time in 2019. The average daily room rate is \$90, compared to \$132 in 2019. The crisis has caused revenue per available room to decline by 82% year-over-year.

The impact has been somewhat less severe in the Mount Hood/Columbia Gorge tourist region, where the revenue decline is 64%. The occupancy rate is currently 29%, compared to 64% at the same time last year. The average daily room rate is \$76, down from \$96 in 2019. The crisis is not expected to impact demand over the long term.

HOTEL & MOTEL SPENDING

The longer term trend for Oregon and the Mt. Hood/Columbia Gorge tourist region is one of continued gradual growth. Spending on hotels and motels in the Hood/Gorge region grew between 2010 and 2019 from \$118 to \$210 million. The region surpassed Eastern Oregon over the period, while it continues to draw significantly less traffic than Central Oregon and the Central Coast.

FIGURE 8.1: HOTEL AND MOTEL SPENDING, GEOGRAPHIC COMPARISON (2010-19)

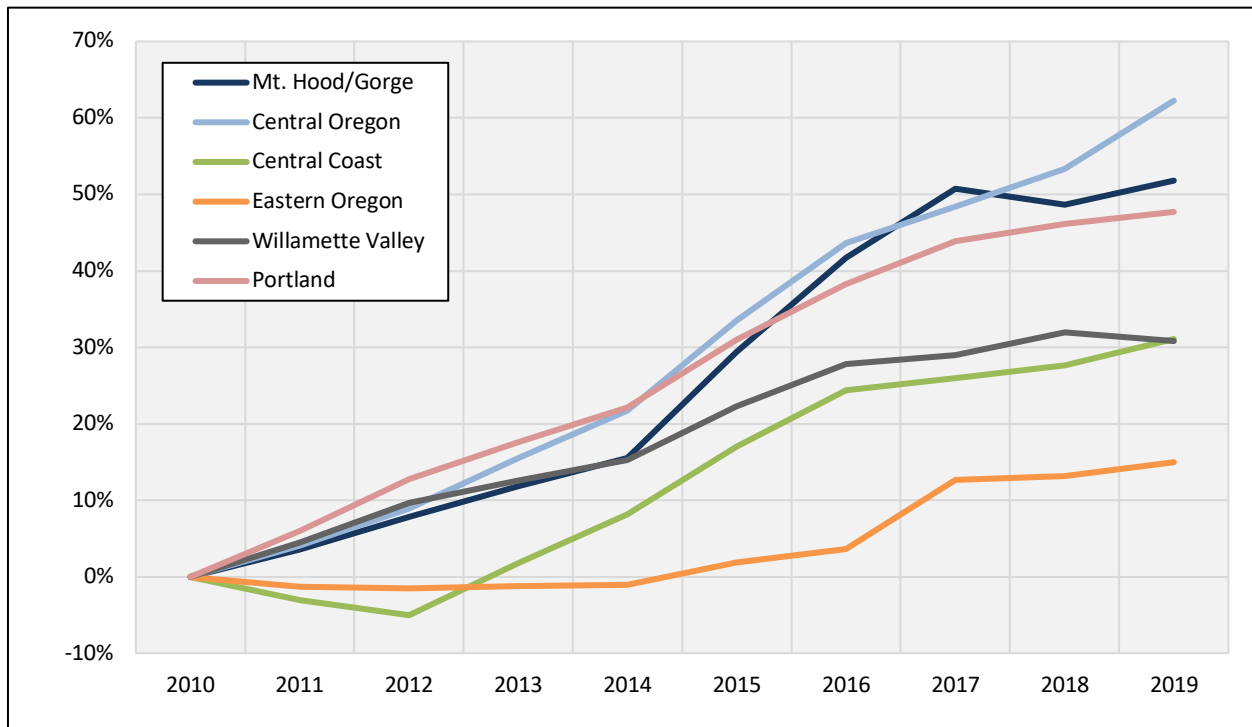


SOURCE: Dean Runyan Associates, JOHNSON ECONOMICS



In relative terms, the Hood/Gorge region has seen one of the strongest rates of growth in the state over the past decade. Adjusted for inflation, spending on hotels and motels increased 52% over the period, which represents an average annual gain of 4.3%. The growth was particularly strong between 2014 and 2017, but only moderate growth has been seen since then. Assuming that room demand grows at the 4.3% rate over the coming years indicates demand for around 25 additional rooms per year.

FIGURE 8.2: INFLATION-ADJUSTED GROWTH IN HOTEL AND MOTEL SPENDING SINCE 2010



SOURCE: Dean Runyan Associates, JOHNSON ECONOMICS

COMPETITIVE ENVIRONMENT

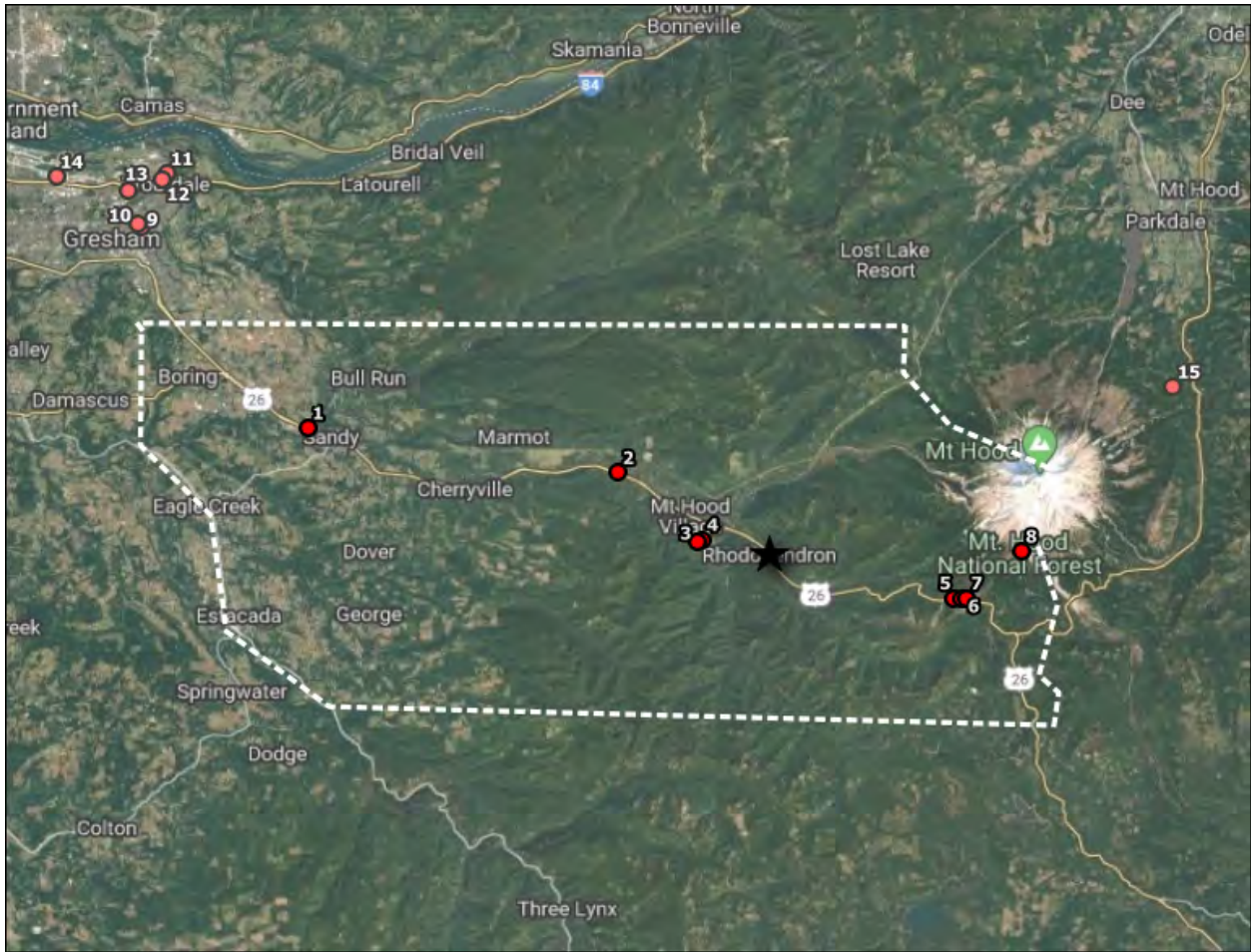
COMPETITIVE SURVEY

Rhododendron's location along Highway 26 indicates that the subject sites are best positioned toward recreation visitors to Mt. Hood. Hotels along major highways have clear visibility and offer easy respite for people traveling long distances, whether they are private travelers or truckers. However, Highway 26 is limited in the types of travelers it sees; most of whom are coming to or from a day on the mountain or in Central Oregon. This type of traffic is somewhat seasonal. In contrast, hotels along interstate roads enjoy exposure to more diverse and stable traffic, as well as to higher traffic volumes, providing quick and easy access to regional destinations. Such hotels also often provide access to other well-traveled establishments such as restaurants.

For this analysis, Johnson Economics surveyed 15 hotel properties with different customer bases and locational attributes. We place emphasis on properties located along Highway 26 within the PMA, as these represent the most similar market potential to the subject sites. Five the surveyed properties belong to this category. We have also included three properties within the PMA that can be considered to represent resort locations, in more scenic locations off the highway. For additional reference points, we have also surveyed seven properties outside the PMA. Details about the properties are included on the next page.



FIGURE 8.3: SURVEYED HOTEL PROPERTIES



#	NAME	CITY	CLASS	OPENED	ROOMS	STARS	RATING ¹	MILES TO STANDARD ROOM RATE ²			
								SUBJECT	SUMMER	WINTER	AVG.
PMA											
1	Best Western Sandy Inn	Sandy	Midscale	1996	45	2.5	7.8	19.9	\$169	\$118	\$144
2	Sandy Salmon B&B Lodge	Sandy	Upscale	2005	4	3.5	9.6	6.9	\$210	\$210	\$210
3	Whispering Woods, VRI Resort	Welches	Upper Midscale	1996	64	3.5	9.4	3.9	\$179	\$142	\$161
4	Mount Hood Oregon Resort	Welches	Upscale	1981	157	4	N/A	3.8	\$199	\$159	\$179
5	Best Western Mount Hood Inn	Gov't Camp	Upper Midscale	1989	57	3	8.6	8.7	\$189	\$179	\$184
6	Collins Lake Resort (2+ Br)	Gov't Camp	Upper Midscale	2003	50	3	N/A	9.2	\$259	\$259	\$259
7	Huckleberry Inn	Gov't Camp	Midscale	1966	16	3	N/A	9.3	\$120	\$120	\$120
8	Timberline Lodge	Gov't Camp	Upscale	1937	70	3.5	7.8	15.5	\$280	\$280	\$280
OTHER											
9	Quality Inn Gresham	Gresham	Upper Midscale	1998	168	2.5	8.6	30.8	\$151	\$119	\$135
10	Days Inn & Suites Gresham	Gresham	Midscale	1999	53	2	7.2	31	\$106	\$65	\$86
11	Comfort Inn Col. Gorge Gateway	Troutdale	Upper Midscale	2001	77	2.5	9	32.9	\$143	\$70	\$107
12	Holiday Inn Express Portland E	Troutdale	Upper Midscale	1992	73	2.5	8.2	33.8	\$157	\$92	\$125
13	Best Western Plus Cascade Inn	Wood Village	Upper Midscale	1998	60	2.5	8.6	32.5	\$175	\$96	\$136
14	Hampton Inn Portland East	Portland	Upper Midscale	1995	60	3	9.2	35.8	\$153	\$124	\$139
15	Cooper Spur Mountain Resort	Mt. Hood	Upper Midscale	1950	16	3	9	30.7	\$149	\$149	\$149

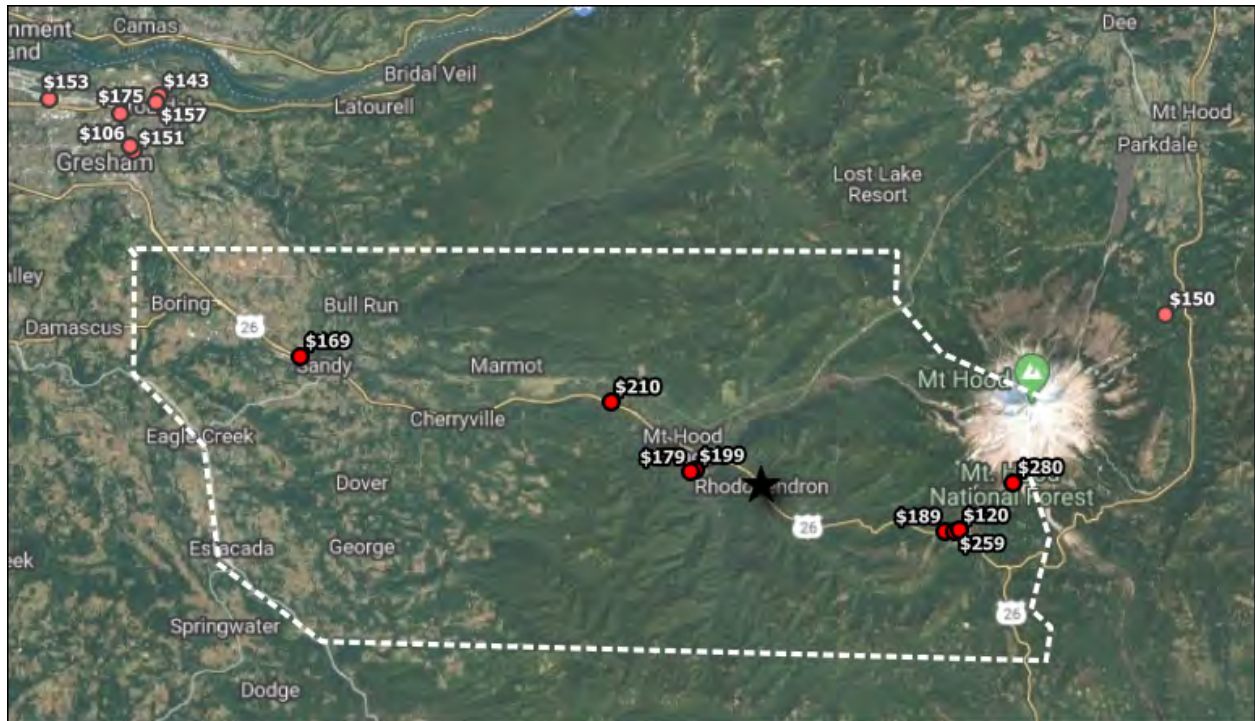
¹ Hotels.com rating. ² Standard room with queen bed, except Collins Lake Resort: 2+ bedroom townhomes. Winter rates: December 2020; Summer rates: August 2020. Surveyed prior to COVID-19 impact.

SOURCE: Smith Travel Research, property websites, hotel search engines, Google Earth



The surveyed properties have standard room rates ranging from \$65 to \$280, with properties in the PMA ranging from \$120 to \$280. The five properties along Highway 26 within the PMA have rates in the \$120-\$259 range, with an average of \$183.

FIGURE 8.4: STANDARD ROOM RATES (SUMMER RATES)



SOURCE: Smith Travel Research, property websites, hotel search engines, Google Earth

ACHIEVABLE PRICING

As indicated, the five properties located along Highway 26 inside the PMA are likely the most representative of the market potential at the subject sites. Of these, the highest rates (avg. \$259) are found at Collins Lake Resort in Government Camp, nine miles east of Rhododendron. This is a townhome property built in 2003, with two- and three-bedroom units that can accommodate six to eight people, and a heated outdoor pool. Though a new hotel at the subject sites will capture a premium to this property for up-to-date features, we would not expect standard rooms with a queen or king bed to capture room rates at this level.

Sandy Salmon B&B Lodge was built in 2005 and is located in Brightwood, seven miles west of Rhododendron. It offers more traditional rooms, though the property is a small bed and breakfast lodge, with only four rooms. Small and quaint B&Bs typically capture premiums to standard hotels. However, this property has dated interiors, which puts downward pressure on its room rates (avg. \$210). We would expect a queen or king room in a new hotel of a standard format to capture room rates near this level.

The best reference point for a traditional limited-service hotel is Best Western Mt. Hood Inn, also located in Government Camp). It was built in 1989, but has been updated in recent years. It includes a small indoor pool, but few other amenities to speak of. Its standard rooms average \$184 per night. The Government Camp location might represent a slight premium to Rhododendron due to superior access to Mt. Hood and restaurants, though we would expect this to be offset by the newer vintage and more modern amenities of a brand new property.



A full-service hotel or lodge may be difficult at the subject sites, due to the roadside location and limited views. The closest examples of this format are Whispering Woods and the Resort at the Mountain, both in Welches. These have average standard rates in the \$161-179 range, with discounts incurred for dated features and finishes (built 1981 and 1996). We would expect higher rates at the subject site, though the lack of views will limit the potential. We would expect rates well below the Timberline Lodge (\$280).

Based on our analysis, we would expect the following room rates to be achievable at the subject sites. These rates assume that the market has recovered from the current Coronavirus crisis.

FIGURE 8.5: ACHIEVABLE STANDARD ROOM RATES

Hotel Format	Annual Average Standard Rate		
	Low		High
Limited-Service Hotel	\$180	-	\$200
Boutique Hotel, Bed & Breakfast	\$220	-	\$240
Full-Service Hotel, Lodge	\$230	-	\$250

SOURCE: JOHNSON ECONOMICS



IX. COMMERCIAL

MARKET CONDITIONS

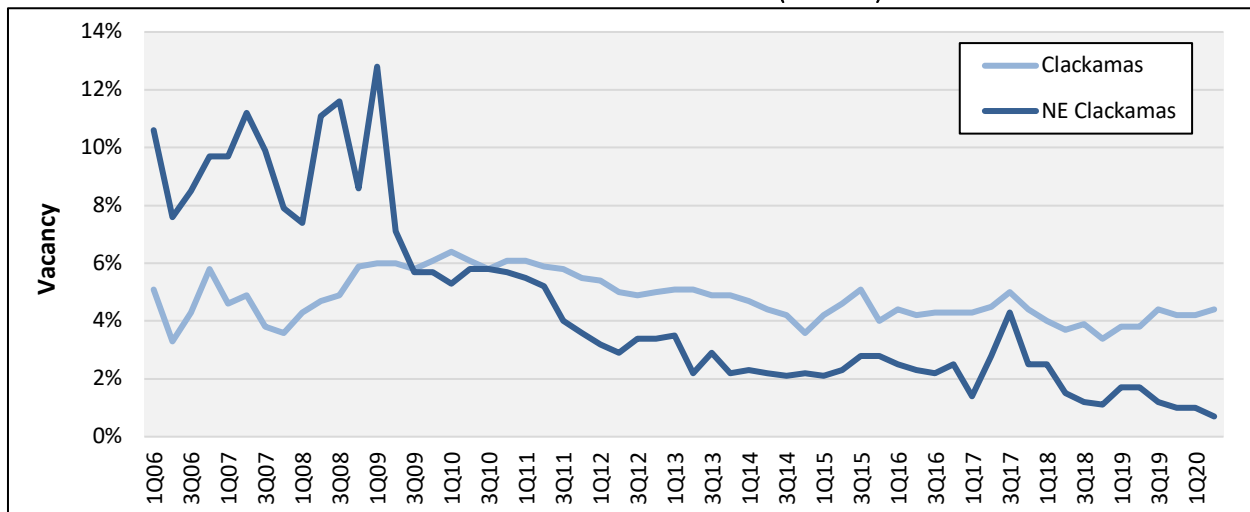
Though the commercial real estate market has firmly recovered from the 2008-09 recession, it has not experienced the same growth as the residential market. One of the main headwinds facing this market is the shift in retail from brick-and-mortar stores to online shopping. The latter currently accounts for around 10% of all retail spending, and is increasing its market share by roughly one percentage point per year. Another trend, which has a longer history, is the shift from spending on goods to spending on services. The confluence of the two trends has led to weak real estate demand from physical goods retailers in recent years, something that has hurt the larger retail centers in particular.

Downtown areas have fared relatively well in recent years, as these are dominated by service providers and eating/drinking places. On a net basis, eating and drinking places have accounted for nearly all the absorption of commercial space in smaller downtown areas in this decade, though certain service categories have also seen healthy growth. Along tourist routes, eating/drinking places and convenience stores have performed best.

VACANCY

In the market for commercial space, a vacancy rate around 7.5% is generally considered to represent a healthy market. In Clackamas County, the vacancy rate has remained below this level for the past 15 years. In the NE Clackamas PMA, the rate rose as the 2008-09 recession took hold, peaking at 12.8%, but quickly returned to more normal levels. The rate continued to fall throughout the decade, and currently sits at 0.7%, which is remarkably low in the commercial market. This suggests an undersupplied market.

FIGURE 9.1: COMMERCIAL VACANCY TREND (2006-20)



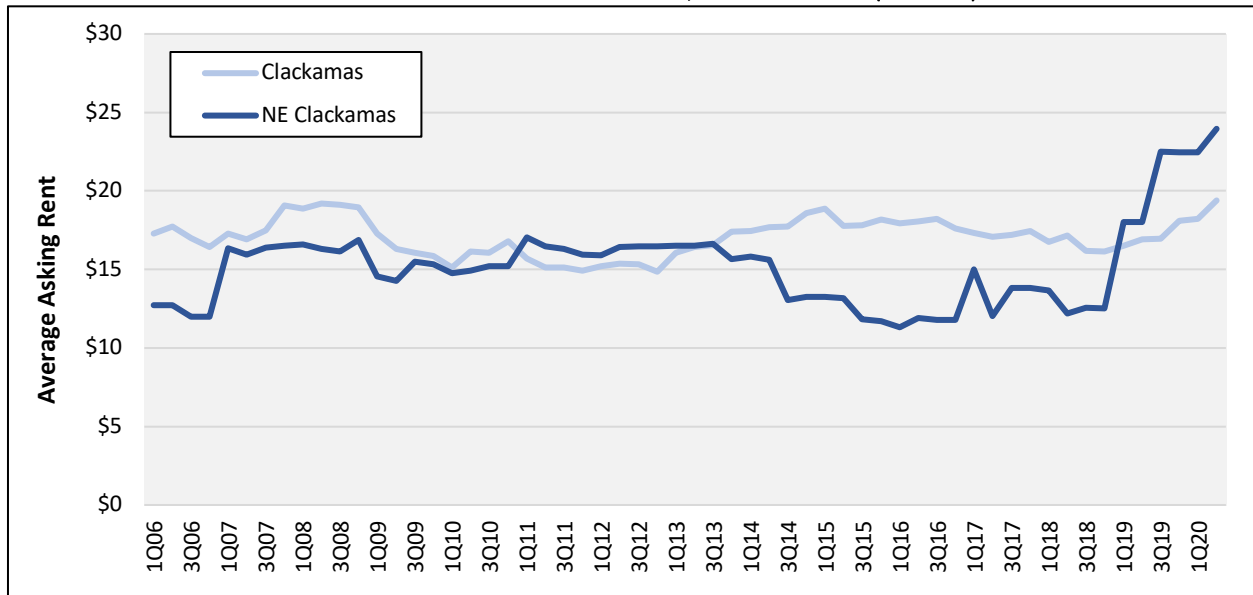
SOURCE: CoStar

RENTS

Asking rates in Clackamas County have seen only modest gains over the past business cycle. The average annual rate declined to around \$15 following the last downturn, and then ranged between \$16 and \$18 throughout most of the decade, before increasing to \$19.40 as of May 2020. NE Clackamas largely followed the remainder of the county until 2014, when it began to underperform. However, the data is somewhat misleading, as the low vacancy in this market (around 20,000 square feet over the 2013-16 period) make the average asking rate highly dependent on the quality of the few available spaces. As the remaining unleased space was generally the less attractive space, the average asking rate declined as the vacancy rate declined – contrary to typical supply and demand patterns. For the same reason, when 4,000 square feet of new space was introduced in 2019, it led to a spike in the average asking rate, which currently sits at \$23.96.



FIGURE 9.2: AVERAGE ANNUAL ASKING RATE, NNN EQUIVALENT (2006-20)

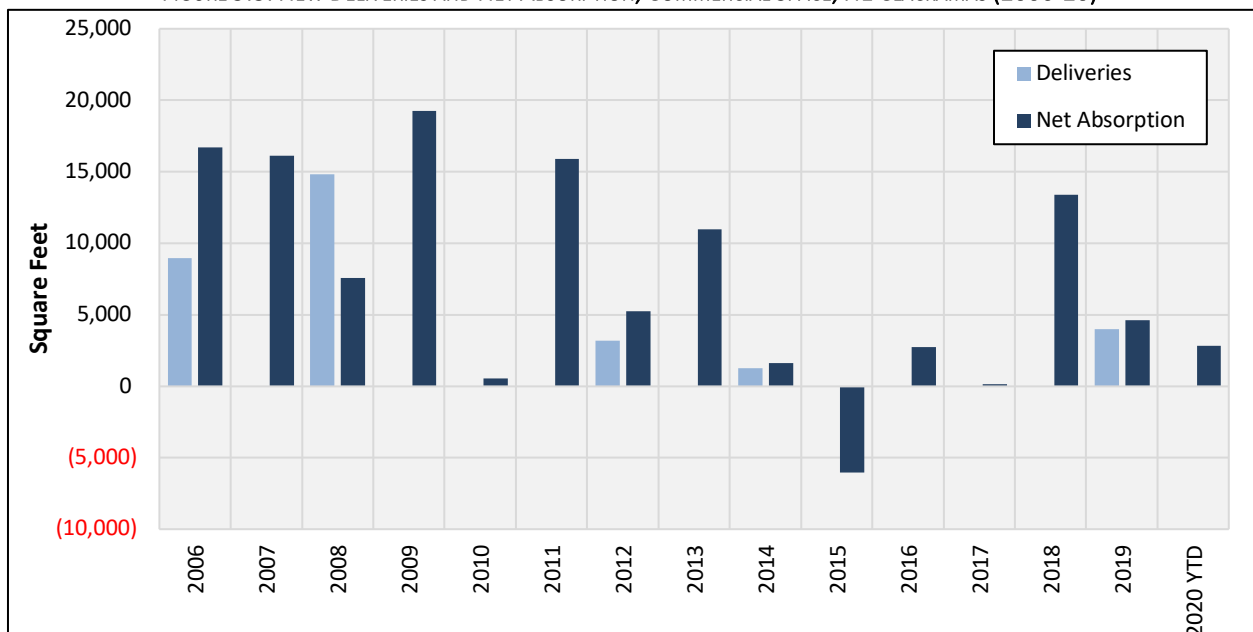


SOURCE: CoStar

DELIVERIES AND ABSORPTION

Delivery of new commercial space has been very limited in NE Clackamas over the past 10 years. Only 8,400 square feet has been added to the market. Net absorption over the period has been nearly 50,000 square feet, but with virtually all the existing space leased, the absorption would certainly have been higher had additional space been built over the period. However, the demand for brand new space, at high lease rates, may be somewhat limited. The few current examples of lease rates in this market (see below) may indicate as much. We would still assume underlying demand for at least 5,000 square feet of new space per year over the coming five years.

FIGURE 9.3: NEW DELIVERIES AND NET ABSORPTION, COMMERCIAL SPACE, NE CLACKAMAS (2006-20)



SOURCE: CoStar

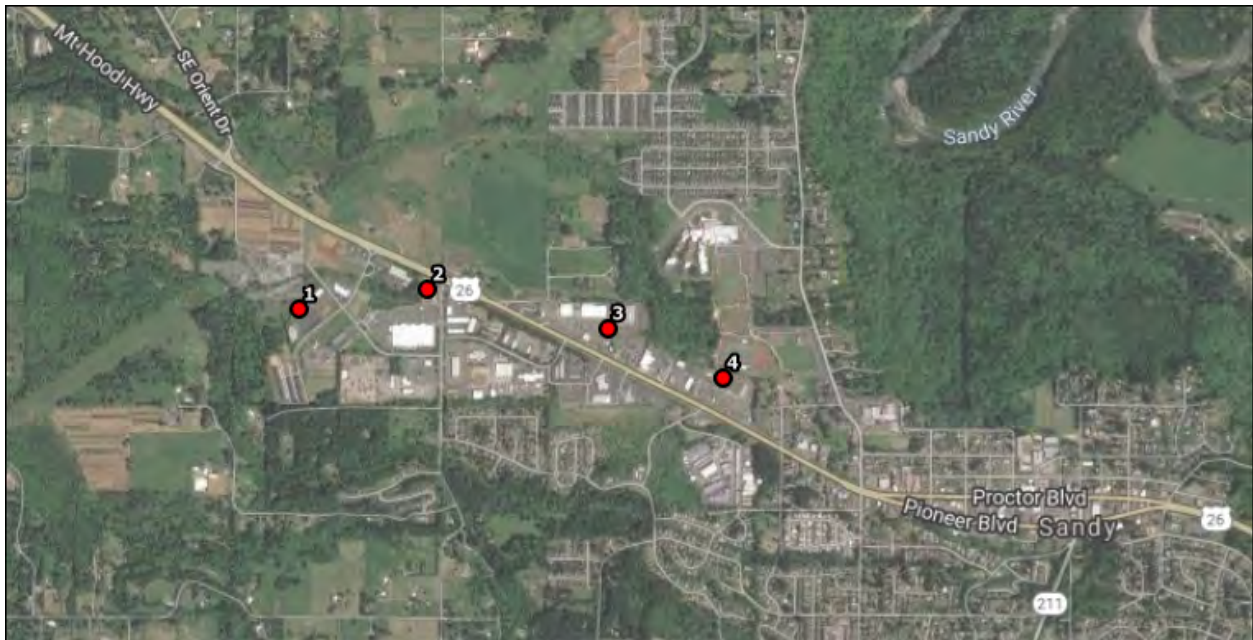


COMPETITIVE ENVIRONMENT

COMPETITIVE SURVEY

Given the limited amount of available space in the NE Clackamas PMA, there are few reference points for lease rates along Highway 26. Landlords, brokers, and leasing agents with properties in Sandy, Welches, and Government Camp were reluctant to disclose past or current lease rates. However, we were able to obtain asking rates for four retail spaces currently available along Highway 26 in Sandy. Details on these properties are displayed below and on the next page.

FIGURE 9.4: MAP OF SURVEYED COMMERCIAL PROPERTIES



SOURCE: JOHNSON ECONOMICS

FIGURE 6.5: SURVEYED COMMERCIAL PROPERTIES

<p>1) PIONEER PARK BLDG B 16621 Champion Way, Sandy, OR</p> <p>Type: Historic mixed-use Year built: 2004 Commercial SF: 5,600 Available SF: 1,035 Lease type: NNN Annual rate: \$15.00</p>			
<p>2) FRED MEYER SHOPS 16605 362nd Ave, Sandy, OR</p> <p>Type: Strip mall Year built: 2006 Commercial SF: 8,960 Available SF: 920 Lease type: NNN Annual rate: \$25.00</p>			

SOURCE: CoStar, City of Sandy, Google Earth, JOHNSON ECONOMICS



FIGURE 6.6: SURVEYED COMMERCIAL PROPERTIES, CONTINUED

3) SANDY MARKETPLACE 36961 Hwy 26, Sandy, OR	  
4) SAFEWAY SHOPS 37515-37561 Hwy 26, Sandy, OR	 

SOURCE: CoStar, City of Sandy, Google Earth, JOHNSON ECONOMICS

SUBJECT ACHIEVABLE PRICING

The four profiled properties reflect a typical pattern in terms of lease rates. New, high-exposure properties tend to capture the highest rates, while dated properties without good visibility tend to lease at the lowest rates. The highest rate in the survey is at comparable #2 (\$25/SF, NNN), which was built in 2006. It offers frontage along Highway 26 and also benefits from exposure to visitors to Fred Meyer.

The lowest rates are at comparables #1 and #4 (both \$15 NNN). The former does not have any visibility from Highway 26, and is located along a road with very limited traffic. It is anchored by Sandy Cinema, which does not draw much traffic during daytime business hours. The latter is also without visibility from Highway 26, but is located next to Safeway, and thus benefits from exposure to local shoppers. However, the dated character of the space (built 1984) puts downward pressure on lease rates.

In between these are comparable #3 (\$20 NNN), which has some visibility from Highway 26, as well as strong exposure to shoppers at Bi-Mart, Grocery Outlet, and Dollar Tree. Like #4, its rent level is likely depressed by the dated character of the space (built 1985).

The subject sites benefit from stronger highway exposure than the surveyed properties, but will not have the same exposure to local shoppers. This means that smaller service spaces (in-line strip mall space) oriented toward the local population will be difficult at these sites. Moreover, the seasonal character of highway traffic through Rhododendron will put downward pressure on lease rates for all types of space. We would expect annual NNN lease rates in the range of \$18-22 per square foot to be feasible for freestanding buildings with good signage. For in-line strip mall space, we would not expect rates above \$15 to be feasible.

FIGURE 9.7: ACHIEVABLE ANNUAL LEASE RATES, SUBJECT SITES (NNN)

TYPE OF SPACE	LOW	HIGH
Secondary/in-line strip space	\$13.00	\$15.00
Freestanding building w/signage	\$18.00	\$20.00
Drive-through restaurant	\$20.00	\$22.00

SOURCE: JOHNSON ECONOMICS



X. APPENDIX – COMPARABLES

RENTAL APARTMENTS

1 - CHAMPION VILLAGE

16747 Chula Vista Ave, Sandy, Oregon



Project Description:

Champion Village is a condominium and rental project from M.H. Zoller Co., completed in 2018. The property is located in a mixed residential/commercial neighborhood in northwest Sandy. It backs up to Tickle Creek and is directly southwest of a Fred Meyer and several convenience food shops. The project has the most high-end features among the survey, with granite countertops and fireplaces in each unit; however, there are essentially no community amenities. Each unit includes a one-car attached garage.

YEAR BUILT: 2018
TOTAL UNITS: 65
PARKING STALLS/UNIT: 2.2
AVERAGE RENT/SF: \$1.14

Project Amenities

One-car garage

Unit Amenities

Granite countertops
 Laminate plank flooring
 Stainless Steel Appliances
 Fireplace
 Balconies

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
3B/2.5b	Not disclosed		1,890	Not disclosed		\$1,875	\$2,350	\$2,113	\$1.12
4B/2.5			1,942			\$2,250	\$2,250	\$2,250	\$1.16
Tot./Avg:	65	100%	1,916			\$1,875	\$2,350	\$2,181	\$1.14



Kitchen



Kitchen/Living Area



Balcony/View



Aerial View



2 - SANDYPLACE APARTMENTS

38100 Sandy Heights St, Sandy, Oregon



Project Description:

Sandyplace, a 138-unit complex, came online in 2019 and is currently 99% occupied. The project is located in a residential neighborhood in southern Sandy, adjacent to Tickle Creek. Sandyplace has the most extensive amenities package among the survey which includes a swimming pool, conference room, and a fitness center. The project is roughly a 15 min walk to local breweries and restaurants, and a one-mile drive to the closest grocery store. One covered parking space is included in rent and a garage spot can be purchased for a \$150 monthly fee. The property is currently not offering concessions.

YEAR BUILT: 2019
TOTAL UNITS: 138
OCCUPANCY: 100%
AVERAGE RENT/SF: \$1.53

Project Amenities

Fitness room
 Swimming pool
 Garage parking (extra fee)
 Club house
 Playground/Basketball court

Unit Amenities

Storage unit
 Dishwasher
 Balconies
 Air conditioning

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
Studio	12	9%	533	0	100%	\$1,125	\$1,125	\$1,125	\$2.11
1B/1b	48	35%	736	1	98%	\$1,245	\$1,245	\$1,245	\$1.69
2B/2b	66	48%	999	1	98%	\$1,375	\$1,520	\$1,404	\$1.41
3B/2b	12	9%	1,205	0	100%	\$1,770	\$1,770	\$1,770	\$1.47
Tot./Avg:	138	100%	885	2	99%	\$1,125	\$1,770	\$1,356	\$1.53



Kitchen



Living Area



Swimming Pool



Aerial



3 - DOUG FIR APARTMENTS

41300 SE Vista Loop Dr, Sandy, Oregon



YEAR BUILT: 2020
TOTAL UNITS: 24
AVERAGE RENT/SF: \$1.45

Project Description:

Doug Fir is a 24-unit project located along US-26 in Sandy. It is the newest property among the survey and the closest to Rhododendron. The project has very few community amenities, limited to a dog run and picnic area. The complex is located just outside of Sandy in a new residential area across the highway from Knapp Farms and is the furthest of the comparables to local amenities. The units hold a mid-market standard, with updated kitchen appliances, washer/dryers, and air-conditioning. While the current occupancy is unknown, the property was recently offering a \$200 monthly concession up to 6 months for 2B/2b units.

Project Amenities

Dog run
 Picnic area
 Surface parking

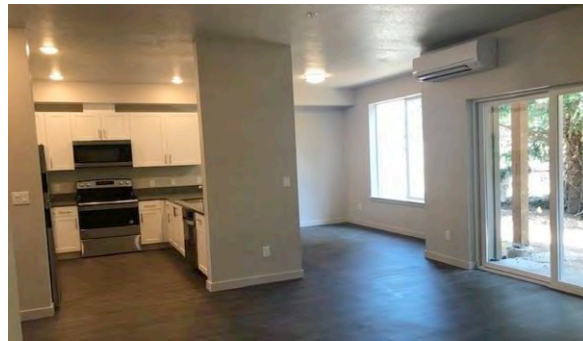
Unit Amenities

Granite countertops
 Carpet and vinyl flooring
 Washer and dryer
 Balconies
 Air conditioning

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
2B/1b			926			\$1,399	\$1,399	\$1,399	\$1.51
2B/2b	Not disclosed		968	Not disclosed		\$1,499	\$1,499	\$1,499	\$1.55
3B/2b			1,405			\$1,899	\$1,899	\$1,899	\$1.35
Tot./Avg:	24	100%	1,100	0	100%	\$1,399	\$1,899	\$1,599	\$1.45



Kitchen



Living Area



Grill Area



Aerial



4 - TUPPER HILL APARTMENTS

38800 Creekside Loop, Sandy, Oregon



Project Description:

Built in 2010, Tupper Hill Apartments is a mid-market garden-style project located in central Sandy. The property backs up to a wooded area and is sandwiched between Tupper and Meinig Memorial Parks. True to its mid-market profile the project offers somewhat dated, modest features and at \$1.25 PSF has the second lowest rent among the comparables. Apart from one covered garage space the property has no community amenities and does not allow pets. The property is currently 100% occupied and offering no concessions.

YEAR BUILT:	2010
TOTAL UNITS:	24
PARKING SPACES/UNIT:	2.00
OCCUPANCY:	100%
AVERAGE RENT/SF:	\$1.25

Project Amenities

One-car garage

Unit Amenities

Laminate countertops
Dishwasher
Washer and dryer
Air conditioning
Balcony/Patio

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
2B/2b	24	100%	1,000	0	100%	\$1,253	\$1,253	\$1,253	\$1.25
Tot./Avg:	24	100%	1,000	0	100%	\$1,253	\$1,253	\$1,253	\$1.25



Kitchen



Living Area



Balcony View



Aerial



5 - CASCADIA VILLAGE

39331 Cascadia Village Dr, Sandy, Oregon



Project Description:

Cascadia Village is a 43-unit garden style apartment complex in southern Sandy. The project includes a few basic amenities; both the amenity space and the units hold a basic standard, reflecting the 17- year old vintage of the property. The project is 2 miles from a Safeway store and 1 mile from Downtown Sandy, which offers a limited range of amenities. The project is also within walking distance of Cascadia Playground. Rent levels for this property sit in the middle of the survey at \$1.34 PSF. Most of this revenue is gained from the relatively small 1B/1b units that capture an average of \$1,170 per month.

YEAR BUILT:	2003
TOTAL UNITS:	43
PARKING SPACES/UNIT:	1.00
OCCUPANCY:	95%
AVERAGE RENT/SF:	1.34

Project Amenities

On-site maintenance
Storage units
Covered parking

Unit Amenities

Vinyl plank and carpet flooring
Washer and dryer
Double-pane windows
Balcony/patio

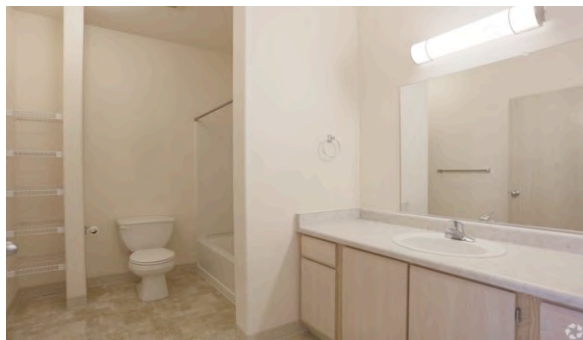
	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)*	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
1B/1b	15	35%	673	2	87%	\$1,145	\$1,195	\$1,170	\$1.74
2B/1b	14	33%	1,021	0	100%	\$1,245	\$1,295	\$1,270	\$1.24
2B/2b	14	33%	1,153	0	100%	\$1,345	\$1,395	\$1,370	\$1.19
Tot./Avg:	43	100%	943	2	95%	\$1,145	\$1,395	\$1,268	\$1.34



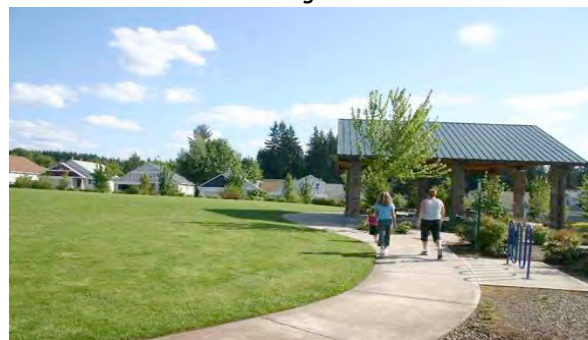
Kitchen



Living Area



Bathroom



Cascadia Playground



6 - CASCADE CREST

39551 Dubarko Rd, Sandy, Oregon



Project Description:

Built in 2001, Cascade Crest is the oldest property in the survey. Also located in southern Sandy the project is only a 1/2 mile from Cascadia Village. Cascade Crest offers a relatively high number of community amenities compared to the survey, including a game room, a playground, and a pet run area. Unit amenities are true to the mid-market standard and are dated due to the 20-year-old vintage of the building. However, due to the small unit sizes, this property sees the highest PSF of the comparables at \$1.61.

YEAR BUILT:	2001
TOTAL UNITS:	77
PARKING SPACES/UNIT:	1.00
OCCUPANCY:	100%
AVERAGE RENT/SF:	\$1.61

Project Amenities

Gameroom
Pet play area
Surface parking
Playground

Unit Amenities

Vinyl plank and carpet flooring
Laminate countertops
Washer and dryer
Vaulted ceilings (select units)
Air conditioning, balcony/patio

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
Studio	12	16%	549	0	100%	\$1,050	\$1,090	\$1,070	\$1.95
1B/1b	54	70%	728	0	100%	\$1,160	\$1,210	\$1,185	\$1.63
2B/2b Sm	11	14%	973	0	100%	\$1,289	\$1,340	\$1,315	\$1.35
Tot./Avg:	77	100%	735	0	100%	\$1,050	\$1,340	\$1,196	\$1.61



Kitchen



Living Area



Playground



Pet Area



HOTELS

1) Best Western Sandy Inn 37465 US-26, Sandy, OR 97055														
	<table border="0"> <tr> <td># of Rooms:</td> <td>45</td> </tr> <tr> <td>Year Built:</td> <td>1996</td> </tr> <tr> <td>Rating (Hotels.com):</td> <td>7.8</td> </tr> <tr> <td>Price - December 2020:</td> <td>\$118</td> </tr> <tr> <td>Price - August 2020:</td> <td>\$169</td> </tr> <tr> <td>Minutes to Rhododendron:</td> <td>24</td> </tr> </table>	# of Rooms:	45	Year Built:	1996	Rating (Hotels.com):	7.8	Price - December 2020:	\$118	Price - August 2020:	\$169	Minutes to Rhododendron:	24	<p>Notes: The Best Western Sandy Inn is the only accommodation in Sandy proper, offering 45 units. A 2.5 star rating, it offers mid-tier rooms and basic amenities. That said, those staying there highlight cleanliness and service, resulting in an overall rating of 7.8 at Hotels.com.</p>
# of Rooms:	45													
Year Built:	1996													
Rating (Hotels.com):	7.8													
Price - December 2020:	\$118													
Price - August 2020:	\$169													
Minutes to Rhododendron:	24													
2) Sandy Salmon Bed and Breakfast Lodge 61661 E Hwy 26, Sandy, OR 97055														
	<table border="0"> <tr> <td># of Rooms:</td> <td>4</td> </tr> <tr> <td>Year Built:</td> <td>2005</td> </tr> <tr> <td>Rating (Hotels.com):</td> <td>9.6</td> </tr> <tr> <td>Price - December 2020:</td> <td>\$210</td> </tr> <tr> <td>Price - August 2020:</td> <td>\$210</td> </tr> <tr> <td>Minutes to Rhododendron:</td> <td>9</td> </tr> </table>	# of Rooms:	4	Year Built:	2005	Rating (Hotels.com):	9.6	Price - December 2020:	\$210	Price - August 2020:	\$210	Minutes to Rhododendron:	9	<p>Notes: Sandy Salmon Bed and Breakfast Lodge is a boutique accommodation located just 7 miles from the subject site. This B&B is right along both Hwy 26 and the Sandy River offering cozy log cabin features and excellent views from select guestrooms. Breakfast and internet are free at this property.</p>
# of Rooms:	4													
Year Built:	2005													
Rating (Hotels.com):	9.6													
Price - December 2020:	\$210													
Price - August 2020:	\$210													
Minutes to Rhododendron:	9													
3) Whispering Woods, VRI Resort 67800 E Nicklaus Way, Welches, OR 97067														
	<table border="0"> <tr> <td># of Rooms:</td> <td>64</td> </tr> <tr> <td>Year Built:</td> <td>1996</td> </tr> <tr> <td>Rating (Hotels.com):</td> <td>9.4</td> </tr> <tr> <td>Price - December 2020:</td> <td>\$142</td> </tr> <tr> <td>Price - August 2020:</td> <td>\$179</td> </tr> <tr> <td>Minutes to Rhododendron:</td> <td>7</td> </tr> </table>	# of Rooms:	64	Year Built:	1996	Rating (Hotels.com):	9.4	Price - December 2020:	\$142	Price - August 2020:	\$179	Minutes to Rhododendron:	7	<p>Notes: This hotel is the 4 miles west of Rhododendron, making it (tied for) the closest to the subject site. Barring the rooms directly on the mountain, the summer rate for rooms at Whispering Woods are some of the highest in the survey which we mostly attribute to location and the size of the rooms as the units are somewhat dated.</p>
# of Rooms:	64													
Year Built:	1996													
Rating (Hotels.com):	9.4													
Price - December 2020:	\$142													
Price - August 2020:	\$179													
Minutes to Rhododendron:	7													
4) Mt. Hood Oregon Resort 68010 East Fairway Avenue, Welches, Oregon, OR 97067														
	<table border="0"> <tr> <td># of Rooms:</td> <td>157</td> </tr> <tr> <td>Year Built:</td> <td>1981</td> </tr> <tr> <td>Rating (Hotels.com):</td> <td>N/A</td> </tr> <tr> <td>Price - December 2020:</td> <td>\$159</td> </tr> <tr> <td>Price - August 2020:</td> <td>\$199</td> </tr> <tr> <td>Minutes to Rhododendron:</td> <td>7</td> </tr> </table>	# of Rooms:	157	Year Built:	1981	Rating (Hotels.com):	N/A	Price - December 2020:	\$159	Price - August 2020:	\$199	Minutes to Rhododendron:	7	<p>Notes: Mt. Hood Resort (formerly The Resort at the Mountain) is a 4-star resort style hotel just 4 miles west of the subject site. Tucked into the woods, this property offers natural views, an 18-hole golf course, and a heated outdoor pool. Spa services are available but not included in the room price.</p>
# of Rooms:	157													
Year Built:	1981													
Rating (Hotels.com):	N/A													
Price - December 2020:	\$159													
Price - August 2020:	\$199													
Minutes to Rhododendron:	7													
5) Best Western Mount Hood Inn 87450 Government Camp Loop, Government Camp, OR 97028														
	<table border="0"> <tr> <td># of Rooms:</td> <td>57</td> </tr> <tr> <td>Year Built:</td> <td>1989</td> </tr> <tr> <td>Rating (Hotels.com):</td> <td>8.6</td> </tr> <tr> <td>Price - December 2020:</td> <td>\$179</td> </tr> <tr> <td>Price - August 2020:</td> <td>\$189</td> </tr> <tr> <td>Minutes to Rhododendron:</td> <td>11</td> </tr> </table>	# of Rooms:	57	Year Built:	1989	Rating (Hotels.com):	8.6	Price - December 2020:	\$179	Price - August 2020:	\$189	Minutes to Rhododendron:	11	<p>Notes: Best Western Mt. Hood is a 3-star property offering upper-midscale amenities, free breakfast and free internet. There is little range in price between low and high seasons, based on our searches.</p>
# of Rooms:	57													
Year Built:	1989													
Rating (Hotels.com):	8.6													
Price - December 2020:	\$179													
Price - August 2020:	\$189													
Minutes to Rhododendron:	11													





6) Collins Lake Resort
88149 E Creek Ridge Rd, Government Camp, OR 97028



# of Rooms:	50
Year Built:	2003
Rating (Hotels.com):	N/A
Price - December 2020:	\$259
Price - August 2020:	\$259
Minutes to Rhododendron:	12

Notes:
 With the second highest price in the survey, Collins Lake Resort offers condo-like accommodations with a minimum of two bedrooms each. The Chalets is the most accessible community and offers fully stocked kitchens and private balconies.

7) Huckleberry Inn
88611 Government Camp Loop, Government Camp, OR 97028



# of Rooms:	16
Year Built:	1950
Rating (Hotels.com):	9.0
Price - December 2020:	\$120
Price - August 2020:	\$120
Minutes to Rhododendron:	13

Notes:
 Huckleberry Inn is a boutique hotel and restaurant located just 10 miles from the subject site in Government Camp. This hotel offers relatively cheap accommodation for the area - guests note dated and worn units with thin walls as some issues.

8) Timberline Lodge
27500 E Timberline Road, Government Camp, OR 97028



# of Rooms:	70
Year Built:	1937
Rating (Hotels.com):	7.8
Price - December 2020:	\$280
Price - August 2020:	\$280
Minutes to Rhododendron:	23

Notes:
 Historic lodge located on Mt. Hood, with direct mountain access. Historic aesthetics are reflected in room rates, which are the highest in our survey. Guests have access to a dining room, fitness center, heated outdoor pool, and sauna.

9) Quality Inn Gresham
2752 NE Hogan Dr, Gresham, OR 97030



# of Rooms:	168
Year Built:	1998
Rating (Hotels.com):	8.6
Price - December 2020:	\$119
Price - August 2020:	\$151
Minutes to Rhododendron:	40

Notes:
 Just up the road from Motel 6 Gresham sits the local Quality Inn. This hotel averages an 8.8 rating on Hotels.com and due to the relatively higher end rooms the summer price is double that of Motel 6. Breakfast, internet, a fitness center, and a pool are all included in the room price.

10) Days Inn & Suites Gresham
2261 NE 181st Ave, Portland, OR 97230



# of Rooms:	53
Year Built:	1999
Rating (Hotels.com):	7.2
Price - December 2020:	\$65
Price - August 2020:	\$106
Minutes to Rhododendron:	41

Notes:
 Days Inn & Suites Gresham is located across the street from the Quality Inn and offers cheaper, more basic accommodations. Like many of the Midscale hotels, prices tend to fluctuate from winter to summer. Guests can expect mid-tier amenities including free breakfast and internet, and a swimming pool.



11) Comfort Inn Columbia Gorge Gateway 1000 NW Graham Rd, Troutdale, OR 97060			
	# of Rooms:	77	Notes: This hotel is the highest rated accommodation in Troutdale with an average Hotels.com rating of 9.0. Guests rate highly for its cleanliness, food, and service. The Comfort Inn Columbia Gorge is roughly 20 minutes away from the Portland International Airport, making it desirable for Mount Hood visitors who are flying in for their stay
	Year Built:	2001	
	Rating (Hotels.com):	9.0	
	Price - December 2020:	\$70	
	Price - August 2020:	\$143	
	Minutes to Rhododendron:	43	
12) Holiday Inn Express Portland East 477 NW Phoenix Dr, Troutdale, OR 97060			
	# of Rooms:	73	Notes: Holiday Inn Express in Troutdale offers clean, comfortable rooms and excellent service, according to over 200 survey respondents on Hotels.com. Guests get free breakfast and internet, and they have access to a fitness center and indoor pool. The location on I-84 is ideal for those travelling regionally or from the airport.
	Year Built:	1992	
	Rating (Hotels.com):	8.2	
	Price - December 2020:	\$92	
	Price - August 2020:	\$157	
	Minutes to Rhododendron:	45	
13) Best Western Plus Cascade Inn & Suites 23525 NE Halsey St, Troutdale, OR 97060			
	# of Rooms:	60	Notes: Also near the Portland Airport, Best Western Plus Cascade Inn & Suites captures the highest summer rate of all the Troutdale hotels. Rooms are well kept but basic; guests have access to free internet, a pool, and a fitness center during their stay. Guests noted dated but clean rooms and a nice breakfast selection.
	Year Built:	1985	
	Rating (Hotels.com):	8.6	
	Price - December 2020:	\$96	
	Price - August 2020:	\$175	
	Minutes to Rhododendron:	44	
14) Hampton Inn Portland East 3039 NE 181 st Ave, Portland, OR 97230			
	# of Rooms:	60	Notes: Hampton Inn Portland East offers 60 upper-midscale rooms located a 12-minute drive from the Portland Airport. The hotel averages the 3rd highest rating on Hotels.com (9.2), where guests mention excellent service and a convenient location off I-84 as two positive notes. The hotel offers free breakfast and an indoor pool.
	Year Built:	1995	
	Rating (Hotels.com):	9.2	
	Price - December 2020:	\$124	
	Price - August 2020:	\$153	
	Minutes to Rhododendron:	49	
15) Cooper Spur Mountain Resort 10755 Cooper Spur Rd, Mt Hood, OR 97041			
	# of Rooms:	16	Notes: Located 30 miles from Rhododendron, Cooper Spur Mountain Resort is the only comparable on the east side of Mt. Hood. The 3-star hotel receives superb ratings on Hotels.com, although guests noted the amenities closed too early. The property offers tennis, hiking trails, snowshoeing and various other mountain activities
	Year Built:	1950	
	Rating (Hotels.com):	9.0	
	Price - December 2020:	\$149	
	Price - August 2020:	\$149	
	Minutes to Rhododendron:	40	

Rhododendron Main Street Redevelopment Plan: Survey Summary

From May 28, 2020 through June 19, 2020, Clackamas County, the Department of Land Conservation and Development (DLCD), and the MIG consultant team (the project team) conducted a community-wide online survey for the Rhododendron Main Street Site Redevelopment Plan. The purpose of the survey is to understand opportunities, challenges, and preferences for potential redevelopment of the project area: two privately held properties on the southwest side of US Route 26 totaling 3.73 acres. Publicly owned lands adjacent to Rhododendron Swinging Bridge, and Rhododendron Community Landscape at the Barlow Trail Oregon Historic Marker are also included in the project area.

There were a total of 116 respondents and the following is a summary of results from the survey. This survey is one of several methods for collecting input from the community. The project team will use results of all public involvement efforts to develop the conceptual alternatives, with additional opportunities for input to refine the preferred concept during the summer of 2020.

About the Survey

The online survey allowed anyone to provide input on the project at their own pace through a link posted on the Clackamas County project website. The link was also distributed to members of the Rhododendron Community Planning Organization via email and through the organization's Facebook page. This summary provides percentages based on the total number of respondents who viewed the question. For many questions, the survey allowed respondents to select multiple responses.

ABOUT THIS PROJECT

The Rhododendron Main Street Site Redevelopment Plan (the project) offers an opportunity for Clackamas County, local residents and businesses to plan for redevelopment in a way that reduces demand on the transportation system while accommodating desired workforce housing.

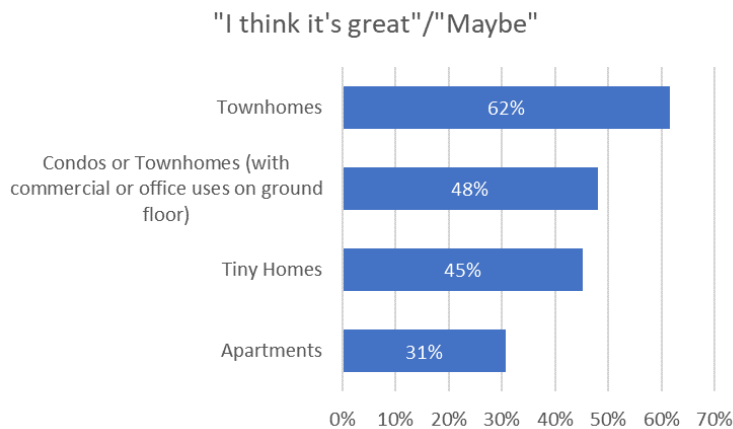
The project area is centered on two privately held properties on the southwest side of US Route 26 totaling 3.73 acres. Publicly owned lands adjacent to Rhododendron Swinging Bridge, and Rhododendron Community Landscape at the Barlow Trail Oregon Historic Marker are also included in the project area.

The project is a partnership with Mt. Hood Holdings, LLC, Rhododendron Community Planning Organization (CPO), Clackamas County, and the Transportation and Growth Management Program (TGM).

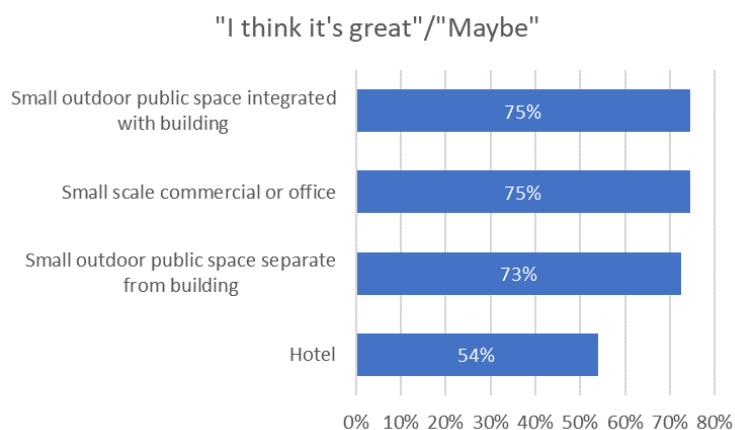


Key Findings

- The majority of respondents indicated that they are part time/seasonal residents.
- Safer highway conditions for walking and biking was the top response when asked about opportunities and challenges in the study area.
- Improving the appearance along the highway was also a popular response. Continuous sidewalks along the highway, landscaping between the street edge and new development, and parking that is behind or beside buildings were also ranked as the top three most important features for new development.
- When asked about potential types of new residential uses, townhomes had the highest preference (“I think it’s great” and “Maybe” responses), followed by condos or townhomes with commercial or office uses on the ground floor.

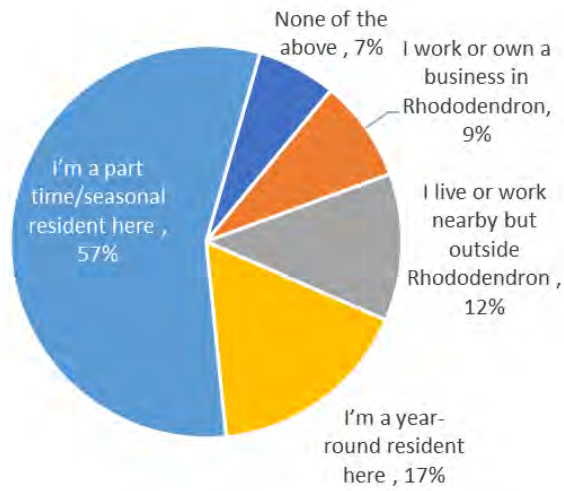


- When asked about potential types of non-residential uses, a small outdoor public space that is integrated with the building AND small scale commercial or office use had the highest preference (“I think it’s great” and “Maybe” responses).



Respondent Composition

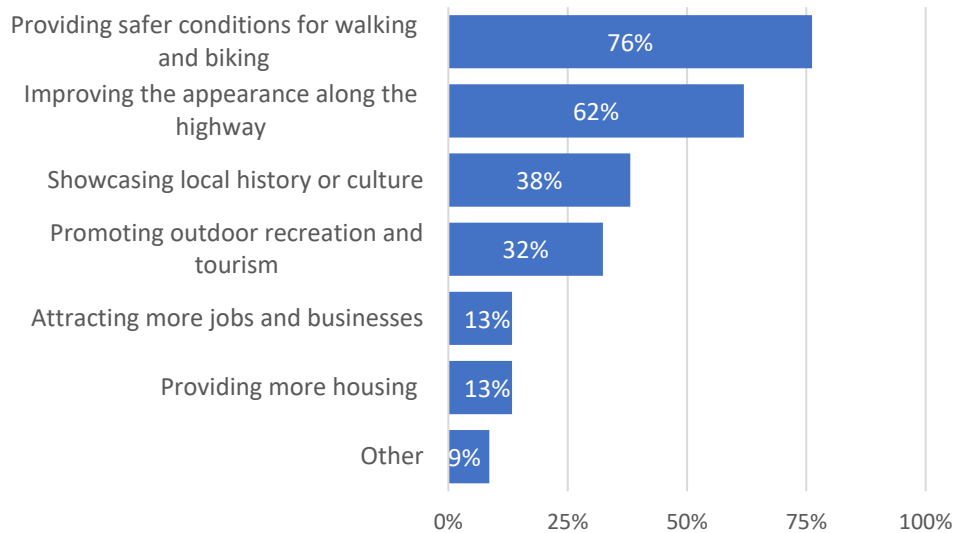
1. How would you describe yourself? Choose all that apply.



Q1. Answer	Count	Percentage
I work or own a business in Rhododendron	9	9%
I'm a year-round resident here	18	17%
I'm a part time/seasonal resident here	60	57%
I live or work nearby but outside Rhododendron	13	12%
None of the above	7	7%

Opportunities and Challenges

2. When thinking about the Rhododendron community in general, what do you see as some opportunities? Choose your top three.

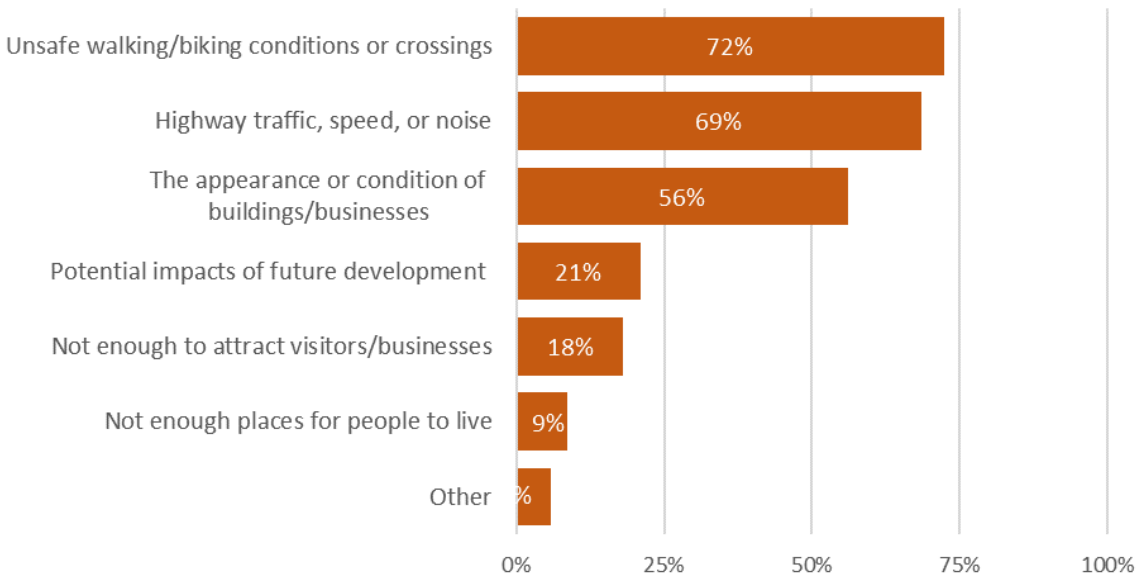


Q2. Answer	Count	Percentage
Showcasing local history or culture	40	38%
Promoting outdoor recreation and tourism	34	32%
Providing more housing	14	13%
Attracting more jobs and businesses	14	13%
Improving the appearance along the highway	65	62%
Providing safer conditions for walking and biking	80	76%
Other	9	9%

Q2. Responses to “Other”:

- Conservation of the surrounding forest
- a joke
- none of the above / leave Rhododendron as it is
- Speed reduction
- less crime, especially from people living on forest land
- Safe walking, biking & driving AND safe access to businesses & homes.
- ego centric blow hards
- Whatever improvements/ business brought in, need to be top quality.
- Slowing traffic

3. We've heard about some of the challenges facing Rhododendron today. What are some of your biggest concerns? Choose your top three.



Q3. Answer	Count	Percentage
Highway traffic, speed, or noise	72	69%
Unsafe walking/biking conditions or crossings	76	72%
The appearance or condition of buildings/businesses	59	56%
Not enough places for people to live	9	9%
Not enough to attract visitors/businesses	19	18%
Potential impacts of future development	22	21%
Other	6	6%

Q3. Responses to "Other":

- the last thing this tiny community needs is more housing
- crime
- ego centric "you pay" folk
- Safe Access to the local business
- Bicycle lanes
- Gentrification

Preferences

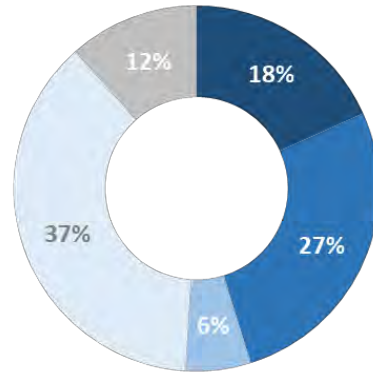
Part of this project will include a feasibility study to better understand the type of land uses most suitable for the redevelopment parcels. It's also important to gauge what you think and would like to see in the future.

The image below is of the redevelopment parcels looking west along Hwy. 26. Take a look at the photo to consider your responses to the following questions.



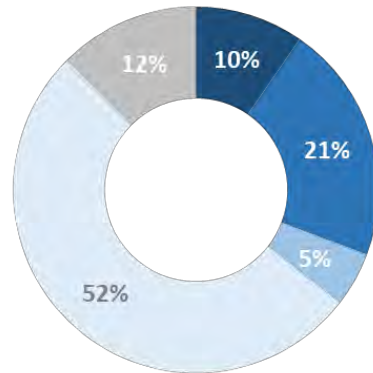
4. Based on your preferences, what type of housing could have potential for this site. Tell us what you think of the following examples (images are for illustrative purposes only).

Tiny Homes (detached)



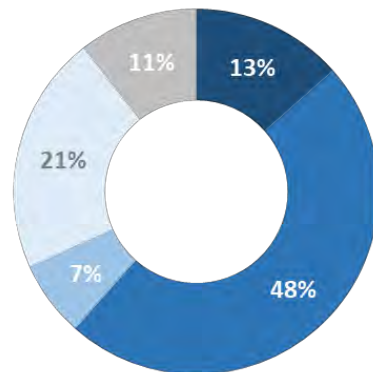
- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

Apartments



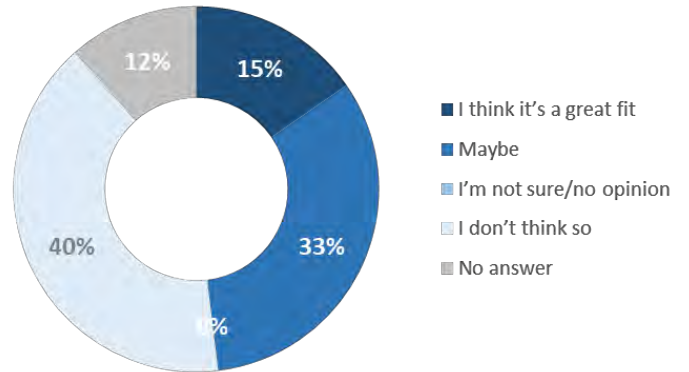
- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

Townhomes (attached)



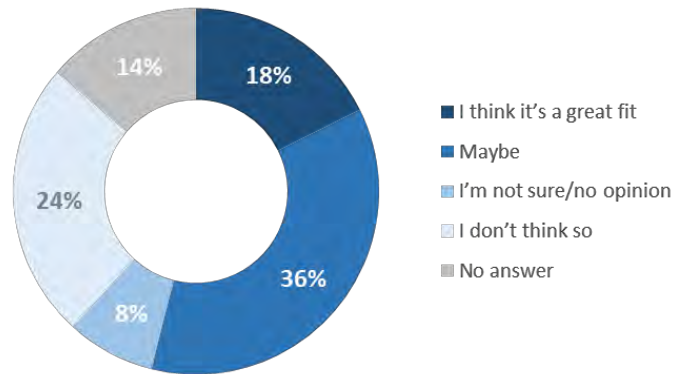
- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

Condos or townhomes with commercial or office uses on ground floor (2 – 3 stories)

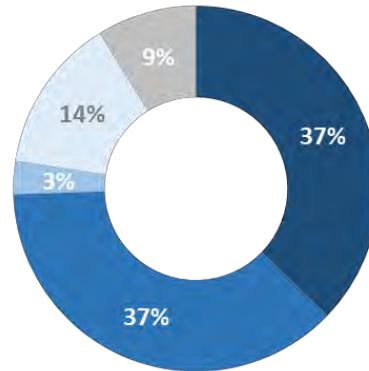


5. Based on your preferences, what type of non-residential development could have potential for this site. Tell us what you think of the following examples (images are for illustrative purposes only).

Hotel (2 – 3 stories)

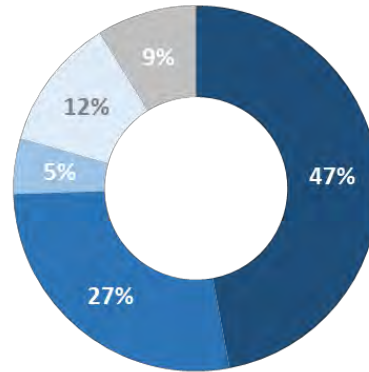


Small-scale commercial or office uses
(1 – 2 stories)



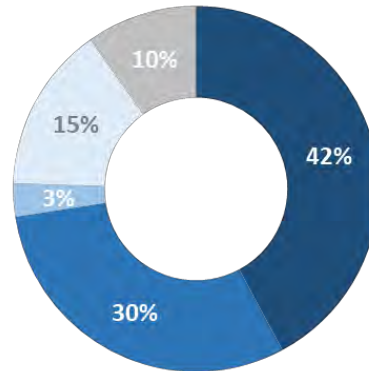
- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

Small outdoor public space integrated
with building



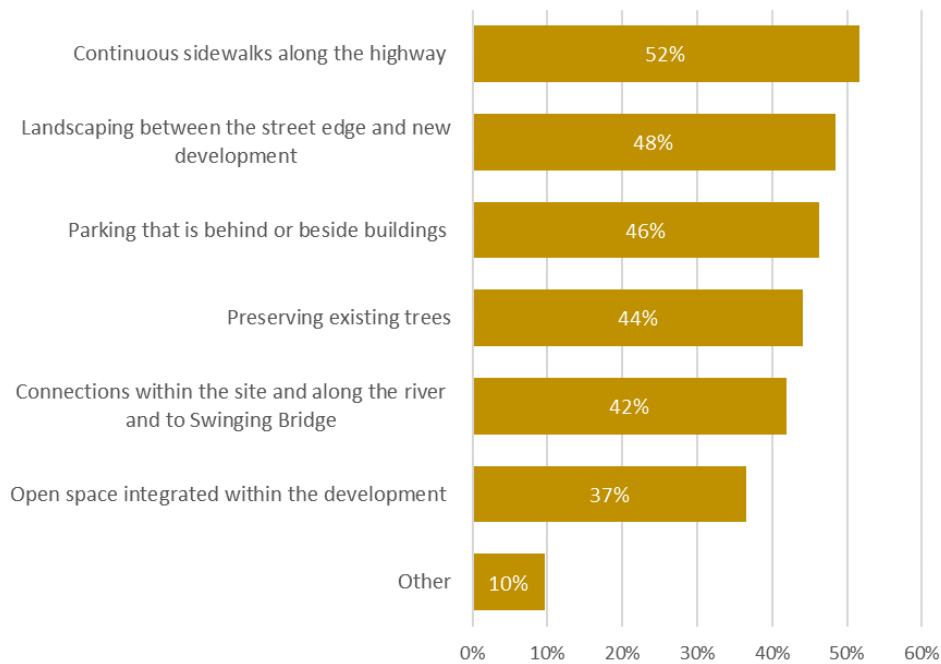
- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

Small outdoor public space separate
from building



- I think it's a great fit
- Maybe
- I'm not sure/no opinion
- I don't think so
- No answer

6. Finally, what are some of the most important features of any new development? Choose your top three.



Q6. Answer	Count	Percentage
Parking that is behind or beside buildings	43	46%
Landscaping between the street edge and new development	45	48%
Preserving existing trees	41	44%
Open space integrated within the development	34	37%
Connections within the site and along the river and to Swinging Bridge	39	42%
Continuous sidewalks along the highway	48	52%
Other	9	10%

Q6. Responses to “Other”:

- Parking in front of bulidings
- good hwy access
- leave it alone!!!
- Sidewalks would also be great.
- Safer access to POST OFFICE from both sides of Hwy 26

- Economical, affordable, Sustainability
- It should be given back to the USFS
- bike walking lanes slower traffic
- Any new housing is relatively affordable and scaled to serve needs of local businesses who need help retaining employees

7. Do you have additional ideas or comments you would like to share?

The following list includes responses to this open-ended question. Comments are unedited expect to remove any personal information. Based on content of the responses, there are several key themes.

- Protect forested, cabin identity
- Ensure consistent design of new development
- Limit development
- Improve traffic flow
- Slow speeds
- Improve existing buildings/street front
- Create a safe crossing
- Support mixed-use or commercial development
- Consider snow removal operations
- Consider increased traffic impacts
- Consider affordability/displacement
- Add trails

Q7. Responses:

- I recommend tiny homes (or small cabins) over condos or townhomes because they can feel more like little cabins. People who live here do not want apartments or condos or townhomes, cabins provide the mountain atmosphere they are looking for. If there is a "tiny home" village, I suggest they actually be cabins. A friend built a 550 sq ft cabin in Welches last year and it was less expensive for permits, etc. than a tiny home would have been. Keep this simple and less expensive. I suggest some 1-bedroom, 2-bedroom and 3-bedroom, so you can accommodate multiple sizes of families. Build in CC&Rs that permit only LTRs or permanent residences, so they do not have the opportunity to become STRs or even non-rented vacation homes. Normally, I would say more shop and restaurant space, maybe more office space, but in our current situation, people are learning to work from home and we might see some businesses go away, creating more commercial space. On the other hand, if we are looking into the future, we could create a cool little village in Rhody that has lots to offer and is walkable. I do not think you need to create an outdoor gathering space; Rhody is surrounded by the Mt Hood National Forest, lots of outdoor gathering spaces that you can walk or bike to from downtown Rhody.
- Quality and respect for the forest and existing community is crucial. Limit the amount of visitors and promote higher quality of services. No transients or off site employee housing for government camp businesses are welcome here.

- No starbucks
- This is a critical piece of infrastructure along highway 26. You need to consider adding a second lane to the highway for seasonal traffic as that, as we all know, is a 2 plus hour bottleneck on high volume days.
- I believe that no development can happen until the speed limit is significantly reduced both ways going into Rhododendron.
- clean up and give some "character" to the existing buildings in Rhody. It is a blip on the road to Mt. Hood and the eastside, nothing more. Rhody rising is a waste of money on things we do not need when there are needs in the communities of Mt. Hood. It is a ridiculous idea. Clean up and improve what you've got. If the need for more was there the existing businesses would survive.
- Slow Traffic Down and make it safer for pedestrians to cross Highway 26.
- Safe Crossing of Highway 26
- "the area outlined is too small to bring additional housing let alone businesses. The ideas of the ""Rhody Rising"" group do not represent those of us who have either lived or owned property in that are for over 100 years. Additionally, ""Rhody Rising"" does not include, in it's zealous desire for change, the thoughts, feelings and concerns of the majority of the of residents and property owners. The majority of the residents and property owners choose to live and/or own property because it is not overrun with development. If ""Rhody Rising"" ever got a true and real take on what the majority of property owners felt, I'm certain all this ""progress"" would not be tolerated. "
- Safer pedestrian crossing along this stretch of Highway 26 is LONG OVERDUE! I slipped on gravel and broke my wrist while walking across Highway 26 with 3 grandchildren. We were going from our Forest Service cabin to the store. TERRIFYING. Cars and big trucks barely slowed down let alone stop.
- Install a traffic speed indicator with flashing lights when entering Rhododendron area. I see too many speeders not slowing down to 40mph when entering the speed change zones. Many drivers accelerate too early to start the climb up 26 to Government Camp.
- We honestly don't want to see a lot of new development in town. We've lived here 27 years & like it rural. Gresham has turned into Portland & Sandy into Gresham. We don't want to turn into Sandy. Limited, tasteful development might be OK, but the key word is limited. Not something that adds congestion of either people or traffic. I think a lot of people here like living with the forest & would be very upset with a less rural town. We could improve some on the appearance, but don't go crazy with it. Thank you for the opportunity to give you our opinion.
- I'd rather see things undisturbed than see another Subway etc..
- Access business on either side of the highway are the main issue we have. Crossing from the swinging bridge to DQ is scary.

- Possible multi use with shared office spaces, web access, etc
- I think this could be a nice destination with food service and shops, etc. I'm not in favor of anything that turns this area into a drop off point that encourages people to wander into adjoining neighborhoods that are mostly vacant vacation homes and private (and quasi-private forest service) property.
- I would like to see architectural design standards that would be uniform with new and existing businesses which would make the community more attractive to people who are passing through. Rhododendron could become more attractive like the improvements to Government Camp.
- The most important thing to address - and the thing to address before anything else - is the extremely unsafe conditions in Rhododendron for pedestrians, bikers, etc. To try to cross 26 means taking one's life in one's hands. The risk rises exponentially on weekends and icy conditions. Rhododendron desperately needs a stoplight to enable people to get from one side of 26 to the other.
- I really don't think Rhododendron needs or can support substantial commercial development. Currently the infrastructure (water sewage) needs to be improved for existing housing and shouldn't be put upon for new large development.
- "We lived in Rhododendron from 1973 - 1989 and we still own 6 rental properties on the North side of Hwy 26 for over 40 years. Main problem is traffic and street is dangerous for pedestrian use. The traffic comes down from The Mt too fast and I am against traffic calming methods because of the big trucks not being able to slow down in time for pedestrians to use a crosswalk. Also, snow plows need to have places to push snow - we've seen seasons when the 4 lane has been reduced to two because of large amounts of snow piled up in the center lanes. Planning to slow traffic needs to start further East of Rhododendron in order for it to slow down enough for a ""village"" atmosphere. Traffic going East tends to speed up in Rhododendron in order to be in front of any right lane traffic going East because of the highway funneling into two lanes total. (Also the pull over lane further East is not long enough and is dangerous as people unfamiliar with the road think there is plenty of lane for pull over and it runs out too fast....And same going West in the same location.) Another thing to remember is the flood that took place in the 60's took out a lot of the property at Toll Gate Park, many cabins and lots of waterfront. That needs to be researched. Would WES - Clackamas County Sewer System be able to serve a hotel or apartments? There is a dearth of living arrangements for people that work in the area and at the ski areas BUT take a look at Summit House Apartments in Govy - they are known as ""scummit"" and are low income and have been run down since they opened. I wish I knew the answer to the Rhody blight. The Log Lodge and Motel was kept up nicely for years but after the original owners retired, it has run down horribly. Thanks for all your hard work addressing these needs.
- "This is probably beyond the scope of this project, but I would love to see some sort of safe pedestrian/cyclist connection between Rhody and ZigZag. As a cabin owner in ZigZag, I would

love to walk to Rhody but it's impossible without using the 26 bridge over the ZigZag river and it feels scary and dangerous. Anything that makes this corridor more attractive to pedestrians and cyclists will be good for businesses, people, and the environment. We might also get more tourists stopping in and eating/drinking/using the businesses more."

- Wish there was a plan to make crossing the highway as a pedestrian easier.....
- "The folk are braggarts. It is a very remote area at 1800' 45 miles from Portland and they are trying to make it real. No industry, no work, no nothing, and they want to make it ""something"". Next, they will want ""transportation"" or medical service or groceries rather than letting the skiers go the extra 10 miles to Govy to ski Any extra property should be given back to the USFS!!"
- Snow plowing in the past was plowed to the middle of the road and caused trouble to access the local business.
- Maintaining the feel of a historical mountain town would be important consideration.
- I would love to see only one story buildings to keep low profile. I understand if the building is lodging it might need to be two stories.
- "cross walk from bridge-- maybe flashing YELLOW like they have in Bend,etc. attractive sidewalk or signage to show a TOWN FEEL. Welcome sign. Slow down .. City signs prior to Rhody"
- So hope at least 2 restaurants be included.
- A way to safely cross Hwy 26 is of top priority! Many of the buildings along that stretch of Rhododendron are terribly run down.
- I would like to see Rhododenron become a town to come to for business needs. Business needs such as restaurants, a laundry mat, a post office, a grocery store, other small business needs, and a bike lane. I think bicyling is important for our local residents to do to go out and shop get their mail, eat out, and for tourism development. The Mt Hood corridor should be user friendly. Slow traffic down and make it more attractive to stay here. Commercial vehicles normally drive on Hwy 26 as a means to get from Portland to Central Oregon. Not against commerce. But lets make the Mt Hood corridor safer for all of us.
- We need to be careful about encouraging housing in areas where people must drive to access jobs and services. To the extent that a mixed use development may mitigate some of these impacts by eliminating some trips that might otherwise begin/end at the development, that's great, but what are the net impacts? More commuter traffic on Hwy 26 into Portland, for people who are dependent upon their cars? That should be a nonstarter, full stop.
- Safety getting across 26 is TOP PRIORITY.
- We love to walk and bike around rhody but it does not feel safe to do so. We would more of a trail system and places that we can walk to without having to dodge traffic.

- Please don't "fix up" Rhody and inadvertently squeeze out locals. We have small group of CPO participants with a vocal leader and, while I appreciate their interest in making improvements to the community, I don't share the same interest in improving property values. I see nothing wrong with a gritty commercial center that doesn't cater to the wealthy or the realtors who care only to sell vacation rentals around it. If a transit stop is needed, this is a fine location. And if there is an opportunity to add housing that is relatively affordable, look at the apartments south of the Hoodland library in Welches as a great example.
- Rhododendron is a charming little town, please don't turn it in to Sandy. Whatever new development happens should really be done in a way that maintains its quaint atmosphere.
- We need a stoplight!
- The biggest safety concern is the speed of traffic through the town - slowing that down should be the number one priority. The second priority I would like to see is visual improvement of the town. Some ideas are: Under grounding all utilities, sidewalks with decorative streetlights and a facade improvement plan that includes a Rhododendron Style facade that reflects the history of the community. Create this situation and business will come and thrive!
- I am happy to see that something is finally being done with the eye-sore of those two properties/ also safe pedestrian crossing is very important

Welcome to the Rhododendron Main Street Site Redevelopment Potential Alternatives Survey!

The Rhododendron Main Street Site Redevelopment Plan (the project) offers an opportunity for the community, local residents, businesses and Clackamas County to plan for redevelopment in a way that reduces demand on the transportation system while accommodating desired workforce housing. A map of the project area is below.

This brief survey asks questions about the potential land use alternatives for the site and street frontage concepts. After viewing the materials posted on the project website, tell us what you think by responding to a brief survey. Your ideas matter, and the project team will use your responses to inform the preferred alternative presented in winter 2020.

This should take as few as five minutes and your responses will be kept confidential and your contact information will not be used for any other purposes. This survey will close on November 6, 2020. For more information, visit:

<https://www.clackamas.us/engineering/rhododendron-main-street-redevelopment-plan>

Project Area

The project area is centered on two privately held properties on the southwest side of US Route 26 totaling 3.73 acres. Publicly owned lands adjacent to Rhododendron Swinging Bridge, and Rhododendron Community Landscape at the Barlow Trail Oregon Historic Marker are also included in the project area.



Rhododendron Main Street
Site Redevelopment Plan:
Site Map

- Project Site
- Property Line
- Building
- Street
- Bus Stop
- Bridge

0 25 50 100 Feet

Data provided by ODOT and OSP
April 2020

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G

First, please tell us a little more about yourself.

Your responses will remain confidential and will be used to ensure we hear from a representation of the local community.

1. How would you describe yourself? Choose all that apply.

Answer	Count	Percentage
I work or own a business in Rhododendron (SQ001)	35	6.96%
I'm a year-round resident in Rhododendron (SQ002)	127	25.25%
I'm a part time/seasonal resident in Rhododendron (SQ003)	39	7.75%
I live or work near, but not in, Rhododendron (SQ004)	134	26.64%
I visit and/or travel through Rhododendron (SQ005)	95	18.89%
None of the above (SQ006)	4	0.80%
Not completed or Not displayed	105	20.87%

Potential Land Use Alternatives

Three potential alternatives for using the site that reflect community interests, site conditions and development feasibility have been developed. All three alternatives include an improved transit stop, a new public plaza north of the site on land that is currently publicly owned, and the potential for a soft surface trail along the Zigzag River.

Alternative A would include:

- A two-story, 58-unit hotel, landscaping and required parking on most of the site;
- Two small-scale retail buildings (re-using the former gas station building) at the north end with a small outdoor area, and
- A potential pedestrian crossing at the north end of the site to connect the retail uses to the commercial services across the highway.

2. How well does Alternative A support community values? Please check one box in each row to reflect your response.

Community Values	1 (doesn't support the value)	2 (supports the value)		3 (strongly supports the value)
Balances new development with the natural environment	46%	21%	13%	20%
Integrates with surrounding small-scale development	43%	21%	16%	16%
Provides needed housing or greater mixture of uses	60%	19%	10%	10%

Includes adequate public areas and greenspace	37%	17%	18%	18%
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Alternative B would include:

- Six two-story cabin style walk-up homes, with a total of 51 units, with landscaping and required parking;
- Two small-scale retail buildings (re-using the gas station building) at the north end with a small outdoor area, and
- A potential pedestrian crossing at the north end of the site similar to Alternative A.

3. How well does Alternative B support community values? (Please check one box in each row to reflect your response.)

Community Values	1 (doesn't support the value)	2 (supports the value)		3 (strongly supports the value)
Balances new development with the natural environment	8%	14%	29%	43%
Integrates with surrounding small-scale development	10%	10%	28%	46%
Provides needed housing or greater mixture of uses	11%	6%	24%	56%
Includes adequate public areas and greenspace	12%	10%	25%	44%

Alternative C would include:

- Six two-story cabin style walk-up homes, with a total of 51 units, with landscaping and required parking;
- Small-scale retail buildings towards the center of the site;
- Two new 1,500 square foot retail buildings with a central gathering space, and
- An potential pedestrian highway crossing connecting the site to the Post Office building.

4. How well does Alternative C support community values? (Please check one box in each row to reflect your response.)

Community Values	1 (doesn't support the value)	2 (supports the value)		3 (strongly supports the value)

Balances new development with the natural environment	12%	10%	25%	46%
Integrates with surrounding small-scale development	11%	13%	24%	45%
Provides needed housing or greater mixture of uses	12%	11%	21%	52%
Includes adequate public areas and greenspace	11%	6%	20%	57%

Overall Preference

5. Please rank the land use alternatives based on what you like best.

Alternatives	First Choice	Second Choice	Third Choice
A	3.6%	3.2%	26.6%
B	16.1%	14.9%	2.2%
C	16.5%	14.1%	3.4%

6. Please provide any additional comments related to your choices:

See open ended comments.

Street Frontage

There are two potential street frontage improvement options based on state planning recommendations and guidelines. Both options assume use of a potential center pedestrian refuge (or island) for the highway crossing and potential pedestrian crossing signals. Any final design would require approval by the Oregon Department of Transportation (ODOT).

Option A would include:

- A continuous 10-foot sidewalk and separated eight-foot bike lane along the highway frontage.
- A seven-foot landscaped area to provide a buffer from the highway.

7. How would you rate specific elements of this concept? (Please check one box in each row to reflect your response.)

Concept elements	Poor	Ok	Good
Crossing design	7.8%	12.7%	21.3%
Pedestrian Safety	7.2%	13.1%	21.7%
Bicyclist safety	7%	11.5%	23.7%

Highway buffer and location of trees and landscaping	5.4%	14.3%	20.9%
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Option B would include:

- A shared, 15-foot-wide bike and pedestrian path along the highway frontage.
- A wider, 10-foot landscaped area and water quality swale to provide a buffer from the highway.

8. How would you rate specific elements of this concept?

Concept elements	Poor	Ok	Good
Crossing design	5.8%	12.3%	23.7%
Pedestrian Safety	6.2%	14.5%	21.5%
Bicyclist safety	4.9%	12.7%	23.7%
Highway buffer and location of trees and landscaping	2.8%	9.1%	28.4%

9. Overall, which option would you prefer for improving conditions for people walking, biking and taking transit?

I prefer Option A (sidewalk and separated bike lane with landscaped buffer) (A1)	71	14.12%
I prefer Option B (shared bike and pedestrian path and wider landscaped buffer) (A2)	120	23.86%
Not sure. (A3)	8	1.59%
Neither (A4)	17	3.38%
No answer	24	4.77%
Not completed or Not displayed	263	52.29%

10. Please provide any additional comments related to your choices:

See open ended comments.

Land Use Alternatives Open Ended Comments

- Don't forget snow removal and storage
- Alt A seems to me to reflect the most likely logical use of the space. Rhody is one of two 'last stops' before the mountain, and a realistic place for lodging for skiers, hikers, and others from Portland and other metro areas. I am very concerned that apartment will become a slum in 15-20 years.
- I like that the crossing is more centered between the uphill and downhill sight lines. It makes for a safer crossing. Alternatives C & B both provide for potentially affordable housing for the area rather than just overnight residents who don't have a personal interest in our community.
- We would rather see commercial use in the core section rather than housing which would feel more "private" rather than "public". The hotel would be more adept to tourism which should help the commercial businesses in the area grow and increase the potential for the two small commercial buildings.
- C is the best option. The crossing is located in the best location for the speedy traffic as there is a severe blind spot by the foot bridge (north). It is not safe to cross the four lane highway until almost across from the Post Office. The other alternatives allow too much congestion at the north-blind spot end of town. The transit stop needs to be at the location of the old gas station if not further South toward the Post Office. I walk this way often and there is not safe car pull off or pedestrian crossing until across from grocery store or Post Office.
- Alternative A is my pick
- Difficult to read print. Too many units.
- "I think it is important to provide permanent housing in this area for the local workers. I like that they all landscape and have open areas. Am concerned that 2 1500 retail areas would not be supported adequately in this area to stay open. So happy that they all include a way to safely cross the highway for those of us that do that to get to the post office. Hopefully that will also slow traffic. Thanks for all your hard work on this project. Marie"
- I like alternative C the best because it keeps the smallness in retail along with lock up housing. I like the crossing to and from the post office building the most out of the options since it is the middle of town.
- I like all three ideas
- None of the alternatives will work without a pedestrian crossing across Hwy 26. Rhododendron can become a community and public transportation nexus only if both sides of the highway are integrated.
- Conservation and Environment need to be a top priority with Development or we'll love this place to death!
- The ability to cross the highway and the trail two key components.
- Please make the housing for 30 days or more. We have enough nightly rentals up here. Locals need housing.
- Rhododendron will never be a thriving business area unless you slow traffic down
- "They are not different enough to rank.

- There is no background on how the landowners are involved in this. Hmm....Given that one lot is owned by a towing company and other by a land holdings company who is to say what is really going to happen. I don't understand. And I am mostly concerned about the highway crossing for bikes and pedestrians. This is not addressed. "
- "I couldn't place our ranking in Box #5, so I will do it here: #1 Choice is Alternative A, #2 Choice is Alternative B, #3 Choice is Alternative C. Housing units have the potential for creating an eyesore as well as creating traffic congestion. Hotel would be better suited for visitors exploring the area."
- Safe crossing to market side is essential.
- Build and develop! Shoot some love and excitement into rhododendron- it desperately needs it.
- While there may be demand for hotel rooms (Alternative A), it may be difficult to find employees to clean them because there is so little housing available in the area for such wage earners. Alternative A also appears to result in more paving near the river - presumably stormwater would discharge to the river and that is a concern even if treated/detained on site due to potential increase in water temperature. The proposed scale of rental housing in Alternatives B and C seems reasonable, and placing structures closer to the highway helps to define the corridor and may help to slow traffic (use of appropriate building materials and windows would help address noise). Feasibility of a pedestrian crossing across Hwy 26 may drive project layout. If alignment of a crossing at the post office is feasible (including with pedestrian refuge replacing a segment of center turn lane), it makes sense to have a public "landing" space on the south side of the highway and it makes sense to have commercial space adjacent to that public space.
- We need more affordable housing for people to live up here, more retail space and I love the idea of a park for people to enjoy the area.
- What is needed is affordable housing for seasonal/recreational workers. In addition, a boutique Hotel/Motel with maybe 15-20 rooms as a draw for Rhododendron visitors. So a combination of the choices would be more appropriate. Maybe a 20-25 unit Affordable housing development on a portion of the property and a 15-20 unit Boutique Hotel along with adjoining retail spaces and or cafe/restaurant.
- I prefer choice B with a walkway across the highway similar to C. Our town is in dire need of housing and is flooded with Airbnb's, vacation condos and hotels all ready. Our local workforce could greatly benefit from 51 new units!
- NO HoTELS!!!!
- Have the businesses for the retail buildings already been chosen? If so, what are they? What does the plaza have to offer? A kids play area? A restroom? There are a lot of details that Are missing. Please share
- More retail space is desirable to accommodate incoming or relocating local businesses and further stimulate the economy of Rhododendron. Low income housing is more in demand than hotel space in this area.
- "Affordable housing is limited for local residents, many homes have become vacation rentals and air bnb making it almost impossible for low income, resort employees and other locals to find stable, clean and permanent homes. Please do not build a hotel! I would like to see the gas station integrated into the plan rather than demolished and I think this under developed section is a great opportunity to show case rhody history and increase use of the foot bridge and natural

beauty of the river with a trail. I do not want to see too much landscaping and hope it can showcase native plants that don't require too much maintenance. Would like to reiterate the importance of affordable housing for locals! I am a home owner and resident for almost 10 years and i have watched many friends struggle in the past few years find somewhere warm and permanent to love. Our community needs affordable housing, not hotel rooms. "

- A wild animal crossing below ground would be a good idea plus above street option for bikers and pedestrians.
- Affordable housing for ski area workers other raise there won't be employees when Sandy and Gresham are closer to the mountain and pay more money.
- We are in dire need of adorable housing options for those of us who live here. The cabins are a great idea as long as they can be used as housing, not just an "Airbnb" sort of residence. We have far too many short term rentals in this area, and not enough long term options for us.
- The option to repurpose the old gas station is optimal. Not only is it environmentally friendly but it is a sound financial decision. Perhaps the cost savings could be used to create a over the road pedestrian walkway. I have concerns about people crossing the road and the amount of traffic that is cruising through well over the posted speed limit.
- We need housing for our locals more than another hotel.... though I do support growth in business lack of housing is the biggest problem we face now. Especially with timberline breaking ground on potentially tearing down summit apartments
- It will be difficult to staff a new hotel without employee housing on the mountain. Alt B is the best option because it addresses housing and repurposes an existing building.
- We do not need more vacation homes or hotels, we need affordable housing for the locals who work the vacation industry. We need to cater to the locals who run this community and focus on our well-being! Love our mountain community, excited to see this plan in action!
- We really need affordable housing on the mountain. I have lived up here for 10 years and every year it gets harder and harder to have to stable place to live.
- I have lived in the area for the better half of my life so far. As a full time worker on the mountain my input is that affordable housing is needed more than another condo or shopping area on the mountain. The vacation rental industry is becoming more and more detrimental to locals here on the mountain. Full time workers are unable to find affordable/appropriate housing. People that have lived and worked up here for decades are moving away because they can't find a home to live in. In fact, the construction of this alone would take away even more employee housing. I personally know of at least fifteen employees living in this area proposed for the construction. Every department on the mountain right now is just barely making it by with the employees they have, along with the record amount of visitors coming to the mountain. This is my desperate plea for affordable housing.
- Housing is needed. Retails not so much.
- Rhody and the surrounding area would benefit from any of these projected improvements!!!
- Local resident workers are being forced to live in their vehicles or stay in run down & overpriced "apartments" that don't have kitchens. Safe appropriate and affordable housing is a right that folks have not seen up here for ages. There are people with graduate degrees unable to afford a mortgage living in a run down "motel," people being forced to sleep on couches, or live in their trucks. Please, help those that drive the businesses up here have a chance to thrive, not just survive while living in our beautiful Mt. Hood villages!

- "- The plan is short sighted with regard to creating walking access to the entire community. The northward crossing is only designed to help people get from the private development to the market. The northward crossing needs to be east of the development (front of log lodge). Most advantageous would be for the crossing to be in front of the Log Lodge across the street from Dairy Queen. A small, narrow walk way (easement) could link the very small distance from Mt Hood Roasters all the way to the supermarket. The south side of the road has ample space for people to move along, while the other side does not. - A more centrally located crossing (in front of Dairy Queen) would add a much needed safety component to the community for children. Kids catching the bus from the east end of Henry Creek Rd currently have to walk on, or within 1 foot, of the highway to catch the bus at the supermarket on inclement weather days. Have you ever seen a 10 year old walking IN a icy highway with semi trucks passing by within feet of them? We have. The population of kids in the area fluctuates wildly. It is abhorrent that when given a chance to improve a critical safety concern...that we do not.
- The vast majority of full time residences are on the north side of Hwy 26...not the south. The plan's walkways and safety concerns ONLY support the developers and the needs of a very small number of Forest Service cabins that are 1) part time, private vacation residences; and, 2) are residences that have very, very low occupancy rates because they are barred from being rented out. Not only kids have to walk IN the highway (when walking east to west)...seniors and other vulnerable residents do as well. Even those of us that are highly mobile are put in a very dangerous situation. - The failure to address the inter-community transit (walking program) can create significant conflict between established commercial businesses, residents and visitors. Currently, walkers on the north side of Hwy 26 cut through all the commercial properties from the Post Office to Mt Hood Roasters when going to these businesses or walking through the core business area. With a new development, the ONLY way people that live or work in the development can get to some of the businesses would be to cut through someone else's private property. With an increase in residents/guests/visitors...this will only get more difficult. This is a problem that can, and should, be solved by the Rhody Rising project. - The plan overly empowers the developers. There needs to be a modicum of balance for the entire community. Keeping established businesses ""land-locked"" away from customers, while providing a ""super-highway"" to the land-locked business' competitors enriches the select few and not only doesn't benefit...it can actually be harmful to those not considered in the plan. This is a plan for the developers, not the community. Broaden the scope of safety upgrades and ensure the very small number of existing commercial enterprises are not damaged. I support the plan with a small change in the safety component. 1) The crossing site MUST be centrally located. 2) The walkability of the north side of Hwy 26 MUST tie the east and west end of Rhododendron together: if you hold your breath for 20 seconds when arriving through Rhododendron...you have passed the entire business community. This plan is greatly lacking vision for many of us. With a rework of the crossing site and a north side walk way (linking all existing businesses), I will support it. If there is no rework, I, regrettable will not be able to support this plan and will ardently and personally work with several of the County Commissioners, members of the Oregon Legislature and ODOT to halt the plan until it addresses the community's overall safety concerns AND ensures ""development equity"" for existing businesses. I also will withhold my options to seeking legal remedies.Fix the plan...and lets get going on this project!"

- I like C alternative. I like the potential crossing to other side where many businesses I really like are located (Mt Hood Coffee Roasters) Pizza and Dairy Queen. I think there should be space for food carts.
- "I think C has best options for our community. affordable housing up here for the people that work the area is something we desperately need."
- We need AFFORDABLE living!!!! AFFORDABLE!!!!
- It doesn't benefit the community at all in affordable year round housing. The highway in this area is also ill prepared. The design could really be improved upon also.
- We as a community object to this development and will fight it with all we have. Go somewhere else.
- Thank you for your hard work. I think adding the size of retail as envisioned in Alternative C would create problems with vehicles entering and exiting Hwy 26 during peak periods like end of day on ski days or busy weekends. Folks trying to head north on 26 will cause accidents.
- More affordable housing!!!! Employees and potential employees have no options in the area. NO MORE SHORT TERM RENTALS!!! No more vacation homes. MORE EMPLOYEE HOUSING!!!!
- I feel it is more important to create more housing for mountain employees with safe access to transportation than create hotels for tourists.
- We really need affordable housing options up here for people who work on the mountain
- We have plenty of options for hotels and tourist housing around. Local house available to anyone in the community would be much more beneficial.
- "This area desperately needs affordable housing for the employees of the businesses that are here. This area needs better law enforcement in regards to traffic, speeding and crime. I don't see a need for additional retail space because there are so many empty spaces in the area where businesses have failed.BTW, question 5 could not be responded to. Something wrong with the set up."
- People tend not to stop in Rhody on their way to the mountain so any idea of flagging down motorists as a means to support business I believe will not be very successful. All these options lead more to the idea of making Rhododendron more of a destination you go to, rather than through,which in the long run would be more of a successful year round business and community plan. Goodness forbid some of these ideas actually attract new, successful, people to move to the area. Gentrification can be a fear for all of these models though
- Housing would be nice but would be far too expensive for any of the local people to afford. All housing tax would sky rocket, causing locals who have lived here for decades to move their lives. It would turn this small mountain community into another small ski town that got blown up and all of the locals had to leave. It would be detrimental to this community.
- We have plenty of room for vacationers,we need more affordable housing for the people who live and work here.i think a pedestrian bridge is a great idea,hwy 26 is dangerous to cross on a good day.
- We do not need a hotel
- Housing needs to have affordable options for local employees (particularly seasonal employees of ski resorts/forest service).
- We need affordable long term housing options. These apartments/cabins will most likely be over priced and for nightly rentals. The community needs more affordable housing options, you can't add additional retail without affordable places for the employees to live. In addition, the

location that these apartments/cabins are going, would replace where current local employees live. We need a solution, we don't need to keep contributing to the problem the Community has for affordable places to live.

- We need more affordable housing and less air bnb places
- We definitely need affordable housing here more than anything! Apartments are a great idea as many people have been forced off the mountain due to so many homes being sold off as vacation/income properties - loooooove the apartments idea! I'm also very stoked on the thought of a footbridge over the highway as a lot of people cross very unsafely here - the speed limit is 40 there but anyone who drives that stretch frequently knows that people maintain 55 pretty much from Brightwood up to the top of Rhody. What we could also REALLY use, if we're talking wishlists - is a foot path (paved or otherwise) off the road on Hwy 26 from about the RV Village to your project area in Rhody. There have been quite a few accidents from people walking or biking ON the highway and if you want some serious love from the community, an off-highway path would be amazing!
- We need housing more than hotels
- "Awesome! Get one of these built asap! Is it possible to widen that last stretch of 2 Lane road t just east of roadie think that would be critical !! "
- No more housing. This mountain is already over packed. Create public space for current mountain tenants to utilize.
- This area does not need a hotel, it needs affordable housing for residents. Ski area, hospitality, and retail employees are struggling to afford housing and we desperately need resources for them. The hotel will only create more hospitality workers who will need housing
- "Could not get the ranking window to work. Rank C, B, A Unclear if "apartments" are long term rental or short term rental? "
- We need housing above anything else!
- Resorts need housing for employees. Please go with premenstrual housing over a hotel
- Housing needs to be for year round residents and not vacation rental homes. Local residents/employees of local businesses need affordable housing in rhody which is not available currently. Do not need another gas station.! And do not need a public bus station!
- I would like to see more affordable housing for residents of the neighborhoods who live and work in our community, the Villages of Mt Hood. Not hotels.
- Our area desperately needs apartments and long term housing. There are already plenty of hotels and Short term vacation rentals in our area. We also desperately need a shopping area for tourists to stop and walk around the area to improve local economy.
- Affordable year round housing is in demand for the resort and local employees. Way to many weekend and short term renters bringing covid into Government Camp and Rhododendron too I'm sure. The way that rent prices are, locals have to settle for cramped, run down apartments or houses. It's been even worse since Building 2 of the Summit Apartments burned down years ago and never got rebuilt. With the mountain becoming an even more popular recreational place because of new demand over the last 10 years, and attractions like Timberlines bike park in the summer, more employees are needed, yet new construction has only been for family or rental style homes. Having employees that could live here year around would help the community in the census and in overall income growth.

- I prefer alternatives C or B because I do see housing, particularly rental housing, as an issue in the area. I prefer alternative C as it provides a pedestrian bridge over highway 26.
- I like the centrally located businesses in relation to the 6 housing buildings. Hopefully the businesses planned or hoped for will be utilized by the residents of the new housing units as well.
- Affordable housing for mountain employees is what is needed.
- None. This is bad. I don't like it at all.
- The mountain desperately needs more affordable housing for local residents. Businesses are already struggling to staff their establishments due to the working class not being able to find affordable housing. No more hotels, air bnbs, or vacation rentals. Stop pricing out the workers, there won't be anyone up there to employ!
- We need housing for first time buyers and full time rentals. We do NOT need any more vacation homes or rentals
- Our local mountain communities desperately need more affordable housing. I've lived here for ten years and watched the housing options for local working people all but vanish. We will have nobody to work at the places all of these tourists come to spend their money if something doesn't change. This is a great opportunity to secure a future for our community! Offering stable housing would allow for long term employees, the people who care and actually make the mountain work, not just seasonal and "here for a pass" employees who live in the woods. Responsible hard working people don't want to live forever in vans and tents when its snowing. They do around here, but they shouldn't have to!!
- "I am a long time resident of Welches. I appreciate development in our community. I think housing/condominiums is a good option and better than a hotel complex.
- I certainly like a mixed use area with housing and store front establishments."
- Rhododendron and the Mt Hood area needs more housing for local working people. Air BNB has taken away affordable options for housing for year round residents.
- We need affordable housing in this area in a bad way. As a business operator it's incredibly hard to find a labor force
- Employee housing for your valuable workforce that is being displaced. There are plenty of vacation rentals up there
- I don't think Rhododendron needs this many new homes, and I'm certainly not convinced of the need for a 50+ unit hotel. This will only contribute to current traffic congestion issues and will negatively impact the local ecosystem and physical appearance of the area.
- I chose the least developed plan.
- There is much need for affordable housing in the area. Apartment and/or rental townhomes would be a great benefit to the community.
- Please consider making more affordable housing for LOCALS. We dont need more hotels. Locals struggle to find a home.
- None we don't need any more housing on the mountain. Leave the mountain and mountain people alone
- Affordable housing for mountain employees!
- "Alternative B1 the Retail shops away from the homes. Will make parking easier, less traffic/noise, added privacy in residential area. Pedestrian Crossing should either be a Bridge over highway or a traffic light that is only used for pedestrian need. "

- Housing for residents who live and work in mt hood
- The housing created must have a price point that works for the community. There should be another survey to see where income levels are for those who rent in the area.
- Before you think about land development, the focus should be on the traffic and highway. No one will be able to safely pull in and out of the highway as it is right now. Talking about adding more congestion is even more absurd until the highway is fixed first!
- Please provide more affordable house for people who work live and play in this area.
- If you create more hotels for non residents to stay but not more housing for locals while most people who work on the mountain already can't find housing and have to live in the woods during the summer or drive long distances, then the economy on the mountain will continue to collapse as there are not enough workers to support the visitors. BUT, if you create more housing for the locals, then we will be able to have an adequate amount of employees needed to run local businesses and support the amount of outside customers this area sees yearly. Housing for locals is what this area of Rhododendron needs the MOST.
- I foot bridge overpass or light crosswalk would be a must with apts. the weekend and holiday traffic makes it impossible to get on the road in the Mt Hood Corridor in a car. Foot traffic would be dangerous. I light might help with the congestion past Rhododendron when semis and chain up lanes cause a back up.
- Rhododendron desperately needs more housing for locals who work in the area. The area is already lacking in housing options and a hotel would not solve that problem. A hotel may actually create more of a housing problem for the people trying to work in the community and serve the tourists but don't have a place to live close by.
- We need more housing on the mountain. Most of us work for the resorts and it is so hard to find affordable housing up here because all the houses up here are air bnb's. People come from all over and ruin govy, rhody, welches, etc. This needs to be taken care of and a place for employees is needed.
- Wish there was more housing options ..this is not adequate for what is needed ..even remotely
- They all suck.. Rhododendron doesn't need more housing that the people already living here can't afford.. Affordable retail space and food carts would be good..
- "There is a great need for affordable
- Housing for the local workforce. I support alternatives B and C primarily for this reason. I also like the trail along the river. "
- We don't need more shopping on the mountain. We desperately need affordable housing for folks that live and work on the mountain between \$500-800 a month. Its a futile effort to try and find housing let alone find a spot for yourself. Most employees have to share small houses with multiple people, rely on the limited employee housing or travel from further away and get stuck in the tourist traffic. We really need housing and as much as possible. No air bnb no vacation rentals
- Love to see something done with that land. It's been an eyesore for years.
- Zero additional permanent residence!
- There's need to be more housing available in that area for employees that work in the Mt.Hood area.
- Concerned about no parking for park and ride
- No hotels or large retail. We need affordable housing that integrated well with the environment.

- Need more public space
- Need more housing, I like alternative B because the small business areas would not be in the center of housing, and could created a separate space for people's housing.
- B
- All proposals will place more of a burden than benefit to the community.
- Definitely no hotel is needed. Permanent housing for locals is needed.
- More affordable housing for locals is needed for the businesses that are already here to continue. Housing for locals is my biggest concern and has been for well over a decade.
- Locals need more affordable housing than hotels. How are people going to live and work there if there's no affordable housing.
- Options A and C would put a ugly mark on the natural beauty that is Rhododendron
- Let's keep this area special and livable for the locals. Thank you.
- "We need housing for people, or we'll never be able to serve the tourists."
- Please please please provide housing for people and not tourists."
- FYI, I am a seasonal resident of Welches. I applaud your efforts and think any of these alternatives would be an improvement. I do used the shuttle and am wondering if the stop will move (ie. Where mt bike rider will park). Also, in alternative C, where is the partaking for visitor to the center commercial area? Finally, we'd all love to see an connecting path for walkers/bikers along the entire corridor. Thanks!
- Employee housing is all we need up here. Please don't build a hotel or air bnbs
- I live in this area now and these development would put me out of my home
- Rhody desperately needs more housing for mountain ops employees and year round residents. The moldy snow line motel has got to go and (having lived there) i know it is an atrocity. Mt hood roasters and the grocery are essential small business that would thrive having more year round residential accommodations near by. Hotels should stay in Govy and in Sandy. Rhody and Welches and the other villages are for the mountain community. Hood is a gem of a community.
- Frustrating knowing you are trying to add in large homes or hotels that are most likely unaffordable for the people who actually live in the area. What would benefit us is more AFFORDABLE housing or employee housing. The amount of Airbnb's there are all over this mountain is insane. Take care of the people who run this place instead of driving us away. It's so unfortunate mt hood is losing its small town homey feel. Shame on Clackamas for only caring about the upper class.
- Please don't ruin this community with a hotel. We need affordable housing yesterday
- More workforce housing!!
- Being a resident on the mountain, and an employee at the ski resorts, we need more homes for ski resort employees!!!!!! Its hard finding home for rent that are now airbnbs
- Please ensure the the "retail" spaces are filled by local business not corporate. Make housing affordable, nothing stupid fancy. The goal is to keep the locals living on hood not to push them further out by more unaffordable housing or vacation rentals. Please make this new property local forward!!!!!!!
- I don't see the need for a hotel- there are so many air bnbs as it is. Locals need living arrangements
- Housing is need more than anything

- Rhododendron and the Mountain in general desperately needs more housing for locals, year round and seasonal workers. We do not need more space for tourists. Retail space would be great to draw attention to Rhody and gives locals a chance to have a storefront. The pedestrian bridge is also much needed as well as sidewalks and lights along the roadway.
- More affordable housing is needed. Being a prior resident and having many friends up there I know affordable housing is priority
- No more hotels up here please! Residents/workers need affordable places to live
- I LOVE the idea of the hotel there - I think it would be a great option for people going up the mountain but until there are more housing options for people who live on the mountain I think that needs to be secondary. Would there be any way to do a smaller hotel building and also an 8-12 unit apartment building there? Combo of both needs? Would the pedestrian crossing be a bridge (gosh I hope so.)
- There are enough air bnb's around that there is no need for a hotel. Housing is more important, and smaller retail space for local businesses is necessary.
- Adding more tourist attractions to this area with a lack of affordable housing will leave new and old tourist attractions without the employees needed to manage and run them.
- I like the cabins versus a massive hotel. Appreciate revamping existing retail. Pedestrian crossing is a must and additional walking paths would be great. More developed nature paths incorporated would be nice.
- The only thing needed is affordable housing for the low income employees that make the tourism here operable.
- Housing for locals needs to be a priority.
- Need traffic control signals and pedestrian crossing to allow safe turning and highway access for vehicles.
- Please don't leave out the locals! As a person that used to live in the area, I understand how hard it is to find decent housing that isn't falling apart while still being affordable. If you don't provide affordable housing for the locals, the mountain will change and people will leave, which are the best part of the community.
- As a past resident of the area and ski bowl and government camp worker, this project looks like a nightmare in terms of a traffic choke point and serious safety hazard. Provides no increased quality of life or support to the community. Bad idea in a horrible location.
- Alternative B
- The mountain is in dire need of affordable housing for the locals that live and work there. Long term Multi-family housing units are critical for the locals who are the backbone of the mountain community. While at the same time integrating with the small mountain town feel.
- "I am a resident of Palm Springs but first came to the mountain in 1937. I had a cabin in wildwood from tht time until three years ago.. I have always felt the Rhody was a gem of the mountain and undeveloped potential. My first recollection was having a nosebleed at age 7 and had to stay in town. Since that time ski patrol. fishing, family vacations that gave kids a wondaful group of memories;. I wonder if intermediate lodging would be best? Winter skiers summer fishing and hiking and proximity to Govey attractions. Longer term residential accommodations minimizes the risks of short term rentals. (Remember some years ago with problems of skiers trashing things?)
- Access to the market is important"

- "The hotel is just too big, and too much parking lot which means lots of risk of oily residue runoff into the ZigZag River. All of my feedback is dependent on having that trail along the river behind the development, complete with safe, dimmable LED lighting for pedestrian safety. With affordable housing will come useful retail and potential upgrades to current retail/restaurants in Rhody which in turn will be patronized by locals and visitors alike."
- Alternative C has the best connection to the other side of Hwy 26 to the post office middle of rhody. Alternative A is the least attractive and the large parking area will lead to runoff issues and water quality issues in the Zigzag river. Also, the large parking area in Alternative A is unattractive and detracts from the natural environment.
- "I prefer alternative B. The cabins integrate with natural surroundings and would be more desirable living than a motel.
- I prefer the business buildings at the North end closer to public space. I Really want public restrooms in the public space"

Street Front Open-Ended Comments

- Snow removal
- The biggest issue I see regarding safety, whether pedestrian or cyclist, is the speed of traffic through Rhody. Cars and trucks are flying up and down the hill; there is no way they are slowing down to 45 through the Rhody corridor. OSP would have enough funds to support an enhanced budget if they would patrol and stop EVERY speeder through this so-called "safety corridor". Roundabouts on both the east and west ends of Rhody, with a pedestrian crossing as described above, would provide maximum safety and accessibility to businesses on both sides of the highway, not just the acreage fronting the Zig-Zag River area.
- I would actually prefer that a two lane highway extend through Rhododendron and turn into 4 lanes before the Zigzag bridge. Downhill and uphill traffic accelerates through this area. The downhill traffic has an opportunity to pass the slower traffic that has been in front of them and the uphill traffic accelerates to pass the slower traffic that they don't want to be behind. An additional 1500 ft of two lane traffic would not make much difference and would dramatically improve the safety.
- Best to consider fewer lanes to stop speeders and support Being able to stop safely. With a projection of more pedestrian crossings, more activity at the footbridge, and with more residential cars I would plan ahead to prevent accidents.
- Put the powerlines underground.
- Either would be a vast improvement. I picked Option B even though sometimes as a walker it is difficult to share with cyclists. I do, however, like the idea of a wider buffer.
- I really like A a lot better because it allows bikes (which will be traveling fast) to be separated from the slower walkers and provides a feeling of relaxation to the store fronts.
- "I am unclear about how the combination pedestrian crossing island and turning lane would work. I don't think pedestrians should vie with turning drivers. A separate
- pedestrian island would be appropriate. And the crosswalk light should give pedestrians sufficient time to cross all four lanes. Location of the pedestrian crossing should take into account that drivers zoom down the mountain and hurl through Rhododendron. OSP has not done a good job of policing law violators, and I question whether this will change. For that reason, the crossing should be in the area of the footbridge and Airlie Mitchell Road. This would

give drivers sufficient time to slow down once they reach Rhododendron. It also would have the side benefit of better serving Mt. Hood Village Market and other adjacent businesses. "

- Swales and vegetation - native planting - necessary to maintain Rhododendron. No invasive species! ODOT needs to put in swales regardless as runoff is going into the Zig Zag/Sandy River and affecting habitat.
- A seems safer. Both good options.
- Please make the flashing pedestrian crossing lights mandatory.
- Bikes and pedestrians do not belong on a highway. Spend the money to widen the highway between Mt Hood and Madras.
- Why only bikes on one side of the highway? As you know, it is a highway and bikes need to travel like the vehicles that they are. Yes they need a protected lane but why not on both sides?
- I am a 'three legged pedestrian, so I appreciate designated walkways :)
- Crossing hwy on foot.. good luck
- What happens to bike rider who is riding with the flow of traffic on opposite side of road? You need the same buffering on both sides of the highway or the rider on the opposite side shares no benefits and if wants to they must cross road at beginning and end of 'safe zone' which would not be safe.
- Even with additional housing or a hotel use there likely will be limited pedestrian and bike traffic in this area (during all seasons) so a shared path is acceptable. A wider buffer between travel lanes and pedestrians/bikes with a swale seems preferable. Keep in mind that snowplows often blast snow/slush from the travel lanes to the edge of the right-of-way during winter months (40mph speed limit, and rain on snow is not uncommon at this elevation). Consider incorporating a stormwater treatment facility between the swale along the highway and its discharge point (i.e. Zigzag River). Separately, members of the Rhody CPO have a wonderful garden space on the north side of the highway and it would be great to call more attention to it (assuming the gardeners support doing so).
- "I would like to see 3 planted center median areas, that would be strategically spaced along US 26 to allow safe crossing for pedestrians. A cross walk will not work, no matter where it is located and here is why.1. Rhododendron is over ¾ miles long. If someone is at, lets say the ""Pot"" shop and wants to cross over to Mt. Hood Roasters and the crosswalk is located down near the store, pedestrians will not walk all the way down to the crosswalk, cross, and then walk back up to the Roasters. Human nature dictates they will take the shortest distance between the two locations. If a planted center median were available, pedestrians could cross two lanes of traffic, wait safely in the median and then cross two more lanes to the other side of the highway. 2. If a crosswalk were to be placed with an RFB, pedestrians would become complacent while walking in the presumed relative safety of the crosswalk. Since Rhododendron is located along the temperate zone, temperatures vary greatly during the winter season. If the roads were the least bit slippery, autos or semi's traveling through Rhododendron would be obligated to stop for the cross walk which could prove disastrous if the roads were slick. 3. US 26 is a designated ODOT Oversized vehicle transportation corridor. If a crosswalk were placed in Rhododendron, load laden transportation vehicles would be required to stop and allow pedestrian crossing. Then the truck would then need to begin the arduous task of gearing back up to speed causing numerous passenger vehicles to pass creating a traffic hazard. The use of strategically placed, planted center medians would allow for safe pedestrian crossing, while also providing visual traffic calming cues. Plus, planted center medians help provide some beauty to

Rhododendron. The planted center medians could also be used as Bioswales to help eliminate road oils from entering the sensitive eco structure. I am adamantly against a crosswalk of any kind because it is a recipe for causing an accident or even a pedestrian fatality. Why? 1. Because Pedestrians become complacent when walking in the perceived safety of a crosswalk. 2. Since Rhododendron weather causes varied temperatures and road conditions, vehicles may often find it difficult to slow or stop for a crosswalk. 3. Human nature dictates that pedestrian will take the shortest route to their next destination. They will NOT go out of their way to cross the highway at a crosswalk if it is a considerable distance away. 4. The trucking lobby does not want heavy haulers to stop forward momentum as they are gearing up to go over the mountain. 5. Strategically placed, planted center medians would allow for pedestrians to safely cross the highway, provide visual traffic calming cues that Rhododendron is a community, while additionally serving to beautify the area."

- We need an actual light to stop traffic. Drivers drive so fast through Rhododendron
- how long is this bike path gonna go anyway? it needs to go at least from the entrance to henry creek on 26 down to skyway to be worth doing AT ALL.
- A pedestrian bridge would be much safer. Will there be a stop light or just a crosswalk? Unclear in the plans. A crosswalk would be asking for fatalities.
- "There should also be a flashing light for traffic to see pedestrians crossing blood alley aka highway 26. I have two friends who have been struck by cars (on foot!) while crossing the highway so please make sure this is safe and well marked. There probably won't be enough pedestrian AND bike traffic to warrant separate lanes. "
- I am really excited about this project. That area is vastly under developed and would help the entire community to update and beautify it.
- Bike safety is key
- A pedestrian overpass would work better over a busy 4 lane highway!!!
- I think the water quality swale is a must. The amount of precipitation and runoff makes this not an option but a must.
- I prefer a wider landscaped buffer but not sure about the safety of a shared bike & pedestrian path.
- As someone who had literally been hit by a car in the cross walk up here. I really appreciate that pedestrian safety is part of this!
- Hwy 26 is dangerous for people. A pedestrian overpass is the only viable way elderly, children, or impaired can safely cross.
- Bike and pedestrian safety? The plan only allows for the development of a bike and pedestrian lane for about 500-700 feet on the south side of Hwy 26 where no permanent residents live and doesn't link the ONE...yes, 1...existing business on the south side of hwy 26 currently open to the public. That part of the plan should be mandated for the developer through SDC's and the upgrades to the community walkway should be where any County funds and grants should be allocated. Masking this as a Rhody Rising initiative, when the bulk of the benefit goes to the developer...and has almost no positive impact on the majority of the businesses...is a misnomer.
- "I think there should be some public restrooms also. Even if it's a small one."
- Traffic is pretty aggressive on the highway there, I think a safer option would be a walk way bridge
- As a community we will fight this.

- I feel like option A is the best for bikes and peds but I feel like the overall design lacks parking for all the people using the bus for shuttle rides up to Timberline People would be forced to the Mt hood Food Lot and crossing the road or parking at Thriftway so making sure there is a trail to ride all the way down there should be in future considerations
- Do not make the highway smaller than it already is
- Pedestrians need to be able to safely cross the highway. This is a major problem when the Highway is busy.
- As eco friendly as possible please
- A pedestrian bridge would be best but probably not very economical
- A pedestrian overpass is the only safe option. I know multiple people who have been struck by cars when trying to cross the highway. The number of city drivers and out of town visitors increases the risk of getting hit by a car when crossing the highway. A crosswalk will not change this. A pedestrian overpass is the only safe choice.
- As a pedestrian and cyclist, I find option A too risky for pedestrian crossing. As evidenced in Portland, this is risky..... it puts the pedestrian in too much danger when trying to avoid cars AND bikes.....the cyclist has very poor view of person trying to cross from their left.
- B is the better option with a larger buffer from hwy 26 . Rhody does Not that have much foot/bicycle traffic so having a joined sidewalk is ok.
- There would HAVE to be a traffic light that is activated by pedestrians. Highway traffic will never just stop at a crosswalk because pedestrians have the right of way. Highway traffic is traveling way too fast. Traffic would have to be stopped with a traffic light to allow pedestrians to cross.
- I support the idea of making Rhododendron a more walkable town and I think this is a good step. However, I am concerned about too much development putting at risk some the low density natural feel of the place.
- I like the wider landscaped buffer of option B which will give a bit more distance between traffic and pedestrians / bicyclists especially in inclement weather.
- This is bad. Don't do it.
- Whatever is best for local businesses is the most important thing to consider. Regardless, pedestrian safety upgrades are desperately needed in Rhododendron.
- Can we create a bike and pedestrian lane, as well as a crosswalk WITHOUT building a hotel or apartments? I really don't think the community feels like we need more housing.
- I feel that either option A or option B is dangerous! The area is not pedestrian safe. People do not obey the traffic speed in this area and it's extremely unsafe to allow pedestrians to cross the busy Hwy 26 on foot or even on bike. A pedestrian overpass in this area would be the ideal solution, which would protect everyone from speeding traffic.
- If Pedestrian Bridge cross is unattainable. Beacon/Traffic lights would be Mandatory. Will also need beacon lights on Eastside if Highway 26 where it is still 2 Lanes. Many Vehicles & Trucks are still traveling well over the 45 speed limit in that area.
- A buffer between the highway and bike lane would be safest for cycling. Highway speeds (supposed to be 45 through this location) are often exceeded and riding a bike here is sketchy at best.
- The traffic is already horrible through this section of highway 26. You would need to add traffic lights with crosswalks to safely move traffic across the highway. People speed and don't pay attention as it is!

- During the summer the amount of biking is HEAVY on the mountain, the bridle trail(the end of the timberline to town trail) ends right when the lanes turn back into 4 heading west, so the amount of bikers using the bike lane will be lots. Having the bike lane and walking lane separated would be helpful during those times, and would prevent further collisions from bikers and pedestrians.
- The crosswalk is a dumb idea.. There is too much traffic on 26 for that. It would be a total shit show..
- I think a flashing pedestrian light will be necessary in this area. Traffic is already going way over 40 mph.
- That is a very high traffic HWY. Rhododendron is where the Hwy goes from two lanes to one or one lane to two depending on the direction of travel. Motorists are jockeying to get around "slow" people they have been stuck behind. I believe an elevated walkway would be best. It could even be retractable for oversized loads that often travel hwy 26.
- Concerned about no chainup room
- Need vegetation in island of crosswalk-several islands from one end of town to the other-to help slow down traffic.
- This isn't Portland, keep this where it belongs, in Portland
- We need safe places to bike and walk. Please!
- I prefer option A, but it seems too much unless part of a regional pathway...
- Great idea to have the landscaped buffer between the highway and walking/ bike ways. I think to more attention we can draw to a crosswalk, the better. Reduced speed limit through town and maybe even speed humps before crosswalks would be ideal.
- Are you out of your mind? I would never put a pedestrian crossing there. People fly down the mountain, in winter conditions this would be treacherous. I think it has to be a pedestrian overpass to truly support the businesses on the other side. One human death is worth more than the cost of a pedestrian bridge. I watch people fly down HWY 26. My folks almost bought a house off Road 20 and trying to turn left (just past where this is) is nearly impossible with how fast cars go. regardless of lighting (which would ruin mountain ambience) I think it is incredibly risky.
- Need an actual crossing
- There needs to be as much protection from traffic as possible.
- There is no information on how long the "island" would be and how that would effect traffic turning in and out of existing shops and residences. Would this section of highway be right turns only? Because that would seriously hinder a lot of local residents, especially those who would be forced East where there is a long ways before there's a safe place to turn around. I don't feel that local residents were really considered much in this design.
- Ped path needs light.
- More green space to buffer 26 noise and pollution the better. Flat spaces for disabled folks and bikes, please.
- I would suspect a pedestrian fatality within the first year with added commercial space, predicted to be a visitor.
- "sharing a bike path with foot traffic poses problems. Temptation is go go like the dickens on the bike path (remember we are in the mountains). A divider between the bike and highway would be best for all. People would ask if I got fearful of working on the mountain. I would

respond my greatest fear is crossing the highway in Rody hearing trucks roaring down the highway toward me. Signals and traffic control (not just signs) mandatory."

- As long as traffic is going 60+mph through town, it is not safe for bikes or pedestrians no matter what.
- Bioswale is a must-have in my opinion.
- The wider landscaped buffer of Option B provides a better separation from the traffic and will enhance a village feel while decreasing the intrusion of the highway.

Q1 After reviewing the draft preferred alternative and cross-section, do you have any suggestions to improve how this plan could meet the community values?

Answered: 16 Skipped: 1

#	RESPONSES	DATE
1	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbrook Lodge, just down river from the swinging bridge.	4/23/2021 1:52 AM
2	1. My main objective in replying to this survey is to make a point of protecting the existing historic property both the ingress and egress and treed barrier between highway 26 and Alderbrook Lodge just downriver from the swinging bridge. 2. I believe the potential public plaza area by the bridge is unnecessary and could possibly block access to our cabin. There is a Barlow Trail historic marker directly across the street. I would suggest that that would be the place where improvements could be made as it's already a public area with parking nearby. 3. The proposed new housing project is too dense for the area if we're trying to keep the value of balancing the natural environment with usage. That is a ton of people if it is fully occupied for the space. 4. The walking path proposed along the river behind the development should not encourage people to trespass on to Alderbrook Lodges property which is adjacent to the bridge and should be protected with signage and/or fencing if necessary. 5. Having been in Rhododendron during a snow storm this year and having been there in the last 25 prior years during snowstorms I believe that the shoulder of highway 26 that is being proposed for the bike lane and beautification is not wide enough to accommodate these proposed ideas. The snow plow flings chunks of snow as far as 25 ft from the highway and builds up a embankment of up to 3 to 4 ft along the side of the highway.	4/21/2021 4:33 PM
3	One of the strengths of this community is those who have been part of it for a very long time. While that should not stand in the way of improvements, it is important to preserve the existing individual homes and small developments that have comprised a substantial part of this community for a long time: specifically protecting historic property access and the tree barrier between Hwy 26 and Alderbrook Lodge, just down river from the swinging bridge	4/21/2021 3:46 PM
4	I am very concerned for the environmental impact especially regarding the "trail" adjacent to the river. It encroaches on private land and would bring unwelcome stress on the river ecosystem. Paying for this private property access is probably prohibitive. Many of these forest cabins have septic systems and more development of homes would affect the existing infrastructure in Rhododendron. Traffic slowing and a flashing crosswalk signal would be welcome, but the flashing light should be in front of the housing and ski bus pickup locations, not bring more people to the small footbridge that leads to no stores/services or parks. Encouraging people to park and gather by the footbridge is short sighted- need to think of future overuse. Land for gathering should be incorporated into the new housing area to be enjoyed by the many residents it would bring.	4/21/2021 3:04 PM
5	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbrook Lodge, just down river from the swinging bridge.	4/20/2021 8:37 PM
6	The bridge is a landmark for foot traffic, not vehicles piling in front of it, and the Reid cabin to the west is arguably the most historic building in Rhododendron. A community garden and/or some type of historic landmark pointing to the bridge and cabin would be most beneficial to preserving the history of this immediate area.	4/14/2021 9:05 AM
7	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbrook Lodge, just down river from the swinging bridge.	4/13/2021 9:44 PM
8	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbrook Lodge, just down river from	4/13/2021 1:08 PM

Rhododendron Main Street Redevelopment Plan: Preferred Alternative

	the swinging bridge.	
9	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbook Lodge, just down river from the swinging bridge.	4/12/2021 11:52 AM
10	I do not think we should have a park there. I'd prefer a historic sign	4/12/2021 10:34 AM
11	Integrate with surrounding small-scale development: Protect existing historic property both ingress/egress and treed barrier between Hwy 26 and Alderbook Lodge, just down river from the swinging bridge.	4/12/2021 10:08 AM
12	Due to US 26 being a busy highway with fast-moving traffic, I am concerned about the flashing beacons being labeled as "optional" in the cross-section. Are these flashing beacons labeled as "optional" because there is no funding to pay for the flashing beacons? I wish the building shown on the west side of the cross-section would be a two-story building. The first story could have retail and the second story could have a residential use. This two-story building would help achieve the community value to "Provide needed housing or a greater mixture of uses". I am open to increasing density near US 26 and throughout the developable areas on the site in order to provide more housing and a greater mixture of uses.	4/10/2021 7:29 PM
13	Cross-section One crosswalk is unworkable. A crosswalk altogether is unworkable. The Motor Freight lobby would be opposed, and human nature would dictate that a crosswalk would not be feasible or safe. Plus, with Rhododendron being located at a temperature sensitive elevation, slick roadways due to rain, snow or ice are a common occurrence. Cars that stop for a crosswalk could be rear-ended by cars behind that don't see the pedestrian crossing. Instead of a crosswalk use of pedestrian safety islands in the center median would be more conducive to safe pedestrian crossing. Space the safety islands to conform with ingress and egress to the businesses on the north and the south side of 26 and you have solved two problems confronting Rhododendron. Additionally, planted center median safety islands could serve as bio-swailes that scrub highway runoff prior to going into the streams or sewer.	4/9/2021 12:09 PM
14	I do like the plan as presented. I wondered if the property owners on the north side of the highway will make any concessions to make both sides of the highway visually cohesive, SAFE, and still functional for the through traffic (especially trucks!). (I am sorry that, as a local, I have not been more involved in this process. These concerns may already have been addressed, but I missed the meetings.)	4/9/2021 12:07 PM
15	No	4/9/2021 12:04 PM
16	Make sure the apartments are for people who live here and not priced such that they become vacation houses and/or STR's. We are DROWNING here with nowhere for local workers to live.	4/9/2021 11:05 AM

Q2 Do you have any additional suggestions to help improve the Draft Preferred Alternative or US 26 cross-section?

Answered: 15 Skipped: 2

#	RESPONSES	DATE
1	Keep the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected.	4/23/2021 1:52 AM
2	If a proposed public plaza goes through in the area adjacent to the swinging bridge I would definitely not want to see any bathrooms or areas where people can camp out, leave garbage or long-term Park. If there ends up being a Transit stop definitely think it needs to be up by the development of the housing because these are the people who will be using it.	4/21/2021 4:33 PM
3	1. Protect access to existing historic properties in the area 2. Place the the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. 3. Prevent trespassing from the proposed foot path behind the new development onto private property adjacent down river on the Zig Zag from the pedestrian swinging bridge. Use signage and barriers as needed. 4. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. 5. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected.	4/21/2021 3:46 PM
4	The cafe would be better sited on the Mt Hood Foods side of the highway with a flashing light from the new housing area.	4/21/2021 3:04 PM
5	For the potential beautification: 1. Native plantings, low maintenance 2. Prevent parking with plantings or other beautification 3. Water permeable surface- like pavers, no hardscape (I'm thinking prevent skateboarding.)	4/20/2021 8:37 PM
6	Move the proposed plan to the east, further up US 26 where it does not interfere with the ped bridge.	4/14/2021 9:05 AM
7	1. Protect current ingress/egress location of existing historic property down river from swinging bridge. 2. Keep the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. 3. Prevent trespassing from the proposed footpath behind the new development onto private property adjacent down river on the Zig Zag from the pedestrian swinging bridge. Use signage and barriers as needed. 4. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. 5. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected. For the land in front of the swinging bridge: 1. Native plantings, low maintenance 2. Prevent parking with plantings or other beautification 3. Use water permeable surface- like pavers, no hardscape	4/13/2021 9:44 PM
8	1. Protect current ingress/egress location of existing historic property down river from swinging bridge. 2. Keep the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. 3. Prevent trespassing from the proposed footpath behind the new development onto private property adjacent down river on the Zig Zag from the pedestrian swinging bridge. Use signage and barriers as needed. 4. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. 5. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected. For the land in front of the swinging bridge: 1. Native plantings, low maintenance 2. Prevent parking with plantings or other beautification 3. Use water permeable surface- like pavers, no hardscape	4/13/2021 1:08 PM
9	Protect current ingress/egress location of existing historic property down river from swinging	4/12/2021 11:52 AM

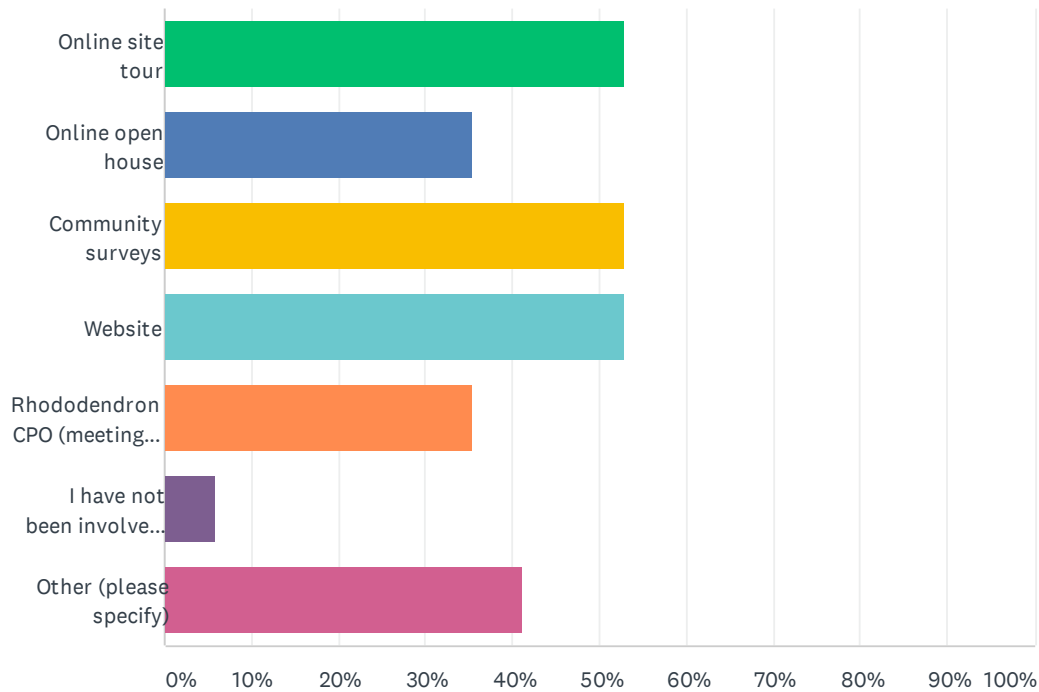
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bridge. (Perhaps worth repeating.) Keep the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. Prevent trespassing from the proposed foot path behind the new development onto private property adjacent down river on the Zig Zag from the pedestrian swinging bridge. Use signage and barriers as needed. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected. Public plaza - native low maintenance plantings, prevent parking with plantings or other beautification, water permeable surface (no hard surfaces)

10	I do not think we should have a park there	4/12/2021 10:34 AM
11	Protect current ingress/egress location of existing historic property down river from swinging bridge. (Perhaps worth repeating.) Keep the transit stop as part of the new development either in front of new development or inside the pass through of the new development since it will be new housing/townhomes built for up mountain workers. Prevent trespassing from the proposed foot path behind the new development onto private property adjacent down river on the Zig Zag from the pedestrian swinging bridge. Use signage and barriers as needed. Consider a pedestrian refuge alternative if the flashing light crosswalk is rejected. Protect an adequate shoulder on Hwy 26 appropriate for cyclists (smooth road surface) even if the bike lane concept is rejected. Add any comments you want here about the Clackamas County land in front of the swinging bridge- labeled as "Potential Public Plaza."	4/12/2021 10:08 AM
12	I don't see a bike repair station in the draft preferred alternative. I recommend adding a bike repair station near the bike lanes along US 26 or along the proposed trail on the west side of the site. I am not sure which bike infrastructure people biking are more likely to use.	4/10/2021 7:29 PM
13	The sidewalks and bike lanes are far too wide. The ODOT ROW does not allow for the width that is recommended without severely impacting the frontage of all the businesses along Hwy 26.	4/9/2021 12:09 PM
14	No	4/9/2021 12:04 PM
15	If there's going to be a crosswalk it needs to be big, bright, and wildly obvious. People come flying down the hill right there and I'd say only about 50% of traffic actually slows down from 60 to 40 there, so it's a dangerous spot that needs to be treated as such.	4/9/2021 11:05 AM

Q3 In what ways have you been involved with this project? (check all that apply)

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES
Online site tour	52.94% 9
Online open house	35.29% 6
Community surveys	52.94% 9
Website	52.94% 9
Rhododendron CPO (meeting and/or information provided by CPO)	35.29% 6
I have not been involved with this project.	5.88% 1
Other (please specify)	41.18% 7
Total Respondents: 17	

#	OTHER (PLEASE SPECIFY)	DATE
1	Part-year resident of Rhododendron	4/23/2021 1:52 AM
2	MIG Zoom meeting	4/21/2021 4:33 PM
3	Rhodi CPO via family attending meetings // Part-year resident of Rhododendron. Direct communication and emails with Scott Hoelscher by family representative.	4/13/2021 9:44 PM
4	Rhodi CPO via family attending meetings // Part-year resident of Rhododendron. Direct communication and emails with Scott Hoelscher by family representative.	4/13/2021 1:08 PM
5	Part-year resident of Rhododendron Direct communication and emails with Scott Hoelscher by family representative.	4/12/2021 11:52 AM

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6	Direct communication and emails with Scott Hoelscher by family representative.	4/12/2021 10:08 AM
7	Clackamas County Pedestrian and Bikeway Advisory Committee	4/10/2021 7:29 PM

Q4 Please share any other comments or suggestions you might have about the Rhododendron Main Street project.

Answered: 13 Skipped: 4

#	RESPONSES	DATE
1	Engine brake prohibition in Rhododendron limits; Pedestrian crossing- or pedestrian refuge recommended!	4/23/2021 1:52 AM
2	I appreciate that the private sectors who will be developing their properties are willing to work with the community for the best outcome, however I believe that Clackamas County should be spending public resources on both sides of the highway if you truly want to do what's best for the actual community and current businesses of Rhododendron.	4/21/2021 4:33 PM
3	1. Prioritization of public transit and pedestrian bike access to the area. This will lead to lower traffic, more pleasant experience for the residents, and protect the local environment, which we all value so much. 2. Put in place a prohibition on engine braking to limit noise	4/21/2021 3:46 PM
4	Engine brake prohibition in Rhododendron limits would help deal with noise pollution of the community. This is simply signage - low cost with big returns.	4/20/2021 8:37 PM
5	I worry about the risk of loitering individuals and threat to the homes on either side of the river in the immediate area if there is a public area to congregate. Some sort of community-run park, without a transit stop accentuating the historic nature of the immediate area makes more sense.	4/14/2021 9:05 AM
6	1. Engine brake prohibition in Rhododendron limits would help deal with noise pollution of the community. This is simply signage - low cost with big returns. 2. Pedestrian crossing- or pedestrian refuge. If we take the bus up the mountain we will want to get back across the street from the stop in front of Mt Hood Foods. It would help us access businesses across the highway. It could be helpful for integrating the sides of the community that are separated by Hwy 26. 3. Bus transport should have bike racks available.	4/13/2021 9:44 PM
7	1. Engine brake prohibition in Rhododendron limits would help deal with noise pollution of the community. This is simply signage - low cost with big returns. 2. Pedestrian crossing- or pedestrian refuge. If we take the bus up the mountain we will want to get back across the street from the stop in front of Mt Hood Foods. It would help us access businesses across the highway. It could be helpful for integrating the sides of the community that are separated by Hwy 26. 3. Bus transport should have bike racks available.	4/13/2021 1:08 PM
8	Engine brake prohibition in Rhododendron limits would help deal with noise pollution of the community. This is simply signage - low cost with big returns. Pedestrian crossing- or pedestrian refuge. It could be helpful for integrating the sides of the community that are separated by Hwy 26- bus transport should have bike racks available.	4/12/2021 11:52 AM
9	Please respect privacy. No park.	4/12/2021 10:34 AM
10	Engine brake prohibition in Rhododendron limits would help deal with noise pollution of the community. This is simply signage - low cost with big returns. Pedestrian crossing- or pedestrian refuge. If we take the bus up mountain we will want to get back across the street from the stop in front of Mt Hood Foods. It would help us access businesses across the highway. It could be helpful for integrating the sides of the community that are separated by Hwy 26- or as Deb says the highway that is being turned into a freeway. (I certainly have memories of getting into Gramp's truck to drive to dinner across the street.) We may want to take our bikes on the bus up mountain and ride back down- bus transport should have bike racks available.	4/12/2021 10:08 AM
11	I hope the bike lanes and potential trail go beyond the site someday. While I wouldn't feel safe biking on US 26, some fearless cyclists already bike on US 26 as they go from Portland to Mt Hood. Connecting the bike lanes and potential trail to Portland would likely attract interested but concerned touring cyclists to visit the site.	4/10/2021 7:29 PM

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12	This project benefitted one Private Property Owner and NOT the entire community. While the TGM-QR was site specific, the attention to the public sector of this plan is sorely lacking. Very disappointed. What are the next steps in making Rhododendron safer for pedestrians, hikers, bikers, transit riders? How does the cross section slow down the speeding traffic through Rhododendron?	4/9/2021 12:09 PM
13	The chatter among the locals is that everyone would be SO HAPPY for affordable housing. It would honestly do everyone (us and you) good because it would pour money back into the local economy for people to be able to live here. I can personally name eight people that I know who are living in their cars right now, not because they can't afford housing, but because there legitimately ISN'T any. With housing prices skyrocketing, it's incredibly attractive (understandably, that's capitalism baby) for people to sell their homes to the investors who are chomping at the bit to buy them, so many long term renters have been ousted from their homes in favor of STRs when their landlords sell to investors. SO happy about apartments!	4/9/2021 11:05 AM